
National Park Service
Cultural Landscapes Inventory
2005



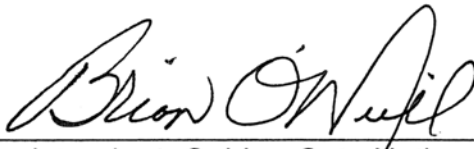
Point Bonita Historic District
Golden Gate National Recreation Area

Cultural Landscape Inventory: Point Bonita Historic District

Golden Gate National Recreation Area concurs with the general findings of this Cultural Landscape Inventory, including the Management Category and Condition Assessment as listed below:

MANAGEMENT CATEGORY B: **Should be preserved and maintained**

CONDITION ASSESSMENT: **Fair**



Superintendent, Golden Gate National Recreation Area

9-23-05
Date

Please return this form to:
Erica Owens
CLI Coordinator, Seattle Office
National Park Service
909 1st Ave, Floor 5
Seattle, WA 98104

POINT BONITA HISTORIC DISTRICT
GOLDEN GATE NATIONAL RECREATION AREA

California SHPO Eligibility Determination

Section 110 Actions Requested:

- 1) SHPO concurrence with expansion of the period of significance from 1855 to 1940 to 1855-1966.
- 2) SHPO concurrence with the Point Bonita Historic District's eligibility under criterion D (in addition to criteria A and C).
- 3) SHPO concurrence that the Setting, as identified in the CLI, contributes to the significance of the site.
- 4) SHPO concurrence with the addition of the following buildings and structures as contributing features of the historic district. (See chart below)

1) ☒ I concur, _____ I do not concur with the proposed period of significance expansion for the Point Bonita Historic District as described in the Cultural Landscape Inventory (CLI).

2) ☒ I concur, _____ I do not concur that the Point Bonita Historic District is eligible under criterion D as described in the CLI.

3) ☒ I concur, _____ I do not concur that the **Setting** as described in the CLI contributes to the Point Bonita Historic District (see the following landscape characteristics: natural systems and features, land use, and views and vistas).

4) The following buildings and structures, located within the historic district, are **already listed on the National Register** as contributing elements:

LCS No.	Structure Name	NRIS Number
058103	PB Original Lighthouse 1855 and Lighthouse Tower 1877	91001099
058104	PB Fog Signal 1903	91001099
058110	PB Light Station Pedestrian Tunnel 1876	91001099

4) *Continued.*

Based on the information provided in the CLI, the following previously unevaluated buildings and structures have been identified as **contributing** to the Point Bonita Historic District:

LCS No.	Archeology Feature	Structure Name	Date Built	Concurrence	
				Yes	No
447396		PBCGS Boathouse Trail	1911	X	
447410		PBLS Bonita Ridge Access Road	1855	X	
058006		PBCGS Conzelman Road	1940s	X	
447493		PBCGS Driveways	1964	X	
447463		PBLS Field Road	1855	X	
447485		PBCGS Gravel Road	1940s	X	
447365		PBLS Lighthouse Trail	1871	X	
058108		PBLS Cartway	1871	X	
447498		PBCGS Sidewalks	1964	X	
447892		PBCGS Board Fence	1964	X	
058095		PBCGS Boundary Wall	1902	X	
058092		PBCGS Picket Fence	1902-present	X	
058111		PBLS Cistern A	1872	X	
058111		PBLS Cistern B	1900	X	
058111		PBLS Cistern C	ca. 1900	X	
447941		PBCGS Quarters 17	1964	X	
447939		PBCGS Quarters 18	1964	X	
447924		PBCGS Quarters 19	1964	X	
058094		PBCGS Concrete Wall	1940-1970	X	
447902		PBCGS Fire Hydrant	ca. 1950s	X	
058090		PBCGS Fire Shed and Bell	1899	X	
058091		PBCGS Flagstaff	1941	X	
058104		PBLS Fog-Signal Building	1903	X	
058088		PBCGS Garage	1941	X	
447530		Fort Barry Harbor Defenses No. 2 Signal Tower	1942	X	
058093		PBCGS North Wall	1889-1939	X	
058089		PBCGS Storage Shed	1899	X	
058105		PBLS Suspension Bridge	1954	X	
447723		PBLS Utility Poles	unknown	X	
	X	PBLS Keeper's Quarters	1855	X	
	X	PBLS Assistant Keeper's Quarters	1856	X	
58106		PBLS Wall Remains	1874	X	
447944		PBLS Winch Turnaround	1872	X	
58109		PBLS Inclined Tramway	1872	X	
	X	PBLS Outlook Foundations	1874	X	
447946		PBLS Radio Supports	unknown	X	
375971		PBCGS Marine Railway & Boathouse Remnants	1911	X	
	X	Metal Pipes	unknown	X	
	X	Rescue Shipwreck	1874	X	
	X	City of New York Shipwreck	1893	X	
	X	San Francisco Shipwreck	1843	X	
	X	Samson Shipwreck	1895	X	

	X	Eureka Shipwreck	1915	X	
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4) *Continued.*

Based on the information provided in the CLI, the following previously unevaluated structures have been identified as **not contributing** to the Point Bonita Historic District:

LCS No.	Archeology Feature	Structure Name	Date Built	Concurrence	
				Yes	No
322949		Battery Mendell Road	Early 1900s	X	
NA		PBLS Parking near light keepers residences	Modern	X	
NA		Social Trails	Modern	X	
NA		Bonita Access Road Crib Wall	1960s	X	
NA		Bonita Access Road Retaining Wall	1901	X	
02136		Coastal Searchlight Shelter #10	1912	X	
NA		Fire Control Station F1/2 (Barry)	ca. 1907	X	
021303		Fort Barry Fire Control Station B1/2 (Mendell)	1907	X	
021300		Fort Barry Fire Control Station F1/3 (Alexander)	1907	X	
021299		Fort Barry Fire Control Station M1/2 (Barry)	1907	X	
NA		Gates	Modern	X	
NA		Benches	Modern	X	
NA		Guy-Line Support Towers	unknown	X	
NA		Oil Tank	1903	X	
NA		Point Bonita Trail Bridge	1984	X	
NA		PBLS Post and Cable Fence	unknown	X	
NA		Railings	Modern	X	
NA		Restroom	Modern	X	
058002		Searchlight Powerhouse #10	1912	X	
NA		Signs	Modern	X	
NA		Truss Bridge #1	1996	X	
NA		Truss Bridge #2	1996	X	
NA		VTs Tower	unknown	X	
NA		Wheel Stops at Field Road parking area	Modern	X	
NA	X	Kona Shipwreck	1979	X	

The SHPO concurs with the list of features to be added as components of the National Register District setting. However, there are questions regarding the features, other than shipwrecks, identified as archeological sites. They could also be considered structures. Further discussion regarding the classification of such resources should be undertaken before further actions affecting the National Register status of the light station are proposed.

Reasons/comments why any 'Do Not Concur' blocks were checked:

 DS4PO 9/28/05
California State Historic Preservation Officer Date

Please return forms to the attention of:
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National Park Service
Pacific West Regional Office-Oakland
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Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name:	Golden Gate National Recreation Area
Administrative Unit:	Golden Gate National Recreation Area
Park Organization Code:	8140
Park Alpha Code:	GOGA

Property Level And CLI Number

Property Level:	Landscape
Name:	Point Bonita Historic District
CLI Identification Number:	725257
Parent Landscape CLI ID Number:	725257

Inventory Summary

Inventory Level:	Level II
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Completion Status:

Level 0

Date Data Collected - Level 0:	8/29/1998
Level 0 Recorder:	Bright Eastman
Date Level 0 Entered:	8/29/1998
Level 0 Data Entry Recorder:	Bright Eastman
Level 0 Site Visit:	No

Level II

Date Level II Data Collected:	10/25/2004
Level II Data Collection	Kathleen Fitzgerald
Date Level II Entered:	8/19/2005
Level II Data Entry Recorder:	Gretchen Stromberg
Level II Site Visit:	Yes

Landscape Description

The Point Bonita Historic District is a ninety-two acre historic site located on Point Bonita within the boundaries of Golden Gate National Recreation Area, California. Point Bonita, located on the southwest tip of the Marin Headlands, is a sharp and rocky promontory that projects out into the water of the Golden Gate, the entrance to San Francisco Bay. Precipitous basalt cliffs plunge over 200 feet into the Pacific Ocean. The Point Bonita Historic District contains those structures associated with aids to navigation including the Point Bonita Light Station and early humanitarian efforts associated with the Point Bonita Life-Saving Station. The major contributing features of the district include the 1877 lighthouse which included the 1855 iron and glass structure, the 1903 fog-signal building, the Pedestrian Tunnel and Lighthouse Trail, Suspension Bridge, early 1960s residences, Monterey cypress windbreaks, the remnant Boathouse Trail and the boathouse launchway ruins. Other features on the site, including the fire control stations, searchlight shelter and searchlight generator, do not contribute to the Point Bonita Historic District; however, they are identified as contributing features of the Forts Baker, Barry and Cronkhite Historic District.

The 1991 National Register of Historic Places (NRHP) nomination form for the Point Bonita Light Station established the period of significance as extending from 1855 to 1940. The 1978 draft National Register nomination form for the Point Bonita Life-Saving Station identified a period of significance of 1899 to 1930. Both of these periods of significance utilized the 50-year rule as the basis for ending the periods. For the purposes of the CLI, the Point Bonita Historic District period of significance has been extended to 1966 to include the last phase of development at both the light and life-saving stations by the Coast Guard and the long-anticipated transfer of the land from the U.S. Army to the U.S. Coast Guard. Additionally, the boundary has been extended beyond that of the Point Bonita Light Station NRHP boundary.

Initially constructed on a barren ridge top in 1855, the Point Bonita Light Station consisted of the lighthouse and a Keeper's dwelling. As the station grew and the U.S. Lighthouse Service gained knowledge about the unique climatic conditions on the West Coast, the station stretched to the southern most tip of the Point. This site was desirable because it provided the location for a new lighthouse and fog-signal building that could be seen and heard by ships navigating under the high canopy of fog seen along the California coast and through the Golden Gate. However, the unstable nature of the rocky point led to the destruction of many of the structures and portions of the circulation system throughout the history of the site. Landslides, caused by heavy winter storms and earthquakes, damaged or destroyed the Keeper's and assistant Keeper's dwellings, two of the fog-signal buildings, the gallery around the cliff connecting two segments of the Lighthouse Trail and life-saving station's boathouses. Consequently, the various agencies responsible for managing the site have constantly modified the site based on the harsh physical and climatic conditions.

Currently, the lighthouse and the fog-signal building are maintained in good working order by the U.S. Coast Guard and the National Park Service. The nearby residential complex is still used as housing, and the buildings are maintained in good condition. Remnant features and ancillary structures, like the sheds, boathouse launchway ruins and other historic archeological sites, exhibit the effects of exposure to the pounding surf, sea spray and harsh weather conditions of the Point. Overall, the district is in fair condition and exhibits all seven aspects of integrity as defined by the National Register of Historic Places.

Those landscape characteristics that contribute to the significance of the proposed district include natural systems and features, land use, circulation, buildings and structures, vegetation, cluster arrangement, views and vistas and archeological sites. The natural systems and features of Point Bonita provided an

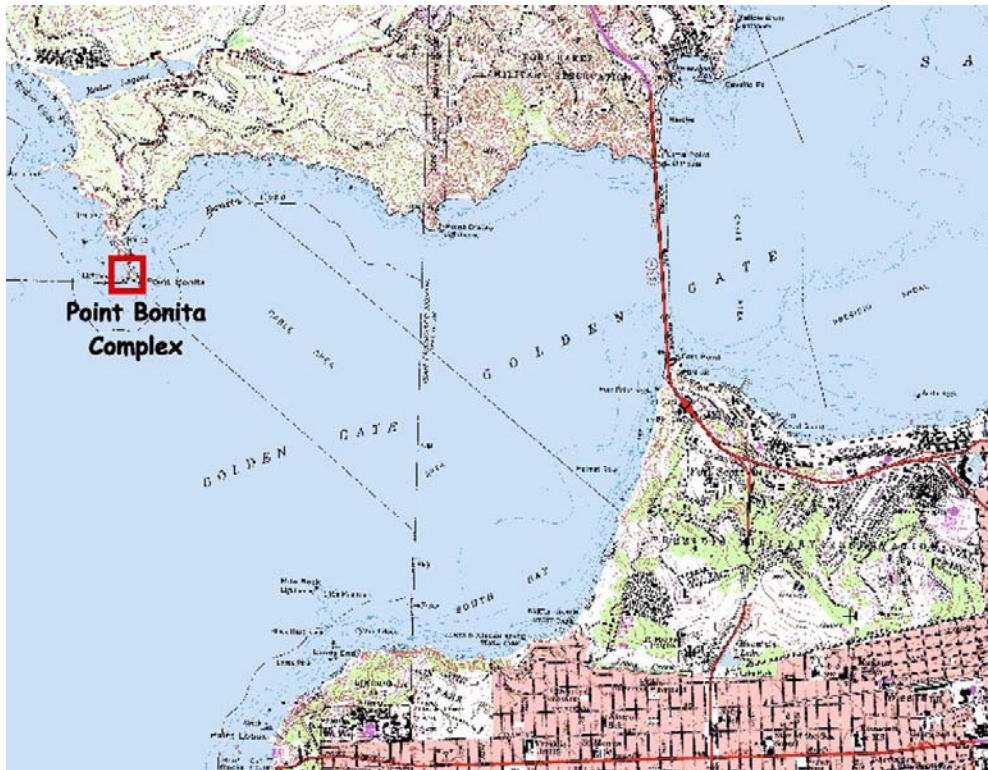
ideal location for both the light station and the life-saving station. The high promontory jutting out into the Pacific Ocean and its location at the entrance to the Golden Gate provide unobstructed views of the light from passing vessels. While no longer staffed, the Point Bonita Light still serves as a functioning navigational aid, and as such, land use and views and vistas remain contributing characteristics to the landscape. Point Bonita Cove offered some protection to the harsh conditions of the open waters, allowing the surfmen to launch their boats during rescues. The remaining contributing buildings and structures display the evolution of the light station, including the 1855 beacon room combined with the 1877 lighthouse tower base to lower the focal plane of the light to be below the high fog of the West Coast. The trail and tunnel remain the primary access to the lighthouse tower. The historic access to the site of the boathouses is still visible although erosion has damaged sections of the roadway.

The contributing ruins and remnant features of the historic district include the sites of the light station residences marked by the naturalized garden flora, fog-signal buildings, ruins and inclined tramway; and life-saving station residences, garage, boathouses and launchway.

Cultural Landscapes Inventory Hierarchy Description

The Point Bonita Historic District is a single landscape with no component landscape.

Location Map



The location of the Point Bonita Historic District within Golden Gate National Recreation Area. The map is created from a USGS 1:24,000 Digital Raster Graphic (DRG).

Boundary Description

The boundary of the ninety-two-acre Point Bonita Historic District is based on the Coast Guard ownership boundary, officially established in 1966, and encompasses all the buildings and immediate setting historically associated with the light station and the life-saving station. The boundary begins approximately 2,083 feet north of the lighthouse tower on the west side of the Point. The boundary angles to the northeast for 1,301 feet to include approximately 350 feet of Conzelman Road, then extends to southeast for 737 feet to the waters edge. From there, the boundary extends out to include all water adjacent to the shoreline from the high water mark to 300 feet beyond the low water mark.

Regional Context

Political Context

The Point Bonita Historic District is owned and operated within District 11 of the Pacific Area of the U.S. Coast Guard, an agency within the Department of Homeland Security. The property is also located within the boundaries of Golden Gate National Recreation Area, designated on October 27, 1972, in Marin County, California, Sixth Congressional District. The National Park Service maintains and manages the district under a permit with the U.S. Coast Guard.

Physiographic Context

Located in the Marin Headlands, Point Bonita is a narrow promontory approximately six miles west of Sausalito and four miles northwest of San Francisco via roads. The Point is approximately one-half mile long with sheer basalt cliffs plunging over 200 feet from the rocky terrain into the Pacific Ocean. The sharp rocky promontory provides an easily identifiable landform marking the entrance to the Golden Gate from the north and warning of the surrounding navigational hazards including swift currents, fogs, intense winds, rocks and shoals. Point Bonita provided protection to the cove which served as a slightly protected inlet to launch the life-saving station's surfboats and lifeboats.

Cultural Context

From the 1840s through the 1870s, the greatest population growth in California was in the north central part of the state as a result of the Gold Rush. The resulting maritime economy was primarily also a northern phenomenon and San Francisco, with its superior natural harbor, served as the port city for all maritime activity north and south of the Golden Gate. For one hundred years, from the Gold Rush through World War II, San Francisco was, along with Shanghai, New York and Liverpool, one of the greatest ports in the entire world. Furthermore, the Bay housed the first naval station on the Pacific Coast, the first Army arsenal and the first Army quartermaster depot.

The San Francisco Bay is the location of six major shipping ports plus oil refineries and petroleum blending facilities. The major ports of the Bay, San Francisco, Oakland, Richmond, Stockton, Alameda and Redwood City, comprise "the fifth largest U.S. port in crude oil handling and the fourth largest container port. About 6,000 large cargo and tanker ships were forecast for the Bay in 1995, with the number growing by 2,000 vessel transits every five years. Vessel navigation in the Bay is complicated by confined maneuvering areas, depth limitation, fog and strong currents."

Chronology

Year	Event	Description
1849 AD	Platted	President Zachary Taylor authorized the U.S. Coast Survey to inspect and recommend sites for lighthouses along the California coast.
1850 AD	Platted	By 1850, the U.S. Coast Survey recommended that a light station should be constructed at Point Bonita. The survey also recommended three other Bay Area lighthouses at Alcatraz, Fort Point and the Farallon Islands.
1852 AD	Established	On October 9, the U.S. Lighthouse Board, which administered the nation's lighthouse system, was organized to replace the Lighthouse Service, established in 1789.
1853 AD	Planned	Congressional funding was provided for the Point Bonita Lighthouse on March 3, 1853, the last of the U.S. Coast Survey recommended Bay Area light stations to receive appropriation.
1854 AD	Planned	On November 15, more than a year and a half after Congress appropriated funding, the lighthouse inspector of the Twelfth Lighthouse District received authority to solicit contracts for the light station's construction.
1855 AD	Built	Work was completed on the Point Bonita Light Station and the lamp was lit on May 2.
1856 AD	Developed	An army cannon on a field carriage was installed at Point Bonita on August 6 and became the West Coast's first operating fog-signal.
1858 AD	Removed	On March 18, the cannon was replaced with a mechanically-struck fog bell. The cannon is now at the U.S. Coast Guard Station in Alameda.
1866 AD	Land Transfer	On July 24, Samuel R. Throckmorton deeded nearly 2,000 acres of the Marin Headlands to the United States government which became the Lime Point (Fort Baker) Military Reservation.

1870 - 1874 AD	Built	In the early 1870s, a landing was constructed near the lighthouse tower with a winch and lift to haul material up the side of the cliff.
1871 AD	Established	On June 18, the U.S. Life-Saving Service was established under the control of the Treasury Department (20 Stat. L., 163).
1872 AD	Built	The new fog-signal building was completed and a new steam siren installed.
1874 AD	Destroyed	A portion of the fog-signal building fell into the sea during a landslide induced by a winter storm.
1874 AD	Built	The tip of the Point was leveled for the construction of a new fog-signal building.
1876 AD	Excavated	A tunnel was cut through solid rock following the destruction of the hanging wooden platform that skirted the side of the 200-foot sheer cliff.
1877 AD	Built	A new one-story brick lighthouse was constructed and topped with the 1855 tower. The 1855 lighthouse base was capped with a brick dome. The tower was converted to use as a day marker.
1897 AD	Land Transfer	On March 9, the State of California ceded to U.S. government all water from the high water mark to 300 feet beyond the low water mark adjacent to U.S. military reservations.
1899 AD	Built	The life-saving station, including the Station Building, Boathouse A, sheds and the picket fence, was built at Bonita Cove, near the light station and military buildings. A second boathouse, Boathouse B, was constructed 3/4 mile north near Rodeo Beach.
1901 AD	Altered	In November, General Superintendent Kimball authorized the construction of a platform, railing and boathouse to improve the safety of Boathouse A.
1901 - 1903 AD	Built	Fort Barry base end and fire control fortifications were constructed on Point Bonita.

1903 AD	Established	An agreement was reached between the Treasury Department and the War Department establishing the Point Bonita Light Reservation boundary at the southern tip of the Point. The northern boundary of the reservation was noted as 120 feet north of the tunnel.
1903 AD	Established	The U.S. Lighthouse Board was transferred from the Department of Treasury to the newly created Department of Commerce and Labor.
1903 AD	Built	The present fog-signal building was constructed below the lighthouse tower, replacing the previous fog-signal buildings built in 1872 and 1874.
1906 AD	Destroyed	The Keeper's residence was destroyed by the 1906 earthquake.
1906 AD	Altered	The 1874 fog-signal building, which had been replaced in use by the 1903 fog-signal building, was adapted for temporary use as the Keeper's residence.
1907 AD	Removed	The original 1855 lighthouse base, which had been used as a day marker since the construction of the 1877 lighthouse tower, was removed by request of the U.S. Army.
1908 AD	Built	A new Keeper's residence and Assistant Keeper's duplex were completed. The 1874 fog-signal building was used as quarters for a third Assistant Keeper.
1909 AD	Built	A double concrete fire station was constructed just below the lighthouse tower. The station served as an emergency fire control and observation station.
1910 AD	Established	On June 17, Congress replaced the U.S. Lighthouse Service with the Bureau of Lighthouses. The new bureau remained under the Department Commerce and Labor.
1911 AD	Graded	The hillside behind the site of the new boat house was cut to grade.

1911 AD	Damaged	On December 31, a large rock slide damaged the new boathouse.
1912 AD	Built	The coast defense searchlight was mounted between the fog-signal building and the fire control station to illuminate the minefields at night.
1912 AD	Built	In early 1912, the new boathouse was finished. Boathouses A and B were decommissioned; Boathouse A was used for storage, while Boathouse B was moved to Fort Barry for use as a school house. See site map for location information.
1913 AD	Established	The Bureau of Lighthouses remained with the Commerce Department after the Department of Commerce and Labor split.
1914 AD	Developed	The life-saving station received permission to connect to the military electricity system.
1915 AD	Established	On January 28, President Woodrow Wilson signed into law the "Act to Create the Coast Guard," that combined the Life-Saving Service and Revenue Cutter Service to form the U.S. Coast Guard (38 Stat. L., 800).
1916 AD	Altered	A lean-to was added to the boathouse for storage of the Dobbins lifeboat.
1917 AD	Established	On April 6, with the declaration of war against Germany, the U.S. Coast Guard was transferred from the Treasury Department to Navy Department by Executive Order.
1919 AD	Established	On August 28, the U.S. Coast Guard reverted to Treasury Department after President Wilson signed Executive Order 3160.
1924 AD	Built	A new wharf was constructed for the life-saving station.
1926 AD	Developed	Electricity was provided to the light station from the Fort Barry Military Reservation.

1929 AD	Destroyed	On April 2, the boathouse was destroyed by a landslide.
1929 AD	Built	By December, a new boathouse was under construction in the same location as the 1911 Boathouse.
1930 - 1931 AD	Damaged	Landslides impeded the construction of the new boathouse for the life-saving station in the summer and fall of 1930, and again in February 1931.
1934 AD	Reconstructed	The launchway was repaired at the life-saving station.
1938 AD	Built	A radio beacon was added to the light station.
1938 AD	Built	The military mounted a coast searchlight on a rock shelf below the fog-signal building as part of the coastal military defense.
1939 AD	Established	On July 1, all navigational aids were transferred to the U.S. Coast Guard within the Department of the Treasury (53 Stat. L., 1432).
1941 AD	Established	On November 1, Executive Order 8929, signed by President Franklin D Roosevelt, transferred the U.S. Coast Guard to the Department of the Navy.
1943 AD	Damaged	In November, another landslide threatened the boathouse at the life-saving station.
1946 AD	Established	On January 1, in compliance with Executive Order 9666, the U.S. Coast Guard was transferred back to the Treasury Department.
1946 AD	Abandoned	The life-saving station was abandoned.
1948 AD	Destroyed	The 1929 boathouse was destroyed by fire.
1950 AD	Built	Following the war, a small watch room was added to the lantern room of the lighthouse tower.

1954 AD	Built	The suspension bridge, connecting the lighthouse tower and fog-signal building with the path along the Point, was constructed.
1960 AD	Demolished	The Keeper's residence was torn down circa 1960.
1960 - 1964 AD	Removed	In the early 1960s, the awnings, storm doors, and gallery deck around the lighthouse lantern room were removed.
1960 - 1964 AD	Demolished	The original 1899 brick Station Building at the life-saving station was demolished by the U.S. Coast Guard.
1960 - 1964 AD	Built	Three wood frame residences were constructed by the U.S. Coast Guard to house the lighthouse Keepers.
1962 AD	Established	As part of the establishment of Point Reyes National Seashore on September 13, an agreement was reached that if the U.S. Coast determined Point Bonita excess property, it would transfer the site to the NPS.
1966 AD	Land Transfer	The Army transferred Point Bonita, including the light station and the life-saving station, to the U.S. Coast Guard under the Department of the Treasury.
1967 AD	Established	On April 1, Executive Order 167-81 transferred the Coast Guard from the Treasury Department to the newly-formed Department of Transportation.
1972 AD	Established	On October 27, Golden Gate National Recreation Area was established. If the U.S. Coast determined Point Bonita excess property, it would transfer the site to the national recreation area in lieu of Point Reyes National Seashore.
1980 AD	Altered	The Point Bonita Lighthouse was the last lighthouse in California to become automated.
1980 AD	Removed	The U.S. Coast Guard removed the small watch room added to the beacon room in 1950.

1993 AD	Rehabilitated	The National Park Service and the U.S. Coast Guard completed a full renovation of the lighthouse tower including: restoration of the gallery deck (removed in 1960-1964), fresh paint and replacement of the awnings and exterior doors.
2002 AD	Established	As part of the Homeland Security Act (P.L. 107-296) signed on November 25, the U.S. Coast Guard would be transferred from the Department of Transportation to the newly-created Department of Homeland Security. The transfer was completed on March 1, 2003.

Statement Of Significance

Summary

The Point Bonita Historic District, located at the entrance to the San Francisco Bay from the Pacific Ocean, includes both the Point Bonita Light Station and the Point Bonita Life-Saving Station. On September 3, 1991, the Point Bonita Light Station was listed on the National Register of Historic Places. The light station meets the “registration requirements for its property type. It contains an intact lighthouse tower (in this case with intact lens as well) and an associated fog-signal building. The architectural integrity of the station's historic buildings is high and their condition is good. The tower and fog-signal building, clustered together at the end of the rocky point, give cohesiveness to the station site. This is heightened by the building's separation from the main access path by a pedestrian suspension bridge. This bridge, existing in the shadow of the Golden Gate Bridge, provides an element of grace and whimsy to the light station. Point Bonita is the only lighthouse in the United States (perhaps the world) approached by a suspension bridge.” (National Register of Historic Places Nomination Form, 1991.) Established in 1855 to mark the entrance to San Francisco Bay and to warn of local navigational hazards, the Point Bonita Light Station meets the requirements for registration as defined in the multiple property submission "Light Stations in California." The period of significance was listed on the National Register nomination form as 1855 to 1940.

For the purposes of including the broader site development and landscape features associated with the aids to navigation and humanitarian operations, the Point Bonita Life-Saving Station has been included as part of the Historic District. A draft nomination for the Point Bonita Life-saving Station was completed in 1978 but never finalized. The life-saving station was initially developed in 1899 under the authority of the U.S. Life-Saving Service which complemented the work of the U.S. Lighthouse Board. By the end of the period of significance, the function of the life-saving station had evolved from supplying humanitarian assistance to providing housing for lighthouse staff.

This CLI proposes expanding the end of the period of significance to 1966, which reflects the work of an operating light station complex, encompassing the initial construction of the light station and the last major investment in the station, reflecting the modernization of equipment and the duties of Coast Guard staff. This period also incorporates the period of significance proposed in the draft 1978 National Register nomination form for the Point Bonita Life-Saving Station, 1899 to 1930, which encompasses the development of the life-saving station.

The 1991 nomination established the significance of the site under Criteria A and C. Under Criterion A (historic events or broad patterns of history), the district is linked to the historic growth of commercial shipping along the West Coast and “California’s critical reliance on maritime transportation and the aids that made navigation possible,” under National Register Criterion A. Under Criterion C (embodies distinctive characteristic of type, period, method of construction, or the work of a master), the light station retains the general form of a formal late nineteenth/early twentieth century light complex reflected in the architecturally distinctive late nineteenth century lighthouse tower and early twentieth century fog-signal building. In addition, the draft 1978 nomination for the Point Bonita Life-Saving Station found the station to be significant under Criterion D (has yielded, or may likely yield information important in prehistory or history). The district was identified as being significant on a state level under historic Theme V: Developing the American Economy, under sub-theme “Shipping and Transportation by Water; Ships, Boats, Lighthouses and Other Structures” and Theme II: Creating Social Institutions, under sub-theme; “Social and Humanitarian Movements; Emergency Aid and Health Care.”

Context

Shipping and Transportation by Water

In spite of very few natural harbors suitable for shipping, California's strategic location on the Pacific Ocean opened the West to maritime trade and exploration and established California as a dominant commercial influence. Following the initial exploration of the California coast by Spanish and English explorers in the eighteenth and nineteenth centuries, the 1849 Gold Rush provided a major impetus for maritime transportation to California, as the transcontinental railroad would not be completed for another twenty years.

Following the discovery of gold near Sutter's Mill in 1848, people in the East wanted to reach California before the gold ran out. However, the established route around Cape Horn took five to eight months, making a short cut through Panama enticing. The route from New York City to Panama then from Panama to San Francisco reduced the travel time to three to five months. A lack of natural protected harbors between San Francisco and San Diego prevented an immediate increase in southern maritime activity. The resulting maritime economy was primarily a northern California phenomenon and San Francisco, with its superior natural harbor, served as the port city for all maritime activity north and south of the Golden Gate.

With increased travel to San Francisco Bay, a light was essential for the safety of the arriving ships. As stated in the Multiple Property Documentation Form ... "the Gold Rush of 1849 had produced a virtual maritime stampede to San Francisco Bay. Unfortunately, the Bay was completely unmarked when the first shiploads began to arrive. San Francisco Bay, despite its calm appearance, is in many ways a nautical nightmare.

Since 1775 when the first European vessel, Ayala's *pacquebot* San Carlos, entered San Francisco Bay, hundreds of vessels have come to grief on its rocky shores, wide sandy beaches or in its fast currents and swirling fog. The north shore of the Golden Gate was, and is, a heavily used area for vessel traffic. Swift currents and other hazards combined with the large volume of shipping to litter its shores with shipwrecks. High on the list of dangers are the fierce currents that sweep in and out of the narrow entrance to wide San Francisco Bay. As the tide changes, or as the flowing water is deflected by the several points of land that jut into the channel, confusing and dangerous back eddies are formed. The high cliffs that line the Marin County shore are unforgiving to grounded vessels. Point Bonita especially, and also Point Diablo and Lime Point protrude into the water. Deep water close to shore makes casting the lead an insufficient warning method. Thick fogs blanked the area both summer and winter. Sailing craft close to the cliffs are somewhat in the wind shadow from the prevailing north-westerlies, but vessels are given no lee at all from the more dangerous southerly winds than accompany winter storms. From the beginning, it appeared that the establishment of navigational aids would be necessary to assure safe passage in and out of the Bay." (Light Stations of California: Multiple Property Documentation Form, 1990)

The historic record indicates that at least ten vessels have wrecked along the shores of the Point Bonita Historic District, and that documentation is complete enough to ascertain the location of six of these shipwrecks with sufficient accuracy to list them as contributing features to the District under the theme of "Shipping and Transportation by Water: Ships, Boats, Lighthouses and other Structures."

Shipping along the West Coast continued to increase throughout the rest of the nineteenth and early twentieth centuries as a result of U.S. expansion, the development of western crops and products for domestic sale and increased international trade, boosted by the opening of the Panama Canal in 1914. Major forces behind the expanding shipping business included: trade agreements in Asia, treaties with the Hawaiian Islands, coastal transportation of prospectors to the Alaskan gold rush and other passengers

along the coast and around the world and export of products from California including, redwood lumber, grain and beef.

Architecturally, the initial light stations built along the West Coast were adaptations of the lighthouse layouts and styles found in New England and the Mid-Atlantic States. The first West Coast lighthouses, built of imported brick, were constructed in the Cape Cod style. Over time, these plans were modified to fit the unique climatic, topographical and geographical conditions of the Pacific Coast. Plans were developed for five geographic conditions: high capes and headlands, low coastal plains and beaches, harbor entrances, islands and coastal mesas and tables. The light towers built closer to shore have a more typical New England and Mid-Atlantic shape; tall, slender and cylindrical. The “California” light towers, generally on higher elevations, are squat with powerful lenses. The 1855 lighthouse tower was designed in the Cape Cod-style

“In lieu of the standard plan of a tower within a Cape Code-style house used for the other early West Coast lighthouses, at Point Bonita, the Lighthouse Board chose a separate site for each of the structures. The tower stood at an elevation of 260 feet near the edge of a cliff which had a steep drop down to the ocean below, while the house stood about 440 yards inland to the southeast, at a lower elevation. The two structures were most likely separated because of the practice of maximizing visibility by placing towers at the highest point of the land, in this case a spot of land not large enough for a house and a tower. This decision would later prove to be the lighthouse tower's undoing, as its light proved to be too high to be seen through the frequent low clouds that rolled in through the Golden Gate.” (National Register of Historic Places Nomination Form, 1991)

It became evident that the fog experienced on the Pacific Coast occurred at a higher elevation than the ocean fogs of the East. Even when lower elevations remained clear, the light would be obscured by fog at the 300-foot level. A new type of lighthouse tower was needed with a lower focal plane and authorities decided that a new tower and fog-signal would be constructed on the tip of the Point at a much lower elevation. The lens and tower were moved from the original 1855 lighthouse tower to the lower location in 1877. The resulting combination of lighthouse tower and lantern room from two different periods produced a unique style among California lighthouses.

Social and Humanitarian Movements

As maritime trade increased, so did the demand for assistance. In the eighteenth and nineteenth centuries large sections of the United States’ coasts were sparsely populated. The crews of ships running aground could expect little, if any help. If the sailors managed to reach the shore following a shipwreck in the winter, often died from exposure on the largely uninhabited shores.

Although the need for a life-saving service was recognized, no established organization or equipment was made available for decades. Storms repeatedly battered the East Coast, leading to the loss of life and an increase in public outcry. Congress continually funded stations, but did not provide for a full-time crew.

Finally in 1871, Sumner Kimball was appointed the chief of the Treasury Department’s Revenue Cutter Service. Kimball succeeded in gaining an appropriation of \$200,000 and Congressional authorization for the Secretary of the Treasury to employ crews at the stations. In 1874, the stations were expanded from the New Jersey and Massachusetts coasts to include the coast of Maine and ten locations south of Cape Henry, Virginia. The following year, stations were built on the Delaware-Maryland-Virginia peninsula, the Great Lakes, and Florida. Eventually, stations were constructed on the Gulf Coast and the West Coast, as well as one station in Nome, Alaska. The life-saving station at Point Bonita was constructed in

1899.

In 1878, the life-saving stations were organized as the U.S. Life-Saving Service, a separate agency in the Treasury Department. Sumner I. Kimball was chosen to serve as the General Superintendent of the Service. The stations were manned by full-time crews, comprised of a keeper and a crew of six or eight "surfmen," during the active season when wrecks were most likely to occur. By the twentieth century, the active season was year-round and some stations were staffed with more than ten men.

The first stations consisted of a single building measuring 42 x 18 feet. These early stations were strictly utilitarian, but by the 1880s, the stations usually included two or three structures. The main building contained the offices, boat house, and berthing area for the crew and usually had a lookout tower on the roof. Outlying buildings consisted of housing to support the crew who were required to live at the stations during shipping season.

The U.S. Life-Saving Service had two means of rescuing people from stranded ships; by boat and by a strong line. The Service used two types of boats: 1) a 700-1,000 pound surfboat pulled by six surfmen with 12-18 foot oars, or 2) a two to four ton lifeboat. The surfboat could be pulled on a cart by crewmen to a site near a wreck and then launched directly into the surf from the beach. The lifeboat could be fitted with sails for work further offshore and during heavy weather.

When a ship wrecked closer to shore and the seas were too rough for boats, a strong line was launched up to 600 yards from the beach to the wrecked vessel using a small cannon. The projectile carried a small messenger line from which the shipwrecked sailors were able to retrieve the strong line. Once the line was secure, a life car could be pulled back and forth between the wreck and the shore.

The crews performed amazing rescues, but the majority of their time was spent conducting practice drills with the rescue equipment, general station maintenance, and patrol and lookout duty. During the day, surfmen was assigned to scan the nearby water areas from the lookout tower. At night, duty was divided into three watches to patrol the beach until morning.

Before the turn of the century, there were very few recreational boaters and most assistance cases were for commercial ships. With the advent of steam powered ships and improved navigational technology, ships were in less danger and small gasoline powered boats were increasingly rescued. In an effort to modernize the stations to meet these new demands, recruit new members and streamline the bureaucracy, the U.S. Coast Guard was created on January 28, 1915 by combining the U.S. Life-Saving Service and the U.S. Revenue Cutter System. During its forty-four years of existence, the U.S. Life-Saving Service rescued 28,121 vessels and 178,741 individuals.

Physical History

1849-1854: Early Lighthouse Backing

In January 1848, gold was discovered along the American River at Coloma, California near Sacramento. The resulting Gold Rush of 1849 made San Francisco a West Coast boomtown. Maritime traffic soon inundated the San Francisco Bay, bringing ships from around the world. That same year, President Zachary Taylor authorized the U.S. Coast Survey to inspect and recommend sites for lighthouses along the California coast. The following year, the U.S. Coast Survey recommended that a light station be constructed at several critical locations. Altogether, sixteen light station sites were recommended for California, four of them in the Bay Area: Alcatraz, Fort Point, Farallon Islands and Point Bonita.

Prior to 1852, the Fifth Auditor of the Department of the Treasury operated the lighthouses through local collectors of customs. On October 9, 1852, the Lighthouse Board was created within the Treasury Department; California was part of the twelfth district. The nine-member board was composed of several civilian, naval, army engineers to inspect each light station, and other aids to navigation, every three months and report on the condition. (<http://www.uscg.mil/hq/g-cp/history/faqs/when.html>, first accessed February 11, 2005)

In a letter to the Secretary of the Treasury, the Superintendent of the 1853 Coast Survey, stressed the urgency for funding the Point Bonita Light Station and explained why the other three funded light stations could not serve as a suitable entrance marker to San Francisco Bay. He concluded that Fort Point could not be adequately viewed from a southern approach. This was an especially important consideration in the Gold Rush years when the majority of coastal traffic was arriving via Cape Horn or Panama. It was deemed that Alcatraz was located too far inside the Bay to serve as an entrance marker through the Golden Gate. Finally, the Farallon Island Lighthouse was more useful "showing its own position and the surrounding dangers, than as a guide to the heads" and served as general navigation aid for the West Coast. Additionally, Point Bonita provided a natural landmark at the northern entrance to San Francisco Bay that was as "well known or remarkable . . . as could be readily and promptly distinguished during a clear night." (National Register Nomination, 1989)

Few captains dared sail their vessels through the Golden Gate after sundown; even those approaching in the daytime encountered fogs, swift currents and other navigational hazards. Before the station was constructed, a number of shipwrecks occurred while ships tried to find a safe passage into the Bay. The largest wreck in the vicinity of Point Bonita was that of the side-wheeler steamship Tennessee which occurred on March 6, 1853. Fortunately all 1,000 passengers and crew made it safely to shore at Indian Cove (later renamed Tennessee Cove in memory of the shipwreck).

Congress finally authorized and appropriated \$25,000 for the Point Bonita Light Station on March 3, 1853, just three days before the wreck of the Tennessee. However, construction continued to be delayed. In August 1853, Richard P. Hammond, Superintendent of Lights and Collector of Customs at San Francisco requested permission to contract local companies to expedite construction and complete the new light station before the rainy season. In response to a letter from the Secretary of the Lighthouse Board on December 5, 1853, Hammond continued to advocate for local contractors, stating that within forty days of authorization the tower could be constructed of brick by a local contractor for \$16,500 or of stone for \$17,000. In the letter he also explained the "it is believed that the claimant under the [Sausalito Rancho] grant will donate 100 acres or such quantity as may be necessary for the Light House purposes," and stressed the importance of the light at Point Bonita.

On May 27, 1854, the lighthouse inspector of the Twelfth Lighthouse District, Campbell Graham, was instructed to concentrate on the construction of the lighthouse at Point Bonita. Because Inspector Graham was supervising the construction of eight other funded lighthouses along the West Coast, it would be two more months before he could send specifications and plans for the light. He had found the ridge of Point Bonita was too narrow and would have to be cut down twenty feet and also advised that local contractors should be used.

On September 29, 1854, another petition was submitted to the Secretary of the Treasury, this time from the Branch Pilots Association and Merchant Ship Masters urging the construction of the light station.

Finally, on November 15, 1854, more than a year and a half after Congress appropriated funding, Inspector Graham receive plans for, and authorization to solicit local contractors to construct the Point Bonita Light Station.

1855-1899: Point Bonita Light Station Construction

After finally receiving notice to move forward, Inspector Graham immediately arranged a contract for the construction of the Point Bonita Lighthouse. A letter was sent to the Lighthouse Board that a contract with Ephraim McLean was established to provide for materials and construction of the lighthouse tower and Keeper's dwelling. The contract stated building was to be completed by March 1, 1855, and the beacon was to be installed on May 1, 1855. A second letter was sent from Inspector Graham to the Lighthouse Board informing them that McLean had sold the contract to Hofras and Cowing, and that they also had a good reputation.

Rather than use the standard plan of a tower within a Cape Code-style house imported from the East Coast and used for the other early West Coast lighthouses, the Lighthouse Board had the Point Bonita Light Station and Keeper's dwelling constructed at separate locations. The light beacon was located at the highest point of the land near the edge of a cliff, which had a steep drop down to the ocean 260 feet below. Because the site was not large enough for a house and a tower, the house was constructed 440 feet to the southeast at a lower elevation.

On February 14, 1855, Inspector Graham reported the construction was well underway and in agreement with his directives, the contractor was ready to install the lens in two weeks. However, rains and heavy seas prevented the delivery of the lens until March 6. Finally, on April 24, the work on the first lighthouse tower completed. The lighthouse tower was 295 feet above sea level and the height of the tower created a focal plane for the light beacon of 306 feet above sea level, marking the northern entrance to San Francisco Bay. The Point Bonita Lighthouse beamed its first rays from the fixed natural color second-order Fresnel light out to sea on May 2, 1855.

Shortly after the light began operation, the Lighthouse Board turned its attention to providing a fog-signal for the fog-bound location. A twenty-four pounder army cannon on a field carriage was requisitioned from the Benicia Arsenal and installed at Point Bonita on August 6, 1855, becoming the first operating fog-signal on the West Coast (see photo: History #1). Due to the rough terrain at lower elevations, the cannon was situated 1,800 feet to the north of the lighthouse tower and fired every half-hour, day and night, during foggy weather. On March 18, 1858, the cannon was replaced with a mechanical fog bell that only required winding every six hours. A notice to mariners informed them that the new fog-signal would be struck six times at intervals of sixteen seconds followed by forty-four seconds of the silence. The cannon was finally removed in 1915 for the Panama Pacific Exposition. The fog cannon was eventually moved to the U.S. Coast Guard Island, Alameda, California, where it is still

located.

While the construction of the light station went smoothly, ownership of the property and establishment of the lighthouse reservation was apparently not immediately determined. William Richardson owned Rancho Sausalito in addition to running a very successful transportation service. However, at the time of the construction of the light station, Richardson was experiencing a series of financial setbacks after he transferred to the riskier shipping trade and mortgaged the ranch. He then turned to Samuel R. Throckmorton, a San Francisco real estate broker. Throckmorton advised Richardson to deed four and one-half leagues of the Rancho; Throckmorton would serve as trustee for William Richardson. Eventually, the property would be returned to Richardson free of debt. However, Richardson died on April 21, 1856, after he had received confirmation of his title for the Rancho Sausalito. Subsequently, Throckmorton replaced the beef cattle with dairy cattle and leased the property to tenant ranchers.

It was also at this time that Throckmorton offered to sell 2,300 acres of Rancho Sausalito to the U.S. government for a military reservation. However, the exorbitant asking price led to an investigation of the land values and the actual size of the property, postponing the sale of the property. Finally, on July 24, 1866, a grant deed transferred nearly 2,000 acres of the Marin Headlands, later the Lime Point (later renamed Fort Baker) Military Reservation, from Throckmorton to the United States government, eleven years after the completion of the lighthouse tower. A September 24, 1902 letter to the Lighthouse Board from Lieutenant Colonel Thomas H. Handbury, Engineer of the Twelfth Lighthouse District, and Commander J.B. Milton, Inspector of the Twelfth Lighthouse District, confirms this, stating that there were no records of any arrangements with Throckmorton for the construction and use of Point Bonita for a light station.

After several years of operation it became apparent that the fog on the Pacific Coast occurred at a higher elevation than the ocean fogs along the East Coast. As a result, the Point Bonita light would often be obscured by fog at the 300-foot level, while lower elevations remained clear. Lighthouse authorities decided that a new tower and fog-signal would need to be constructed on the tip of the Point, at a much lower elevation. Construction proved difficult due to the precarious terrain.

Beginning in 1871, improvements to the site of the Point Bonita Light Station commenced. In the early 1870s, a landing was constructed near the new lighthouse tower site along with a winch and lift to haul material up the side of the cliff. A new fog-signal—a steam siren—was completed in 1872; however, a portion of the fog-signal building fell to the sea in a winter storm two years later. In 1874, the tip of the Point was leveled and the fog-signal building pulled away from the edge of the cliff.

A gallery, or cliff-hanging wooden platform, skirted the sheer cliff providing the only pedestrian access to the lighthouse tower and fog-signal building. Numerous landslides, from 1872 to 1876, had plagued the light station, making the gallery one of the most dangerous stretches of the path to the lighthouse (see photo: History #2). Finally, in 1876, Chinese workmen hand dug a tunnel through solid rock to replace the gallery.

The new lighthouse began operation in 1877. It was composed of a one-story brick base on which was mounted the relocated lantern room and lens from the original lighthouse tower (see photo: History #3). The 1855 lighthouse tower was converted for use as a day mark when a dome was added to the top of the structure.

The present fog-signal building was constructed in 1903, replacing the previous fog-signal buildings built in 1872 and 1874. Following the 1906 earthquake which severely damaged the old residence, the 1874 fog-signal building was adapted for temporary use as the Keeper's residence (see photo: History

#4). Eventually, a new Keeper's residence and Assistant Keeper's duplex were completed in 1908 (see photo: History #5). The 1874 fog-signal building became the quarters for a third Assistant Keeper.

The Keeper's life was full of monotony, given that the Keepers kept long watches and performed routine maintenance, such as cleaning the lens, whitewashing the buildings, repairing structures, water lines and cisterns, and keeping journals of the light station. However, despite the light and the fog-signals that were installed, shipwrecks still occurred during thick fog and stormy conditions, and on rare occasions the monotony at Point Bonita was interrupted as lighthouse staff performed heroic rescues. On October 3, 1874, the steam tug "Rescue" went aground and was broken against the shore. The lighthouse Keepers were able to rescue nine of the ten crew members. Again in April 1876, two men were rescued by the lighthouse staff after their boat capsized. On December 26, 1896, Lighthouse Keeper George Cobb, without assistance, rescued three men from drowning after their sailboat capsized in the San Francisco Bay during a storm of rainsqualls and gale force winds blowing fifty miles an hour.

On March 9, 1897, the State of California ceded "all right and title of the State of California in and to the parcels of land extending from the high-water mark out to three hundred yards beyond the low-water mark ... to the United States ... occupied or reserved for any military or naval purpose" as long as the government of the United States held title to the adjunct land. The ceded property was added to the Lime Point Military Reservation. However, a boundary for the lighthouse reservation had still not been established.



History #1: The first operating fog-signal on the West Coast, circa 1870; the original 1855 lighthouse can be seen in the background on the far left side. (U.S. Coast Guard, 12th District)



History #2: A photo of the gallery around the cliff at Point Bonita, date unknown. (Lone Mountain College Collection of Stereographs by Eadweard Muybridge, Unit ID: 1652, University of California, Berkeley; The Bancroft Library)



History #3: Circa 1910 view of the 1877 brick lighthouse, with the 1855 metal lantern and lamp rooms. The 1903 fog-signal building roof is in the background. The brick chimney for the fog-signal boilers is on the right. (U.S. Coast Guard, 12th District)



History #4: Circa 1940, the aerial photo shows the lighthouse tower, 1874 fog-signal building, 1903 fog-signal building, oil tanks, inclined tramway, and the trail to the light. (Golden Gate National Recreation Area Park Archives and Record Center)



History #5: Point Bonita Cove, from left to right, with the fog-signal building, turn-around station above the derrick, Keeper's residences, life-saving station and the boathouse on the waterfront. (1908-40, PWR-Oakland, National Register Records)

1899- 1966: Construction of the Point Bonita Life-Saving Station

Beginning in 1848, the U.S. government began funding life-saving equipment and stations along the East Coast, due to the increasing maritime traffic. However, these stations relied solely on volunteer crews who were typically ill-equipped and untrained. As storms continued to pound the East and the loss of life and goods rose, so did the public outcry for Congress to do more. Unfortunately, it was not until after a series of disastrous winter storms in 1870 and 1871 that appropriations were made for stations and crews nation-wide. Sumner Increase Kimball was appointed the chief of the Treasury Department's Revenue Marine Division and under his command, more stations of the organization began to be established along the eastern seaboard, the Great Lakes, Gulf Coast and, finally, on the West Coast.

On June 20, 1874, life-saving stations were authorized in California at the entrance to the Golden Gate, near the Great Beach in Golden Gate Park, at Bolinas Bay and at Humboldt Bay. On June 18, 1878, the U.S. Life-Saving Service was officially established as a separate agency to aid in the rescue of shipwrecked passengers and crew on the East and West Coast, as well as the Great Lakes (20 Stat. L., 163).

These stations were not able to meet all the demands of increased maritime traffic and the hazardous water through the Golden Gate. While Congressman John A. Barham introduced H.R. 1980 on December 17, 1895 and Senator George C. Perkins put forth S. 2980 in April 1896 for the creation of a new life-saving station, Kimball began looking for the best site, based on local opinion, for the station. Kimball, in concurrence with the Inspector of the U.S. Life-Saving Service, Twelfth District, Major Thomas J. Blakeney, recommended a site at Potato Cove. At this location, the life-saving station would be protected from any storms from the south by a rocky shelf to the west and from the Pacific Ocean's westerly swells by the Four Fathom Bank, locally known as the "Potato Patch."

Eventually, the life-saving station would be built at Bonita Cove, near the lighthouse tower and military buildings, but Boathouse B, which included a launchway, was constructed at Potato Cove, closer to Rodeo Beach, approximately three-quarters of a mile north of the Point Bonita Historic District. The Inspector also recommended that the lighthouse wharf should be fitted with a derrick, to support a surfboat in the event that a larger boat could not be safely launched. The station would also require a telephone connection, linked with the life-saving stations to the south of the Golden Gate.

On March 18, 1899, the contract for the construction of the station was let to the Thomson Bridge Company, the lowest bidder of the thirteen submitted estimates. The contract, to be completed in ninety days, included the construction of Boathouse A (within the Point Bonita Historic District) and B (north of the Point Bonita Historic District), a residence, cisterns, fire shed, storage shed, garage and sidewalks. Construction started in the summer of 1899; however, high rough swells and refractory rock at the location of Boathouse A delayed the project. Even with a thirty day extension, the project was not completed, though Captain Fred M. Munger, the superintendent of construction, advised that the Thomson Bridge Company was not to blame, citing that the contractor received the orders to begin work one month after the contract had been signed, faced severe weather and poor roads and had an accident in which the contractor's foot was crushed. Finally, on September 8, 1899, Charles M. Colonell, the project supervisor, reported that the station was completed in accordance with the Life-Saving Service's plans and specifications.

During the construction of the station, a second contract was issued to P.G. MacIntyre, the sub-contractor for the construction of the residence, to build a redwood picket fence around the dwelling site to guard against dairy cattle grazed in Marin by tenant farmers and the U.S. Army and protect the crew and their

families from falling over the edge of the cliff into the ocean.

The rough seas, rocky slopes and the hazardous weather conditions at Point Bonita proved to make launching a boat extremely difficult at Boathouse A. It was not until November 1901 that Kimball authorized the construction of a platform, railing and boathouse siding that had been requested by Captain Munger two years earlier to improve the safety of Boathouse A (see photo: History #5).

The standard boats used at a life-saving station included the lifeboat and surfboat. The lifeboats were slow heavy boats that were strong and stable and could be launched directly into the water, usually along a set of rails. This would be a station's largest boat at 26 x 7 feet. The Dobbins lifeboat weighed less than half of the standard lifeboat. The surfboat was almost the same dimensions as the lifeboat but was much lighter and drew only six to seven inches. It was designed to be launched by the crew directly into the surf. Usually it was hauled on a cart down the shore to where it was needed and then launched. Both types of boats had buoyancy tanks. The lifeboats were self-righting and self-bailing; the surfboats were only self-bailing.

Boundaries between the life-saving station and the military station were further blurred when the army engineers at Fort Baker (formerly the Lime Point Military Reservation) began construction of large gun emplacements north of the Golden Gate at new locations to the west, toward the ocean. Here, the Corps of Engineers constructed five batteries: Battery Mendell (1901), Battery Alexander (1901), Battery Edwin Guthrie (1904), Battery Samuel Rathbone (1904) and Battery Patrick O'Rourke (1904). In support of the construction effort, the engineer's wharf and tramway were built in Bonita Cove to the ridge top near the old lighthouse tower—at the original terminus of Field Road. The engineers' housing was constructed immediately north of the life-saving station residential area and eventually completely removed.

This construction program required the subsequent construction of a garrison to house the units stationed at the batteries. The first detachment from Fort Baker arrived at the Point Bonita batteries in July 1903 and had to live in the magazines of Batteries Mendell and Alexander. The artillery detachment eventually occupied a series of temporary camps. Finally on July 16, 1904, the Secretary of War authorized construction of a permanent post for two companies of the Coast Artillery Corps on December 27, 1904; the War Department designated the new post "Fort Barry."

Confusion about the boundary of the lighthouse reservations persisted. A September 24, 1902 letter from Lieutenant Colonel Thomas H. Handbury, Corp of Engineers, Twelfth Lighthouse District, and J.B. Milton Commander, U.S. Navy, Twelfth Lighthouse District, to the Lighthouse Board in Washington D.C. reminded them that, in 1872, the Engineer Officers of the Twelfth District and Lime Point Military reservation were directed to recommend a reservation at Point Bonita. The 1872 recommendation was to set aside forty-four acres; however, it appears neither the Secretary of the Treasury nor the Secretary of War acted on this recommendation. Handbury's and Milton's recommendation for a boundary included "All the extreme southern part of Point Bonita lying south of a line joining the south west corner of the present Engineer wharf and point which shall be 120 feet from the north end of the tunnel through which the trail now runs leading to the fog-signal and light on the end of the Point, measured by said trail." The 1902 letter goes on to discuss the land on which "the light-house tower and the cisterns belonging to the Light-House Establishment are constructed" and right to access the property through Fort Baker Military Reservation by Lighthouse Board employees for transportation of Keepers, supplies and water and for maintenance.

According to the "6th Endorsement," on December 4, 1902, Major General Hughes assents to the U.S. Lighthouse Board request for the lighthouse reservation outlined in Handbury's and Milton's 1902 letter,

stating that the reservation could be “granted without prejudice to the military interest and is necessary for the light house service.” A letter was sent from Wm. Cary Sanger, Assistant Secretary of War to the Secretary of the Treasury on March 5, 1903 to “state that this Department concurs in the views therein expressed by General Hughes.” This agreement between the Department of the Treasury and the War Department established the first endorsed boundary of the lighthouse reservation after forty-eight years of use as a light station.

On February 14, 1903, the U.S. Lighthouse Service; along with the Coast and Geodetic Survey, the U.S. Shipping Commission, the Bureau of Navigation, the Bureau of Statistics, the National Bureau of Standards and the Steamboat Inspection Service, was transferred from the Department of the Treasury to the Department of Commerce and Labor (32 Stat. L., 825).

The U.S. Army also developed their own presence within the area with the construction of a number of fire control stations around the Point. The nearby Battery Alexander and Battery Mendell had a double concrete station on Point Bonita constructed in 1909, located on a rock shelf below the fog-signal building, accessed by a narrow flight of stairs. The station served as an emergency fire control and observation station, monitoring for enemy assault.

As part of the Coast Defense measures put into place by the U.S. Army, the original 1855 lighthouse tower was removed. The Army was concerned that the lighthouse tower, which had been used as a day marker since the construction of the 1877 lighthouse tower, could be used by an enemy to establish their location on the California coast.

While the Life-Saving Service had improved the safety at the Point Bonita Life-Saving Station, the conditions for launching remained problematic. In 1911, the decision was made to build a boathouse and launchway to the northeast of the Army’s Quarter Master’s Wharf (Engineer’s Wharf)—labeled as 1911 Marine Railway and Boathouse Remains on Site Map. The hillside behind the new site and two pinnacle rocks were cut to grade. The new boathouse was to be constructed in what was expected to be solid rock; however, the hillside turned out to be composed of decayed lime rock and clay. This type of rock is very hard when dry, and when wet or exposed to moisture, soft and crumbly, creating a potential rockslide hazard. However, the construction of the wood frame boathouse proceeded. On December 31, 1911, a large rock slide damaged the new boathouse, requiring \$600 just for the removal of rock debris and to stabilize and protect the boathouse. In early 1912, the boathouse was finally put into service, and Boathouse A and B were decommissioned; Boathouse A was used for storage, while Boathouse B was moved to Fort Barry for use as a school house.

On June 17, 1910, Congress replaced the U.S. Lighthouse Service with the Bureau of Lighthouses, which was staffed by civilians. The Bureau was under the Department Commerce and Labor and was given authorization to reorganize the lighthouse districts, but not to exceed nineteen, which were headed by a civilian inspector. The bureau would remain with the Commerce Department after the Department was again reorganized in 1913.

By June 1912, through modernization introduced as a result of the reorganization of the Lighthouse Bureau in the Department of Commerce and Labor, the power of Point Bonita light beacon was increased by seven fold, with a new light signature of a flash every twenty-five seconds and an eclipse for five seconds as opposed to the fixed light used since 1855. At this time, the coast defense searchlight was mounted between the fog-signal building and the fire control station as part of the coastal military defense (see photo: History #6).

In 1926, the light was strengthened once more to 40,000 candlepower when electricity was introduced to

the light station. The conversion from oil to electricity for the light beacon and the fog-signal decreased the need for maintenance and, subsequently, the necessity of four Keepers. In 1938, additional improvements were made to modernize the light station; a radio beacon tower was installed adjacent to the lighthouse tower's east façade.

Following the construction of the new boathouse at the life-saving station in 1912, the army built a road directly past the residence and along the hill to the Quartermaster's Wharf. This road provided an easier way to transport supplies to the boathouse. Then in 1914, the station received permission to connect to the military electricity system. In 1915, the Monomy surfboat, two power lifeboats and the surfboat were tied up at the Army's Quarter Master's Wharf.

At this time, a major shift occurred in the operation of the U.S. Life-Saving Service. On January 20, 1915, the operations of the U.S. Life-Saving Service and the U.S. Revenue Cutter Service were combined to form the U.S. Coast Guard (38 Stat. L., 800). The joining of the two separate agencies was meant to streamline and improve government operations, and attract new servicemen.

Further improvements were made to the station in 1916 when a lean-to was added to the boathouse for the storage of the Dobbins lifeboat, which made launching the boat more efficient as needed. But by June 1916, it was reported that the launchway rails were spreading, which could allow one of the power lifeboats to drop into the cove, injuring the boat and crew. In December 1916, rains again threatened to cause a landslide behind the boathouse. On December 6, District Superintendent Wellander wrote that hydraulicing, a method to remove material by spraying water under high pressure at a rock face to remove the excess material behind the boathouse, could be completed when the hillside was already soaked, requiring less water. It is not clear whether this method was used; although few repairs or alterations were made to the boathouse over the next thirteen years.

However, overriding problems with boathouse and launch facilities were still not fixed. In 1923, ship owners, ship masters, and sea-faring men formally requested that the Coast Guard improve the condition of the life-saving station, protesting "the present lamentable and crippled condition" of the station, including a "lack of proper boats, lack of launching facilities and lack of other equipment" which created a station that was "utterly incapable of rendering any assistance to vessels in distress." (Historic Resource Study, 305; 1980) The letter took specific issue with the station the removal of two powerboats and the disrepair of the launchway. Suggestions were made for improvement including, construction of a jetty in the cove. Plans for construction of a new wharf were not funded until the following year.

On April 2, 1929, five years after the completion of the new wharf, the boathouse was destroyed as a result of a landslide. By December, J.J. Grodemen and Company had been selected to build a new boathouse. The unstable slope behind the boathouse continued to halt construction as new landslides occurred. In the summer and fall of 1930, following a landslide, 14,582 cubic yards of dirt were removed. In February 1931, additional material had to be removed following a second landslide. At this time, the launchway rails ended above the water line at low tide, compounding the already dangerous conditions during a boat launch.

The launchway was repaired in 1934, but by 1939 two studies had been completed regarding the relocation of the boathouse and launchway and the construction of a breakwater. The Acting Chief Engineer of the U.S. Coast Guard concluded that launching conditions at the site could not be improved. Additionally, it appears that the cost of relocating the boathouse and launchway was not a necessary expenditure since the Fort Point Station could respond to any calls of distress as quickly or within a few minutes of a Point Bonita lifeboat reaching an accident. Another landslide occurred in November, 1943. However, the discussion about whether to remove the life-saving station continued until 1946, when the

station was abandoned. The boathouse was finally destroyed by fire in 1948.

On July 7, 1939, the Bureau of Lighthouses was merged with the U.S. Coast Guard by Congress in order to streamline the federal government (53 Stat. L., 1432). The U.S. Coast Guard was transferred from the Department of the Treasury to the U.S. Navy as the nation entered World War II (Executive Order 8929). The agency was transferred back to the Treasury Department on January 1, 1946 (Executive Order 9666).

In 1950, a small watch room was added to the west end of the lighthouse tower. The watch room was removed by the U.S. Coast Guard in 1980 to restore the structure to the original 1877 appearance.

In 1939 and 1940, landslides destroyed the simple wood plank bridge that connected the lighthouse tower and fog-signal building to the rest of the station. The landslides combined with years of erosion produced an un-repairable chasm. In 1954, a suspension bridge was constructed to connect the lighthouse tower and fog-signal with the path along the Point.

In the early 1960s, the Light Keeper's residence and the 1899 life-saving Station Building were demolished, and the awnings, storm doors, and gallery deck around the lantern room were removed. The luminosity of the light was strengthened to 60,000 candlepower. Three wood frame residential buildings were constructed by the U.S. Coast Guard to house the Point Bonita Lighthouse Keepers.

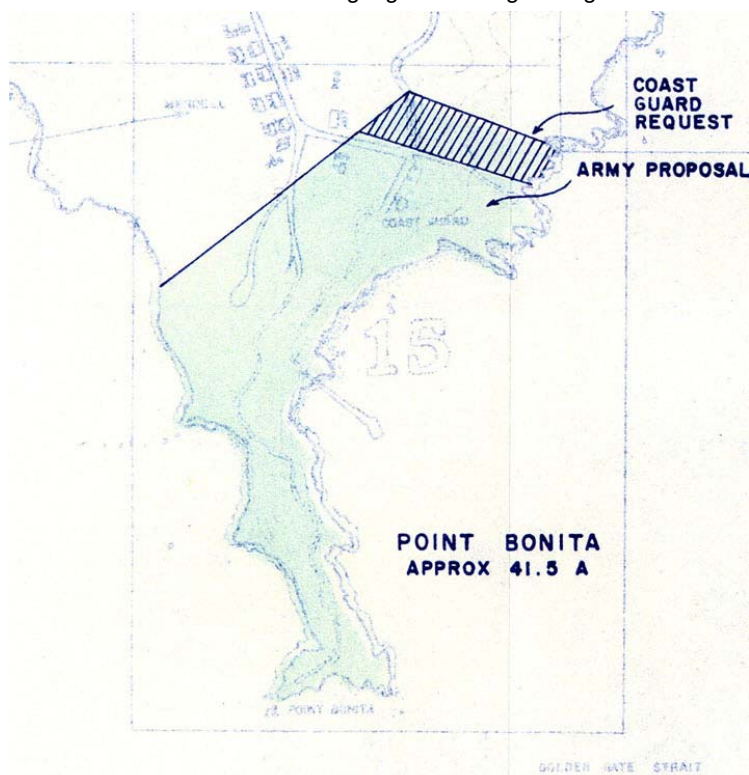
According to a letter from Donald Morrison, Acting Commandant of the U.S. Coast Guard to the Chief of Engineers, Department of the Army on October 10, 1962, the U.S. Coast Guard petitioned the Army for the transfer of ownership of the land beneath four aids to navigation; Lime Point Light Station, Point Bonita Light Station, Point Diablo Light and Yellow Bluff Light and "rights of ingress and egress" to all four sites, located on Army property of Forts Baker, Barry and Cronkhite. The letter also requested an addition to the boundary for Point Bonita to include "approximately 350 feet of Conzelman Road for access purposes (see photo: History #7)."

New residences were completed at the life-saving station residential area to house the light Keepers. The combination of electricity to the light beacon and fog-signal building in 1926 and more efficient equipment made the unique way of life for Coast Guard light Keeper increasingly obsolete. Completion of the housing represents the last phase of Coast Guard development at the site before it became an un-staffed light station in 1980.

A letter from Stanley Resor, Secretary of the Army to Henry H. Fowler, Secretary of the Treasury, dated November 10, 1965, confirmed the transfer of a "a portion of the Fort Barry Military Reservation, California, identified as Point Bonita, consisting of approximately 39.0 acres of fee-owned land, together with certain Army-owned improvements and rights of ingress and egress through adjoining Army property" to the U.S. Coast Guard. On January 31, 1966, the U.S. Army transferred the property to the U.S. Coast Guard under Title 10 U.S. Code, Section 2571.



History #6: 1967 oblique aerial view (looking east) of the abandoned U.S. Army fire control station and searchlight enclosure in front of the 1903 fog-signal building and lighthouse tower. (U.S. Coast Guard, 12th District)



History #7: A detail of the 1962 "Tentative Coast Guard Reservation Limits" map, depicting the requested light reservation from the Army. (U.S. Coast Guard, 12th District)

1967-1997: National Park Service Management

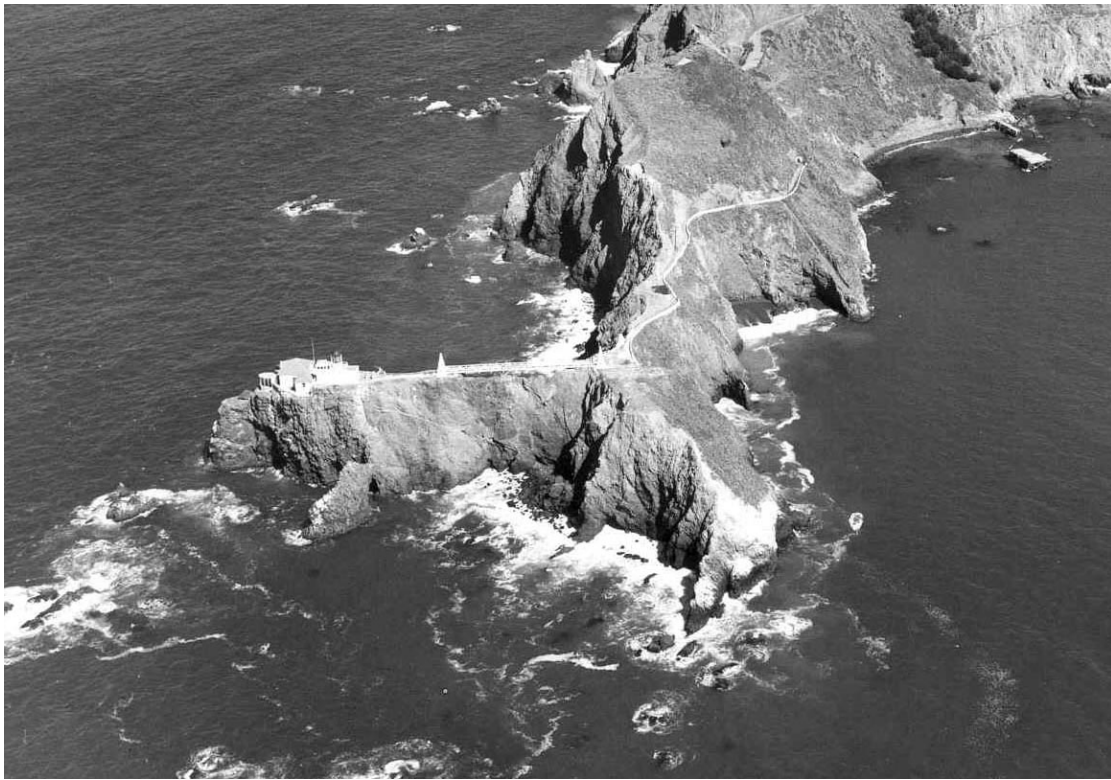
On April 1, 1967, the U.S. Coast Guard was transferred to the newly created Department of Transportation (80 Stat. 931). The Department was created to consolidate highway, rail, air, and marine transportation.

An agreement was established between the U.S. Coast Guard and the National Park Service regarding the management and the eventual transfer of the property. On September 13, 1962, public law 87-657, 72 Stat. 538 established that “any land found excess to the needs of the Coast Guard will be incorporated into the Point Reyes National Seashore Tract.” (Proceedings of a Board of Survey, Number 12-133-73) This was revised with the creation of Golden Gate National Recreation Area on October 27, 1972; Public Law 92-589 stated that the property would be transferred to the new park unit if the property were declared excess.

In 1980, the Point Bonita Lighthouse became the last lighthouse in California to become automated, effectively ending the remote lifestyle of the Light Keeper and their families in California (see photo: History #8).

On July 21, 1982, an agreement was reached between the U.S. Coast Guard and the National Park Service. The U.S. Coast Guard retained ownership and rights of access at Point Bonita. The U.S. Coast Guard was also responsible for the maintenance of the aids to navigation. The National Park Service would “provide a continuous presence and protection” and was responsible for law enforcement and maintenance of the property. In 1984, the light station was opened for tours by the National Park Service. The Officer in Charge of the San Francisco Aids to Navigation Team (ANT) from the U.S. Coast Guard noted the poor condition of the lighthouse lantern room. In 1993, further assessment of the structure was conducted to determine how to renovate the structure. “The original plan was to stop the water from entering the lighthouse and let Civil Engineering Unit (CEU) Oakland do the overall renovation in a couple years. But further investigation indicated the need for more immediate repairs, using self help-funding and the ANT personnel. ” . (Historic Lighthouse Preservation Handbook, Case Study: Rehabilitation of Point Bonita Light Station, 1997: 8 The project eventually grew into a comprehensive exterior maintenance project that took six months and \$75,000 to complete) Following extensive research of the building including site visits to the contemporaneous Cape Disappointment Lighthouse, the gallery deck was restored, the awnings and exterior doors were replaced and the structure was repainted. See the Historic Lighthouse Preservation Handbook, Case Study: Rehabilitation of Point Bonita Light Station for additional information regarding the specifics of the restoration.

On November 25, 2002, President George W. Bush signed H.R. 5005 into law (P.L. 107-296), establishing the Department of Homeland Security. The Act brought together twenty-two agencies or parts of agencies from other departments, including Transportation, Justice, Commerce, Health and Human Services, under the control of the Department of Homeland Security. According to the act the U.S. Coast Guard was to be transferred from the Department of Transportation. On March 1, 2003, the U.S. Coast Guard was formally transferred to the Department of Homeland Security.



History #8: A 1979 aerial photo of the trail to the light, 1903 fog-signal building, the remnant grade of inclined tramway and site of 1874 fog-signal building. (NPS photo, Richard Frear)

Analysis And Evaluation

Summary

The Point Bonita Historic District retains the historic character of a late nineteenth-century light station complex adapted for use on the West Coast, including the remnant features of an early twentieth-century life-saving station. The physical condition of this designed landscape is fair. The district retains integrity related to its function and appearance at the end of the period of significance in 1966.

Landscape Characteristics

Contributing features are inventoried under the following landscape characteristics: circulation, buildings and structures and archeological sites. The contributing buildings and structures represent a modified Cape-Cod style imported from the East Coast, commonly used in early lighthouses on the West Coast. No post period of significance buildings and structures have been added to the district. Circulation through the district, provided mainly by a series of trails connecting each of the three clusters, lighthouse tower cluster, residential complex cluster and the army cluster, remains a contributing characteristic of the district. Additional circulation features include the portions of Field Road and Conzelman Road that are located within the district and the sidewalks around the residential area. The contributing historic ruins and archeological sites are primarily related to the life-saving station, including the sites of the residences, garage, boathouses and launchways. A few foundations are related to the light station, including the light station residences, fog-signal buildings and the landing and tramway.

The setting, which also contributes to the district, is described under the following landscape characteristics: natural systems and features, land use, vegetation, cluster arrangement and views and vistas. The natural systems and features of Point Bonita were key determinates for the location of both of the stations and associated developments. The high promontory of Point Bonita and the general location at the northern entrance to the Golden Gate provided an ideal location for a navigational aid. The many hazards associated with the Gate, including fog, heavy surf, and rock outcrops demanded the presence of a nearby life-saving crew. The lighthouse tower and fog-signal building were located on the western most end of the Point, providing unobstructed views of the light from passing vessels. The keeper's residences and other functional buildings were located inland to prevent obstruction of the light and provided some protection from the harsh oceanic elements. Land use remains a contributing characteristic to the landscape setting as the Point Bonita Light Station still serves as a functioning navigational aid, although no longer staffed. The views and vistas from Point Bonita remain unobstructed through a lack of development, limited, low-growing vegetation and the continued use of the light.

Integrity

The Point Bonita Historic District retains integrity as a historic designed landscape. The light station exhibits all seven aspects of integrity as defined by the National Register of Historic Places: location, design, materials, workmanship, setting, feeling and association.

Location: Originally located 260 feet above sea-level, the 1855 lighthouse tower was relocated in response to the high West Coast fogs to the present location, 136 feet below the original, which provided greater effectiveness as a navigational aid. The primary structures associated with the life-saving station, the boathouses and launchway, were located at waters edge to easily launch into the surf during rescues. The Station Building, which included a residence, office and lookout tower, was located on the top of the bluff to provide extensive views of the ocean. The light station and all associated features and life-saving station ruins are contained within the district boundary in their original locations.

Design: The design of the light station reflects decades of modifications to the site, most of which had taken place by 1966, the end of the period of significance. Extant buildings and structures retain their original design schemes and attributes including materials, proportion, scale and site placement. Despite the changes over time to the district, the overall design remains intact, including the location of the lighthouse tower and fog-signal building at the eastern-most tip of the Point, which was constructed to be low enough to be seen under the fog, far from any potentially obstructive features. The designed layout of the life-saving station is also evident in the remaining ruins and foundations of the station buildings and structures and the addition of the three residences in the early 1960s.

Materials: The vast majority of constructed features within the Point Bonita Historic District, ranging from the stone retaining walls to the lighthouse tower, retain original or compatible materials associated with the rehabilitation and technologic upgrades that came with automation. The un-reinforced brick used for the buildings and structures was typical of early West Coast lighthouse towers. Additionally, the retention of brick and metal materials provide detail to the buildings and structures and macadam traces used for the Boathouse Trail express the technology common among light stations in the late nineteenth century. The harbor defense tower was constructed by the Navy using concrete, a material commonly used by the military. Additional materials used for the Coast Guard residences are composed of late-nineteenth-century building materials common in most suburban development, including dimensional lumber, fiberglass insulation and metal siding.

Workmanship: The workmanship style throughout the district varies depending on the period the area was developed, the managing authority and purpose of the structure. The lighthouse tower and fog-signal building exhibit skilled masonry workmanship of the mid- to late-nineteenth century, where as the residences built in the early 1960s exhibit a less ornate workmanship found in mid-twentieth century tract housing with limited decorative elements and in a more austere approach. The U.S. Navy workmanship evident at the harbor defense tower on Bonita Ridge is the most utilitarian workmanship found within the district. Composed of poured concrete walls and no ornamentation, the structure demonstrates the often unadorned methods used by the military. Repairs made to the metal decorative elements on the lighthouse lantern room, the brick work on the lighthouse tower and the concrete work around the district are sympathetic to the workmanship first evidenced in 1855 in the lantern room and 1877 in the rest of the light station.

Setting: The lack of development on Point Bonita has preserved the setting of the isolated light and life-saving stations in the midst of a large metropolitan area. Within the boundaries of the district, the natural setting remains a rocky coastal scrub landscape surrounded by the breakers of the Pacific Ocean. The peace and quiet is interrupted only by the sound of the fog-signal and the faint hum of urban traffic in the distance.

Feeling: The continued use of the district as a light station, complete with a flashing light signal and blasts from the fog-signal and its setting amongst the crashing waves of the rugged coastline, provide a feeling unique to light stations. While no longer functioning as a staffed light and life-saving stations, the group of buildings and structures on a remote rocky point, create an isolated ambiance still evident through the lack of modifications.

Association: The district maintains its association with the Coast Guard and association with the early maritime navigation, transportation and humanitarian aid. The historic scene of the Point Bonita Historic district is clearly evident in the type and style of buildings, the location of the light station and the ruins of the life-saving station.

Landscape Characteristics And Features

Natural Systems And Features

Natural Systems and Features are the natural aspects that have influenced the development of a landscape. Natural systems and features establish a physical context for the cultural landscape features of Point Bonita Historic District. Collectively, the climate, geology and vegetation found at Point Bonita create a place where the location of the lighthouse and life-saving stations were necessary.

The prime location of Point Bonita at the entrance to San Francisco Bay, which continues to serve as a major shipping harbor on the West Coast, provided the main impetus for the development of the light and life-saving stations. Responses to the environment are found in the adaptation of the East Coast lighthouse architectural style and relocation of the original light to a lower elevation to get under the high West Coast fog and the continual search for good site for the life-saving station's boathouses.

Climate

The mild, Mediterranean climate of the San Francisco Bay area, characterized by cool, dry summers and mild, wet winters is largely regulated by the Pacific Ocean, which averages fifty-four degrees Fahrenheit. Seasonal variations in the position and strength of the Eastern Pacific High are a key factor in producing weather patterns in the area. During the summer, the Eastern Pacific High is located west of northern California and is the strongest, shielding California from the storm systems coming from the North Pacific. During the winter, the Eastern Pacific High weakens, allowing polar storms to pass through the region, producing precipitation, strong shifting winds and cloudiness (see photo: Natural Systems and Features #1).

Wind patterns vary throughout the year, with strong summer westerly winds developing during the afternoon, as warm air in the Central Valley to the east rises and cool air from the Pacific Ocean moves inland. The proximity of the Eastern Pacific High and a thermal low pressure system in the Central Valley produces air flow generally from the west or northwest along the central and northern California coast. Nocturnal and wintertime land breezes tend to blow in the opposite direction of this pattern, extending miles offshore during the colder months of the year until daytime heating reverses the flow.

The summer winds patterns create an elevated temperature inversion, which often occurs along the West Coast. Marine air trapped below warmer inland air is condensed into fog and low dark clouds, typical in May through October, the warmer months of the year. Low clouds usually form offshore and move into coastal areas during the evening hours; as the land heats up in the morning, the clouds burn off. (U.S. Army Corps of Engineers, et al., <http://www.spn.usace.army.mil/ltms/>)

Due to the high altitude of the fog on the West Coast, the typical early 'Californian' lighthouse tower was characterized by short, squat towers with powerful lenses at higher elevations, as opposed to tall slender buildings located at the coast. As a result of the foggy conditions, fog-signals had a greater role in the California light stations; often the first structure established.

The location of the district on the coast, as opposed to further inland, creates extremes in the climate at the Point. Rainsqualls and gale force winds typical of the interface between the ocean and the cliffs are more common. The light Keepers often recorded winds blowing in excess of fifty miles-an-hour on the exposed point requiring the installation of ropes along trails for people to keep their balance. Few trees existed historically on these wind swept cliffs.

Geology

Uniquely situated at the entrance of the Golden Gate, Point Bonita is a sharp, rocky promontory approximately one-half mile long. A small range forms the spine of the rugged point. The cliffs, from 100 to 260 feet above sea-level, were initially formed during volcanic activity deep under water, creating pillow basalt, which was exposed through constant erosion by ocean waves (see photo: Natural Systems and Features #2).

While basalt makes up about twenty to twenty-five percent of the exposed rocks within the Marin Headlands, chert underlies about fifty percent of the Headlands, often found in contact with underlying basalt or with overlying clastic. Most contacts are formed near the faults. Chert often comprises the material along ridge tops because it is resistant to weathering. Near the tunnel entrance to the lighthouse tower and fog-signal building, chert can be seen between the pillow basalt.

The pillow basalt is the prevailing rock found along the Lighthouse Trail, serpentinite and shale conglomerate deposits are found just beyond the fault. The serpentinite rocks are highly fractured and form hills with broad crests with characteristically abundant slumps and landslides. Soils will form slowly over serpentinite, and disturbed areas may remain barren for an extended period of time.

While the elevation provided excellent visibility for a lighthouse and life-saving stations, the sheer cliffs and the crumbling basalt ridge connecting the peninsula to the Marin Headlands made the transportation to and from the station and construction of buildings and structures extremely difficult. As a result of one of many landslides destroying the wooden scaffold to the Point, a tunnel was dug to connect the light station with a road to the rest of the headlands. Additional landslides continued to raise havoc on the site destroying circulation to the light station and threatening many of the buildings and structures (see photo: Natural Systems and Features #3).

Vegetation

Point Bonita contained no timber and only limited undergrowth in the valleys and ravines. This area was mainly composed of grasslands and low-growing coastal scrub, including grass, wild oats and flowers.

By the time the U.S. Lighthouse Board began construction of the light station, the vegetation on the Point was already a modified natural system. Composed of low-growth trees and shrubs, native grasses and wild oats and introduced forage crops as a result of growing by early ranchers and subsequent use for grazing by the U.S. military. The low vegetation was ideal for use of the site as light station.

Summary

The natural systems and features as a whole have not changed, and the climate and geology which influenced the location of the light and life-saving stations on Point Bonita remain today as they did during the period of significance. There are extant historic trees that date to the period of significance, however, the recent spread of non-historic and non-native trees, such as Monterey cypress and pine, have begun to encroach on the open character of the coastal scrub and grasslands, but could easily be controlled. Natural systems and features is a contributing landscape characteristic to the setting of the Point Bonita Historic District.

Natural Systems and Features #1: A dramatic view from the lighthouse of the Golden Gate and entrance to San Francisco Bay during the typical misty, winter conditions and heavy surf, for which a light signal

was integral. (PWR, CLI, GOGA-D-1-25 019, 2005)

Natural Systems and Features #2: View from the Point Bonita Ridge toward the lighthouse tower and fog-signal building showing the steep cliffs and rugged coast conditions at Point Bonita. (PWR, CLI, GOGA-D-2-22 013, 2005)

Natural Systems and Features #3: View of the January 10, 2005 landslide from the suspension bridge. (PWR, CLI, GOGA-D-1-25 019, 2005)



Natural Systems and Features #1: A dramatic view from the lighthouse of the Golden Gate and entrance to San Francisco Bay during the typical misty, winter conditions and heavy surf, for which a light signal was integral. (PWR, CLI, GOGA-D-1-25 019, 2005)



Natural Systems and Features #2: View from the Point Bonita Ridge toward the lighthouse tower and fog-signal building showing the steep cliffs and rugged coast conditions at Point Bonita. (PWR, CLI, GOGA-D-2-22 013, 2005)



Natural Systems and Features #3: View of the January 10, 2005 landslide from the suspension bridge. (PWR, CLI, GOGA-D-1-25 019, 2005)

Land Use

Land Use is defined by the principal activities that have influenced the landscape as a result of human activity.

The Point Bonita Light Station has continued to operate for over 150 years as an active aid to navigation (see photo, Land Use #1). The thirty-three-foot tall 1877 lighthouse tower currently contains the original 1855 second order Fresnel lens and its housing, the only operating Fresnel lens on the Pacific Coast. The lighthouse tower, located 124 feet above sea level, projects two million candlepower of light from a 140-foot focal plane for eighteen miles. Like the lighthouse tower, the light signature has evolved over time; the first light was steady later converting to an occulting light, in which the interval of light is longer than the total length of darkness. The second signature was twenty-five seconds on, five seconds off. Currently, the light flashes three seconds white light and one second of darkness.

An automated electric Klaxon, a diaphragm-type fog-signal, mounted to the 1903 fog-signal building has replaced the original cannon and bell signals historically used at the light station. During low visibility, the fog-signal sounds two blasts every thirty seconds. (<http://www.cr.nps.gov/maritime/park/ptbonita.htm> and <http://www.lighthousefriends.com/light.asp?ID=76>, accessed January 5, 2005)

The Point Bonita Historic District was constructed to provide aids to navigation through the busy shipping channel into San Francisco Bay and to save lives. As technological advances were implemented at the light station, some of the historic uses were no longer needed. The U.S. Coast Guardsmen and their families historically lived at the light station in a series of residences as well as the 1874 fog-signal building until the early 1960s when the current residence complex replaced the life-saving Station Building. Following the automation of the light and fog-signal and the agreement between the U.S. Coast Guard and the National Park Service, the residences served as housing for park staff.

The community that had formed between the light Keepers and the life-saving station crew began to disintegrate once the life-saving station was abandoned. The nature of the community and land use further collapsed following the automation of the light and fog-signal, and the subsequent removal of U.S. Coast Guard staff. The light and fog-signal were still necessary but the day-to-day operation could be maintained with only occasional site visits.

As part of the agreement between the U.S. Coast Guard and the Golden Gate National Recreation Area, guided tours and walking trails have been open to the public at Point Bonita.

Summary

The Point Bonita light beacon, fog-signal and radio signal have continued to guide ships safely through the Golden Gate since their construction. While the some of the apparatus used have been modernized, the basic purpose and use remains the same, to provide warning to passing ships. Like the modifications and improvements to the aids to navigation, the housing at the stations was changed over time. With the automation of the light in 1980, the remaining housing was acquired through an occupancy permit by the National Park Service and is still maintained as housing for park staff. Today's recreational use of the site for access to the lighthouse tower and views from the district is compatible with the historical use of district.

Land Use #1: View from the lighthouse beacon room, as a container ship approaches the Golden Gate. Fresnel lens at right. (PWR, CLI, GOGA-D-1-25 023, 2005)



Land Use #1: View from the lighthouse beacon room, as a container ship approaches the Golden Gate. Fresnel lens at right. (PWR, CLI, GOGA-D-1-25 023, 2005)

Topography

Topography is the three dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect), including the changes made to the landscape surface as part of landscape development.

At Point Bonita, the rugged nature of the cliffs required considerable topographic modifications before construction could begin. Many of the topographic changes precipitated in response to the numerous landslides on the Point. Several of the topographic changes related to the light and life-saving station within the district remain, including the platform for the 1877 lighthouse, fog-signal buildings and cliff-hanging galley and the Lighthouse Trail grade.

CONTRIBUTING

Little is known about the physical construction of the cuts and fills required to create the Lighthouse and Boathouse Trails. The alignment of either trail follows the natural topography of the Point, as a result of cutting into the cliff to create the path.

Initially, the construction crews reached the site of the lighthouse tower, fog-signal buildings and tramway via a cliff-hanging wooden platform, or galley. In 1876, this was replaced by a tunnel cut into the cliff following numerous landslides that destroyed the galley. A trace of the galley cut is still visible.

Following the abandonment of the 1855 lighthouse site, the site for the 1877 lighthouse was leveled to provide a surface large enough for the structure. The flattened surface was expanded as additional buildings and structures were added to the Point, including the 1872 and 1874 fog-signal buildings and Keepers' quarters. Although these buildings were destroyed during landslides and earthquakes, extant foundations and the graded surface remain.

Related to the site of the 1877 brick lighthouse base is a landing and incline slope that were cut into the cliff side over 660 feet from the tower. All that remains from these structures is the foundation on the graded surface of the landing and a trace of the tramway visible along the cliffside.

The life-saving station area was terraced prior to construction. It is unclear how much of the fill was added to the site during the 1899 construction, but by 1962, maps indicate that the site had been graded to its current condition.

Historically, landslides have affected both trails. The typical response to these landslides was to either bypass the slide area with a bridge or cut a new alignment further into the cliff. Following the landslide that decimated the east side of the Boathouse Trail switchback, a trail was constructed to connect the two fragments. The landslide completely destroyed a portion of the trail that traveled from the residential area to the 1911 Boathouse.

NON-CONTRIBUTING

Before the 1855 lighthouse tower could be started, Point Bonita Ridge was leveled to create a flat construction site. However, subsequent additions to the site by the U.S. Army for the construction of Fort Barry Fire Control Station B1/2 (Mendell), Fort Barry Fire Control Station F1/3 (Alexander), Fort Barry Fire Control Station M1/2 (Barry) and Fire Control Station F1/2 (Barry) has fundamentally changed the

historic topography created for the tower. Although non-contributing to the Point Bonita Historic District, these features contribute to the development and significance of Fort Barry.

U.S. Army Corp of Engineers also manipulated the topography of the district, creating a quarry in Bonita Cove, in a bowl below the cisterns. The removal of the rock may have contributed to the instability of the cliff, leading to the landslide which destroyed portions of the Boathouse Trail.

Summary

The topographic manipulations, such as the building pads created for various structures and the cuts and fills required to get people to the light and life-saving stations are still intact and contribute to the setting of the Point Bonita Historic District.

Topography #1: The sidehill cut associated with the wooden galley, which was replaced in 1876 by the tunnel following a landslide, is still visible in the cliff. (PWR, CLI, GOGA-D-2-22 043, 2005)



Topography #1: The cut associated with the wooden galley, which was replaced in 1876 by the tunnel following a landslide, is still visible in the cliff. (PWR, CLI, GOGA-D-2-22 043, 2005)

Vegetation

Vegetation includes native and non-native deciduous and evergreen trees, shrubs, vines, ground covers and herbaceous plants and plant communities that were used by the Keepers, Assistant Keepers, surfmen and their families within the Point Bonita Historic District.

From the early nineteenth century until initial development of the site for the light station in 1855, decades of cattle ranching altered vegetation throughout the Marin Headlands. While no specific documentation illustrates the structure and composition of the native vegetation prior to grazing, it is likely that most of the existing non-native grass and forb species were introduced by cattle ranchers to supplement forage crops and livestock feed. By the time the light station was constructed, the landscape remained pastoral in character with relatively few large trees because of grazing, rocky soils, and harsh coastal conditions.

The open space was mapped in the 1950s by the U.S. Army which identified four native plant associated categories: 1) coast live oak, 2) arroyo willow, 3) brush (a mixture of California sagebrush, chaparral, broom, lizard tail and grease wood, with poison oak and native blackberry) and 4) native perennials, grasses and herbs. The combination of the rocky soil on Point Bonita and the harsh climatic conditions produced an environment easily adapted to the construction and use of a light station (based on information from the Cultural Landscape Report for Fort Baker, 2004).

A vegetation map based on the 2004 aerial photograph of Point Bonita is provided following this discussion. The map identifies three categories of existing vegetation within the cultural landscape. Category One is defined as: vegetation associated with buildings or structures dating from the period of significance, that still exist today. Category Two is defined as: vegetation associated with buildings or structures dating from the period of significance, that no longer exist, and Category three is defined as: vegetation that has no known association with elements of the Point Bonita Historic District within the period of significance.

Category One vegetation (identified as green on the map) is located along the north and west side of the Life-Saving Station residences. Predominantly consisting of Monterey cypress and eucalyptus, these two distinct groves were pruned and manicured during the period of significance. Photographs of the Life-Saving Station residences from the early 1960s reveal that the Monterey cypress copses were cared for and therefore contribute to the cultural landscape. One photo in particular (GGNRA, PARC, GOGA 18498.016, U.S. Lighthouse Society) illustrates that trunks were painted white and the individual trees were pruned to create a manicured grove. Although the individual trees in these groves have filled out and have not been pruned or otherwise manicured as they were during the period of significance, they retain their overall composition and could be managed to regain their historic appearance. A map from 1940 shows the life-saving station residential area planted in lawn, and depicts six trees planted in a bed northwest of the residences (NPS, GGNRA, DRW 204, US Coast Guard and Light House Stations General Topography and Location Map, June 1940). Three myoporum are extant in this location and photographs reveal that they date back to the period of significance (GGNRA, PARC, GOGA 18498.016, U.S. Lighthouse Society). No additional information is provided in the 1962 U.S. Coast Guard map of Point Bonita (NPS GGNRA Archives DRW 204: Point Bonita Light Station Plot Plan Topography Boundaries, December 1962).

Category Two vegetation (identified as blue on the map) is located primarily around the non-extant Light-House Keeper and Assistant Light-House Keeper residences near the ridge. Portions of the existing copse of Monterey cypress and Monterey pine is shown in photographs from the period of significance (GGNRA, PARC, GOGA-2316, 77-C-11). An isolated myoporum located near the existing fire control

stations is included in this category. More research is needed to determine whether or not this tree was intentionally planted. An isolated Monterey cypress located near the Light-Saving Station Residences adjacent to a non-extant structure is also included in this category.

As with the Category One vegetation, Category Two vegetation has been encroached upon by expanding groves of Monterey cypress, Monterey pine, and/or eucalyptus since the end of the period of significance. This vegetation has been identified as Category Three (shown in red on the map) and is found around the historic buildings and structures as well as in the gully downhill from and east of the Light-Keeper Residences.

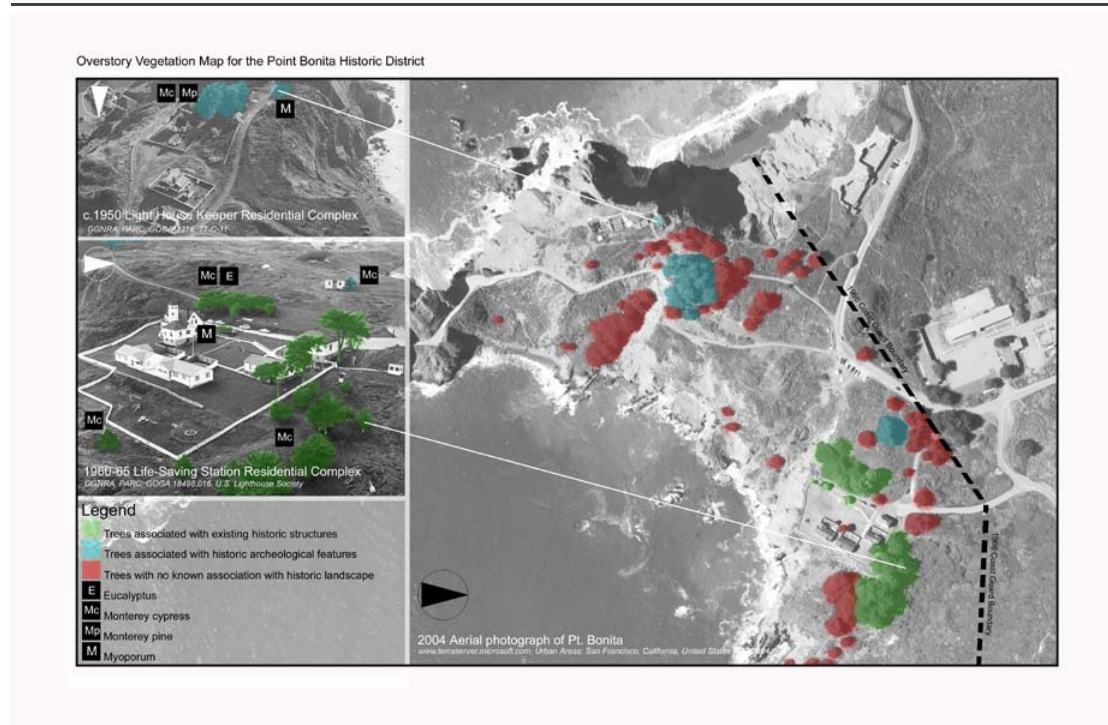
Additional vegetation includes remnant garden vegetation associated with the Keepers, Assistant Keepers, surfmen and their families. Gardens were formed adjacent to the individual residences as these inhabitants established a life on the relatively barren point. While no formal gardens remain from the historic period, non-native vegetation includes calla lily, ice plant, agave, narcissus, myoporum, red hot poker, periwinkle, German ivy, alyssum, cabbage, watsonia, and possibly chasmanthe. Although much of the non-native vegetation is located around the non-extant residences, it is unknown whether these plants have historic horticultural significance (see photo, Vegetation #3).

Summary

The manipulation of vegetation appears to have occurred primarily around the residences of the light and life-saving station to mitigate the harsh living conditions on the Point. The Monterey cypress copses around the residences were used as windbreaks to create a more favorable microclimate around the living areas. Some of the extant trees in these groves were clearly pruned and cared for by the inhabitants of the Point, and many of the groves have been allowed to expand since the period of significance ended. Therefore, many of the trees are not old enough to have been planted or manipulated within the period of significance and are non-contributing.

A handful of myoporum trees grow in a planting bed adjacent to the Life-Saving Station residences and comprise the only remaining ornamental vegetation with clear historic documentation. While the Keeper's and assistant Keeper's residences have been removed, some ornamental vegetation remains and has adapted to the area. These plants are often the only above ground features that remain, providing clues to the location of buildings long since removed.

Vegetation is a contributing landscape characteristic of the setting of the Point Bonita Historic District.



Vegetation #1: Map of existing trees and trees dating to the period of significance. See Supplemental Information for large-scale map.



Vegetation #2: View of the Monterey cypress on Point Bonita Ridge, the parking lot and restroom are in the foreground. (PWR, CLI, GOGA-D-2-22 038, 2005)



Vegetation #3: View of the calla lilies and narcissus at the site of the Light Keeper's dwellings. (PWR, CLI, GOGA-D-2-22 036, 2005)

Circulation

Circulation is defined as spaces, features and applied material finishes which constitute systems of movement in a landscape.

The circulation system at the Point Bonita Historic District is composed of a few trails, roads and sidewalks developed to facilitate work around the stations. The Lighthouse Trail was developed to connect the lighthouse tower, fog-signal building, residences and other utilitarian structures through the tunnel to the rest of the station and the outside world. The Boathouse Trail branched off this trail to reach the last of the boathouses constructed. The circulation through the complex has remained intact since the end of the period of significance.

CONTRIBUTING

Lighthouse Trail

Following the 1871 survey of Point Bonita and the surrounding area, the trail, which served as a roadway, to the light station was constructed, probably as a narrow un-surfaced path. The trail to the light station from the parking lot, outside the tunnel entrance gate follows the original grade and route (see photo, Buildings and Structures #2). The five-foot wide, red rock gravel and asphalt trail is four hundred and eighty feet long, providing the only pedestrian traffic to the light station. Frequent landslides have required a number of repairs to the path. A rail fence follows the road edge from the lighthouse tower to the tunnel.

In addition, the trail doubled as part of the concrete track, or cartway, running from the winch to the tip of the Point (see photo, Circulation #1). The cartway runs the entire length of the trail, composed of exposed aggregate concrete and is three and a half feet wide with a twelve-inch median strip. The median is filled with dirt and asphalt. While the cartway remains partially intact, it is no longer operational.

Boathouse Trail

The boathouse trail in width from one to five feet and the macadam surfacing is visible in locations. The road contains one major switchback. As a result of a series of landslides it is no longer possible to safely reach the boathouse ruins at the end of the trail (see photo, Circulation #2). However, the trail is still visible on the other side of the slide and the wooden stair case down the steepest part of the trail to the boathouse tracks is still evident.

Bonita Ridge Access Road

The Bonita Ridge Access Road may have been the original access road to the 1855 lighthouse tower and residence. The road branches off Battery Mendell Road as a seven-foot wide dirt road for nearly 500 feet (see photo, Circulation #3). Closer to the U.S. Coast Guard observation facilities, the road widens to fifteen feet wide concrete paved road for 111 feet. There is no sub-structure to support the roadbed.

As part of a proposed effort to construct a new generator building and oil house by the U.S. Coast Guard, the concrete portion of the road may be rebuilt.

Conzelman Road

The road was initially constructed in the early 1940s to provide access to Battery Construction #129, however, that battery was never completed. As a result of the 1962 request from the U.S. Coast Guard to establish the reservation limits of the Coast Guard property, the U.S. Army transferred the last 350 feet of the 1.8-mile long Conzelman Road. The one-lane road averages fourteen feet wide and provides for one-

way, westbound traffic. The road was paved with asphalt in the 1980, but not widened. The road does contribute the Coast Guard landscape, but it is also significant for its contribution to World War II-era seacoast defenses of San Francisco Bay.

Field Road

The earliest road constructed to reach the Point Bonita Light Station, Field Road connects the station with the Rodeo Valley Ranch road system. The current alignment of the road closely follows the original alignment of the access road to the light station. The road closely follows the original 1855 road. The concrete road is two-lanes, approximately twenty to twenty-two feet wide.

Gravel Road

This short gravel road links Conzelman, Field and Battery Mendell Roads near the residential area driveway, and may be part of the original Conzelman Road. The road is approximately nine feet wide and does not appear to have any grading or a crown for water drainage.

Driveways

The driveways are located on both the north and east sides of the residential complex. The first few feet of the driveways are connected by concrete and asphalt paving, while the rest of the driveways are dirt. The northern driveway is approximately twenty feet wide and provides a “parking area” for the residential complex. The eastern driveway is approximately thirteen feet wide and had historically continued easterly toward the dump at the edge of the bluff. Each of the driveways can be seen in early maps and photos.

Sidewalks

Based on photographic evidence and historic maps, the sidewalks constructed within the residential complex appear to have been built either during the early construction of the life-saving station or at the time the residences were built within the complex. Generally, all of the sidewalks are three feet wide. The north concrete sidewalk parallels the low concrete and stone wall for 222 feet and is still evident from the original life-saving station layout. However, a few of these early sidewalks were removed along with the old life-saving station buildings, including the sidewalk connecting the north sidewalk to the steps, and the sidewalks around the Station Building and the shop and quarters building.

The rest of the sidewalks seen in early maps were incorporated into the new residential complex sidewalk system. A 133-foot concrete sidewalk was constructed from the north sidewalk to the southeast. This sidewalk created an axis through the location of the flagpole and between the two 1960s residences (see photo, Circulation #4). Another seventy-foot concrete sidewalk runs perpendicular to the axis sidewalk at the southeastern tip of the sidewalk, to connect the two residences. A second sidewalk juts sixty-six feet to the northeast, perpendicular to the axis sidewalk at the location of the flagstaff. This sidewalk meets the eastern sidewalk, which stretches to the northwest, toward the garage, for eighty-seven feet where the north sidewalk meets at a forty-five degree angle. Two parallel sidewalks also diverge from the eastern sidewalk, one on the north side of the third residence, the other to the south of the residence. The sidewalk on the north side makes a right angle to the south after fifty feet before meeting the house.

NON-CONTRIBUTING

Battery Mendell Road

Battery Mendell Road was constructed provide access to Battery Mendell in the early 1900s. The road was extended during World War II, but was not paved with asphalt until the 1970s. The road provided access for the U.S. Army, and does not contribute to the historic significance of the Point Bonita Historic

District.

Social Trails

The longest of the social trails within the complex starts at the west end of the Bonita Ridge Access Road and curves around the U.S. Coast Guard observation facilities, then follows the edge of the bluff to Battery Mendell. Numerous smaller trails cut through the Monterey cypress stands between the long social trail and the Bonita Ridge Access Road and the access road and the Lighthouse Trail.

A trail is also found to the east of the residential complex. This trail diverges from the old complex driveway toward the bluffs edge and splits apart toward a series of concrete pads. At least one of these trails may have evolved from the now defunct road to the dump.

Parking

A gravel parking lot, approximately 40 x 157 feet, is located at the site of the light station housing area and is currently not used by the public (see photo, Vegetation #2). In an effort to prevent use of the social trails in the area, the park plans to re-vegetate the western half of the graded site. The eastern part of the lot will remain to provide access to the composting toilet.

A second, pull-in parking area is located along Field Road, next to the cisterns. The 108-foot long parking strip currently provides parallel parking for the visitors.

Summary

The circulation system in the Point Bonita Historic District continues to reflect the pattern of movement during the period of significance. The trails/roads used by the Keepers, Assistant Keepers, surfmen, and their families continue to provide the only possible access through the tunnel to the lighthouse tower, fog-signal building and the residences within the district. With the exception of Conzelman Road which has been paved with asphalt, the width and use of material is consistent with the original construction and layout of the majority of the trails/roads. As a result, the circulation patterns within the Point Bonita Historic District contribute as a landscape characteristic.



Circulation #1: View of the Lighthouse Trail and cartway, note the asphalt center strip. The wooden type of hand railing is on the left. (PWR, CLI, GOGA-D-2-25 005, 2005)



Circulation #2: View of one area of landslide damage found along the Boathouse Trail. (PWR, CLI, GOGA-D-2-22 047, 2005)



Circulation #3: View of the east end of the Bonita Ridge Access Road, the red chert gravel is typical of the road surface during the period of significance. (PWR, CLI, GOGA-D-2-22 001, 2005)



Circulation #4: View of the axis sidewalk, and flagpole with in the residential complex. The sidewalk in the foreground connects two of the residences. (PWR, CLI, GOGA-D-2-8 020, 2005)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Boathouse Trail	Contributing	Point Bonita Coast Guard Station Boathouse Trail	447396	
Bonita Ridge Access Road	Contributing	Point Bonita Light Station Bonita Ridge Access Road	447410	
Conzelman Road	Contributing	Fort Barry Conzelman Road West	058006	FAR109
Driveways	Contributing	Point Bonita Coast Guard Station Driveways	447493	
Field Road	Contributing	Point Bonita Light Station Field Road	447463	
Gravel Road	Contributing	Point Bonita Coast Guard Station Gravel Road	447485	
Lighthouse Cartway	Contributing	Point Bonita Light Station Cartway	058108	PB0054
Point Bonita Light Station Lighthouse Trail	Contributing			
Sidewalks	Contributing	Point Bonita Coast Guard Station Sidewalks	447498	
Battery Mendell Road	Non-Contributing	Fort Barry Battery Mendell Road	322949	FAR093
Parking	Non-Contributing			
Social Trails	Non-Contributing			

Buildings And Structures

Buildings are defined as elements primarily built for sheltering any form of human activity, whereas structures are functional elements constructed for purposes other than sheltering human activity.

The buildings and structures at Point Bonita Historic District were typically constructed by private contractors under contract to 1) the Bureau of Lighthouses between 1855 and 1939, 2) the U.S. Life-Saving Service between 1899 and 1939 and 3) the U.S. Coast Guard from 1939 to the 1960s.

CONTRIBUTING

The Light Station Lighthouse Tower

The thirty-three-foot tall lighthouse consists of the 1855 two-story metal lighthouse lantern situated on top of the 1877 single story brick base (see photo, Buildings and Structures #1). The two-wing brick base is 24 x 14 feet and painted white, while the tower is painted black. The north face of the base structure contains the two doors and two double-hung windows. A decorative brick arch is recessed into the center of the north and south facades. The tower is a two-story dodecagon (twelve-sided) structure containing the lamp room on the first level and the lens room (or lantern room) on the second. The first level of the lantern room is covered with iron plates; the second level is composed of glass plates with iron supports. The original second order Fresnel lens is still functioning in the lantern room.

A poured concrete foundation is surrounded by a concrete pad, covering the rock ledge on which the entire structure rests. The tower is capped with a copper dome and ball vent common to lighthouses of this time.

Fog-Signal Building

The 1903 fog-signal building is a one-story rectangular brick structure (28 x 30 feet) located on the western edge of the Point, thirteen feet below the lighthouse tower (see photo, Natural Systems and Features #2). The red-stained wood-shake hip roof is bisected by a smaller cross gable. The roof trusses and beams are open to the floor below, similar to other California fog-signal buildings. There is substantial fluted woodwork surrounding the windows and doors while most fog-signal buildings had strictly utilitarian interiors. Additional aesthetic elements include brick arches found over each of the seven double-hung windows, a metal double door at the entrance, and original four-panel wooden door. A horizontal band of bricks connects the arches, encompassing the building and further adds to the decorative character. The original fog horns are still attached to the gable end on the west façade.

Pedestrian Tunnel

Following a succession of landslides in 1872, 1874 and 1876, that damaged the wood gallery anchored to the rock to get to the Point, a tunnel was cut through the hard rock at Point Bonita (see photo, Topography #1). As a result of the unstable nature of the basalt rock, the tunnel was dug by hand by rather than heavy equipment. Chinese laborers, who had completed tunnels through the Sierra Nevada for the transatlantic railroad were hired to construct this tunnel which measures 6 feet 4 inches tall and extends 118 feet through bedrock. The walls are 6 feet wide at the base, narrowing to 4 feet wide at the ceiling. The tunnel bends slightly toward the southwest forty feet from the north entrance. Eventually, concrete portals were constructed during the period of significance at the two ends of the tunnel (see photo, Buildings and Structures #2). A steel gate is located at the northern entrance to control access to the light station. The interior rock walls were whitewashed. An iron ring, which was used to anchor the original elevated wooden galley around the cliff, is still evident in the rock near the north tunnel entrance.

Suspension Bridge

Continual erosion deteriorated the ridge that once connected the pedestrian path to the lighthouse tower and fog-signal building necessitating the construction of this bridge in 1954. The wood and cable suspension bridge is 180 feet long and five feet wide (see photo, Buildings and Structures #1). The bridge, painted white with wooden boardwalk decking, provides the only access to the light station.

Cisterns

There are three cisterns at the light station which historically stored water from a nearby spring for the light and life-saving stations. All three twelve foot diameter brick and plaster structures are mostly buried below grade at the site of the light station residential complex (see photo, Buildings and Structures #3). Each cistern is topped with a brick dome covered with plaster. The eighteen-inch diameter opening is covered with a metal manhole cover. Two of the cisterns are located near the Lighthouse Trailhead, by the pull-in parking area; the third cistern is located to the west under the Monterey cypress stand. There are three other cisterns located near the residences that are completely buried.

The Life-Saving Station

Coast Guard Residences

Three wood frame structures located at Point Bonita were built by the Coast Guard circa 1964 on the bluff overlooking the Golden Gate to house the crew of the Point Bonita Light Station (see photo, Buildings and Structures #4). Each of the single story dwellings has a gable roof with asphalt shingles. The horizontal siding is painted a creamy yellow. The buildings have a rectangular footprint approximately 33 x 54 feet. These residences completely replaced the original building which was built in 1899 and demolished by the U.S. Coastguard when these new residences were built circa 1964.

Garage

Constructed sometime after July 1941, near the location of the 1899 woodshed and store house in the northeast corner of the residential core, the two-story garage was built into the hillside. The lower story is constructed of concrete, while the wood-frame upper level has three overhead garage doors on the northern elevation, which replaced the original side-hinged doors. Four double-hung sash windows and double wooden doors are found on the other façades. A wooden deck ramp connects the concrete garage floor with the northern driveway. The 22 x 36 foot structure is topped by a wooded shingle hip roof with copper gutters and downspouts.

Fire Shed and Bell

Part of the original 1899 life-saving station, the fire shed is a small one-story wood frame structure, approximately 6.5 feet square (see photo, Buildings and Structures #5). The shingled sides are painted red, while the shingles on the arched roof are unpainted. The shed rests on a concrete floor and is accessed through a narrow wooden door on the south façade.

A fire bell is mounted on a cross axle supported by two parallel wooden posts on the south side of the fire shed, just west of the entry. Both the metal bell and the wooden posts are painted white. The fire shed and bell appear to have been part of the original life-saving station.

Storage Shed

This shed may also be part of the original 1899 life-saving station. The small wood frame structure is approximately 8.5 x 12 feet with painted wooden shingle siding and a shed roof covered with composition paper. There is one double-hung sash three-over-three window and wooden door along the west façade. The addition on the east side of the structure has no shingle siding, but is painted the same mustard yellow as the rest of the structure.

North Wall

A rough stone and concrete wall curves along the north side of the entry road, northwest of the garage. The wall is approximately four feet high and sixty-seven feet long with an eighteen-inch stone gutter.

Concrete Wall

A low concrete wall runs along the north side of the residential complex, parallel to the gravel driveway. The wall was constructed of rubble with a poured concrete cap and is about two feet high. The northeastern forty-five feet of the 200-foot long wall turns toward a more easterly direction. The wall also diverges at the location of the Fire Shed where the wall wraps around the three sides of the structure (see photo, Buildings and Structures #5). The wall had been painted white, most of which has chipped off.

Boundary Wall and Picket Fence

The stone and concrete boundary wall ranging in height from a few inches on the north side of the residential complex to approximately three feet tall, starts near the garage and intermittently runs around the residential complex (see photo, Circulation #4). The wall is continuous on the northwest and the southeast lengths and stair steps on the slopes to smoothly connect the picket fence between these two parallel sections. Square post holes are also located in the wall along the southern edge of the complex that once held the posts for the picket fence. Most of the white paint on the two-foot high wall has chipped off from the rough cut stones.

The three-foot tall redwood picket fence surrounds most of the residential complex, either parallel to or on top of the boundary wall. The fence is painted white. The total length of the fence is approximately 824 feet, stretching from the entrance of the complex by the garage for 216 feet to the southwest; the fence then turns to the northeast for 173 feet, including a short zigzag to avoid the cliff's edge (see photo, Buildings and Structures #6). The fence continues to the northeast for 255 feet before turning to the northwest for 120 feet. The last section of the fence parallels the east entry of the garage for sixty feet. A short break is located on the first stretch of fence, where a set of steps allow access into the fenced residential complex at the location of the old life-saving Station Building; this gate, along with the others, is missing. Portions of the southwest section and the entire length of the southeast section are supported by the rubble boundary wall.

Several replacements in-kind have been made to the fence. A 1962 map shows an extension of the fence to the south, incorporating the leach field area. However, based on the 1902 map of the light and life-saving stations on Point Bonita, the fence appears to currently follow an earlier layout.

Board Fence

The solid 1x 8-inch board wooden fence is approximately seven feet tall and painted white, though early photographs, shortly after the construction of the residences, show the fences unpainted (see photo, Buildings and Structures #4). The fences are supported by 4 x 4-inch square posts. A fence is associated with each of the residences, each enclosing around two-tenths of an acre.

Harbor Defenses No. 2 Signal Tower

A two-story concrete tower was constructed by the U.S. Navy in 1942 north of Fort Barry Fire Control Station B1/2 (Mendell) (see photo, Buildings and Structures #7). The tower is topped with third level roof deck. Cantilevered concrete stairs wrap around the east and north sides of the 12-foot x 12-foot tower. The structure is missing steel sash, windows and doors. Park staff has identified the feature as having been constructed by the Navy, but staffed by the Coast Guard during the period of significance, as an aid to navigation, monitoring shipping activity through the Golden Gate.

Utility Poles

A series of poles, or portions of poles, are located along the Lighthouse Trail. The six-inch diameter poles have 4 x 4-inch cross members bolted to them.

Flagstaff

The metal flagstaff is mounted on a four-foot diameter concrete base just north of the residences along the sidewalk between the fire shed and the residences (see photo, Circulation #4). The fifty-foot tall pole is painted white with a round ball on top. The flagstaff was moved to its current location some time after July 1941. In the late 1960s or early 1970s, the concrete base was painted black with a white border painted around the edge of the base, the U.S. Coast Guard insignia and 'Point Bonita' painted in white. This painting is no longer visible

Fire Hydrant

A fire hydrant, painted yellow to indicate that the hydrant is not on the public water main system, is located near the residential complex. The fire hydrant is a Greenberg Model 76, a post World War II model commonly used in the Bay Area. (<http://www.firehydrant.org.html>, accessed March 9, 2005).

NON-CONTRIBUTING

Oil Tank

Constructed in 1903, the 5,000 gallon metal oil tank is located in the hill overlooking the lighthouse tower. A pipeline connected the tank with the fog-signal building. The structure has deteriorated due to rust. Portions of the pipe down the fills side can still be seen, but are also heavily corroded. The tank was described as lacking integrity based on the poor condition according to the 1991 National Register Nomination form,

Searchlight Powerhouse #10

Built in 1912, the rectangular, one-story concrete building with two doors and four windows was part of the searchlight network established by the U.S. Army early in twentieth-century and, therefore, does not contribute to the historic significance of the Point Bonita Historic District (however it does contribute to the Coast Defense history). (see photo, Small Scale Features #2).

Coastal Searchlight Shelter #10

Constructed in 1912, the small, single story concrete structure housed a sixty-inch light, which was used to spot enemy planes during World War I and World War II. The structure is significant for its contribution to seacoast defenses of San Francisco Bay but does not contribute to the historic significance of the Point Bonita Historic District (however it does contribute to the Coast Defense history).

Truss Bridge #1 and #2

Two truss bridges are located along the Lighthouse Trail between the Pedestrian Tunnel and the Suspension Bridge. Both bridges were constructed in 1996 using steel supports and concrete pier abutment with wooden decking. Truss Bridge #1 is 35 feet long and Truss Bridge #2 is 70 feet long. Both bridge decks are 6-feet wide.

Point Bonita Trail Bridge

The short Point Bonita Trail Bridge was constructed in 1984 along the Lighthouse Trail north of the Pedestrian Tunnel. The earlier bridge had been destroyed in the heavy storms and rains the previous

winter. The steel bridge is thirty-four feet long with an eight-foot wide concrete deck.

Point Bonita Trail Bridge Crib Wall

A timber crib wall was constructed in 1984 to help control erosion under the new trail bridge. The wall was constructed on the west, or Ocean side, of the bridge.

Bonita Access Road Crib Wall

Located directly south of the Bonita Access Road Retaining Wall, the concrete crib wall supports the Bonita Access Road and provides stabilization and erosion control to the landslide-prone Bonita Ridge. The wall may have been built by the U.S. Coast Guard in the late 1950s or 1960s, when the access road was paved (Personal Communication with Dave Kruse, Pacific West Region – Oakland, Regional FLHP).

Bonita Access Road Retaining Wall

Constructed by the Army around 1901, the 100-foot retaining wall is located on the north side of the Bonita Access Road and ranges in height from two feet to eight feet. The structure is associated with Army development rather than with the light or life-saving station. The U.S. Coast Guard plans to remove the wall and replace-in-kind during the construction of new generator building and oil house and the subsequent road work.

Fort Barry Fire Control Station B1/2 (Mendell), Fort Barry Fire Control Station F1/3 (Alexander), Fort Barry Fire Control Station M1/2 (Barry) and Fire Control Station F1/2 (Barry)

The Army constructed five fire control stations and associated concrete machine gun nests at Point Bonita supporting nearby Batteries Alexander and Mendell, then part of the Lime Point Military Reservation. The fire stations, connected by tunnels, were constructed on the ridge, at the site of the 1855 lighthouse tower. A group of defense structures are also located at the site including a signal tower, meteorological station foundation, machine gun pits and the remains of the powerhouse and tramway to the beach. Another double concrete fire control station was located on a rock shelf below the fog-signal building, accessed by a narrow flight of stairs. The fire stations served as an emergency fire control and observation stations for the Army, and does not contribute to the historic significance of the Point Bonita Historic District (however they do contribute to the Coast Defenses).

Vessel Traffic Service (VTS) Tower

The VTS Tower is a modern structure erected by the U.S. Coast Guard at the site of the fire control stations to monitor meteorological conditions. The structure does not contribute to the historic significance of the district.

Railings

A painted composite recycled plastic railing was installed along the Lighthouse Trail (see photo, Circulation #1), and a metal railing surrounds the concrete platforms on which the lighthouse tower, fog-signal building, foundations of the old dwelling, and 1874 fog-signal building are located. Both types of railings are made with an upright support about three-and-one-half to four feet high. While the railings were located at these sites historically and are compatible, the original features had to be replaced due to deterioration.

Utility Poles

A series of standard size utility poles are located within the complex. One of the poles is located on top of Bonita Ridge to supply power to the U.S. Coast Guard observation facilities. Three poles are located along the Lighthouse Trail around the tunnel and 1962 truss bridge (see photo, Topography #1). A third pole is located near the gravel parking lot.

Guy-Line Support Towers

There are three guy-line support towers at the U.S. Coast Guard meteorology facilities area on Point Bonita Ridge. The towers vary in height from approximately three feet tall up to five feet tall, depending on the topography, so that the tops are relatively level. The flat-top pyramid supports are one-and-one half feet square at the base and one foot square at the top.

Wheel Stops

Round one-foot diameter wood poles have been used as stops and an edging around the pull-in parking area along Field Road to serve as wheel stops. Each of the poles is twelve feet long by one foot diameter.

Signs

Several National Park Service signs are found around the Coast Guard Complex. The three larger interpretation signs are constructed with a fiberglass panel supported by four metal uprights. A sign is located along the Lighthouse Trail, one at the site of the old Keeper's dwelling and 1874 fog-signal, the last sign is located east of the lighthouse tower. Other small metal signs are scattered around the rest of the complex, designating the residential complex, hiking trails and other messages for park visitors.

Benches

Recycled plastic benches are located along the Lighthouse Trail.

Restroom

A prefabricated composting toilet is located west of the Lighthouse Trailhead. The brown fiberglass structure is near in the parking lot, the site of the light Keeper's housing area (see photo, Vegetation #2).

Gates

Single-boom swinging gates are located at the Lighthouse Trailhead and the entrance to the Bonita Ridge Access Road (see photo, Circulation #4). The gates allow the park and the U.S. Coast Guard to control vehicular access to the light station and the Coast Guard meteorological observation equipment.

Summary

The lighthouse tower, U.S. Coast Guard housing area and associated buildings and structures remain much as they were at the end of the period of significance. Non-contributing buildings, constructed by the U.S. Army in association with the development of Fort Barry, are within the district but contribute to the significance of the Forts Baker, Barry and Cronkhite Historic District. The National Park Service modifications have been minor, consisting primarily of structures and site furnishings related to the recreational use of the site. The construction of the three residences was the last major investment at the station by the U.S. Coast Guard at the end of the period of significance.

Buildings and structures are a contributing landscape characteristic of the Point Bonita Historic District.



Buildings and Structures #1: View of the Lighthouse Tower and suspension bridge, the roof of the fog-signal building is visible in the background. (PWR, CLI, GOGA-D-1-25 014, 2005)



Buildings and Structures #2: View of the east entrance to the tunnel and a portion of the Lighthouse Trail. (PWR, CLI, GOGA-D-1-25 001, 2005)



Buildings and Structures #3: View of two of the three cisterns with the Coast Guard Complex showing the brick structure revealed beneath the flaking plaster. (PWR, CLI, GOGA-D-1-25 035, 2005)



Buildings and Structures #4: Overview of the Coast Guard residential complex. All three residential structures, copses of Monterey cypress and the picket and board fences can be seen. (PWR, CLI, GOGA-D-2-22 011/012, 2005)



Buildings and Structures #5: View of the Fire Shed with the fire bell and water pipes to the right. The south stone wall continues around the back of the shed. (PWR, CLI, GOGA-D-2-8 018, 2005)



Buildings and Structures #6: View toward the west of the picket fence from the site of the U.S. Life-Saving Station Building. (PWR, CLI, GOGA-D-2-22 056, 2005)



Buildings and Structures #7: View of the harbor defenses signal tower, following years of neglect and vandalism. (PWR, CLI, GOGA-D-2-22 025, 2005)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Board Fence	Contributing	Point Bonita Coast Guard Station Board Fence	447892	
Boundary Wal	Contributing	Point Bonita Coast Guard Station South Wall	058095	PB0023
Cisterns	Contributing	Point Bonita Light Station Cisterns	058111	PB0020
Coast Guard Residence Quarters 17	Contributing	Point Bonita Coast Guard Station Quarters 17	447941	
Coast Guard Residence Quarters 18	Contributing	Point Bonita Coast Guard Quarters 18	447939	
Coast Guard Residence Quarters 19	Contributing	Point Bonita Coast Guard Station Quarters 19	447924	
Concrete Wall	Contributing	Point Bonita Coast Guard Station Concrete Wall	058094	PB0022

Fire Hydrant	Contributing	Point Bonita Coast Guard Station Fire Hydrant	447902	
Fire Shed and Bell	Contributing	Point Bonita Coast Guard Station Fire Shed & Bell	058090	PB0012
Flagstaff	Contributing	Point Bonita Coast Guard Station Flagstaff	058091	PB0013
Fog-Signal Building	Contributing	Point Bonita Fog-Signal Building	058104	PB0002
Garage	Contributing	Point Bonita Coast Guard Station Garage	058088	PB0006
Harbor Defenses No. 2 Signal Tower	Contributing	Fort Barry Harbor Defenses No. 2 Signal Tower	447530	FA1367
Lighthouse Tower	Contributing	Point Bonita Lighthouse	058103	PB0001
North Wall	Contributing	Point Bonita Coast Guard Station North Wall	058093	PB0021
Pedestrian Tunnel	Contributing	Point Bonita Pedestrian Tunnel	058110	PB0040
Picket Fence	Contributing	Point Bonita Coast Guard Station Picket Fence	058092	PB0024
Storage Shed	Contributing	Point Bonita Coast Guard Station Shed	058089	PB0019
Suspension Bridge	Contributing	Point Bonita Suspension Bridge	058105	PB0003
Utility Poles	Contributing	Point Bonita Light Station Utility Poles	447723	
Benches	Non-Contributing			
Bonita Access Road Crib Wall	Non-Contributing			
Bonita Access Road Retaining Wall	Non-Contributing			
Coastal Searchlight Shelter #10 (Contributes to Coast Defenses)	Non-Contributing	Fort Barry Searchlight Shelter #10 (Point Bonita)	021306	FA1382

Fire Control Station F1/2 (Barry) (Contributes to Coast Defenses)	Non-Contributing	Fire Control Station F1/2 (Barry)		
Fort Barry Fire Control Station B1/2 (Mendell) (Contributes to Coast Defenses)	Non-Contributing	Fort Barry Fire Control Station B1/2 (Mendell)	021303	FA1377
Fort Barry Fire Control Station F1/3 (Alexander) (Contributes to Coast Defenses)	Non-Contributing	Fort Barry Fire Control Station F1/3 (Alexander)	021300	FA1379
Fort Barry Fire Control Station M1/2 (Barry) (Contributes to Coast Defenses)	Non-Contributing	Fort Barry Fire Control Station M1/2 (Barry)	021299	FA1385
Gates	Non-Contributing			
Guy-Line Support Towers	Non-Contributing			
Oil Tank	Non-Contributing			
Point Bonita Trail Bridge	Non-Contributing			
Post and Cable Fence	Non-Contributing			
Railings	Non-Contributing			
Restroom	Non-Contributing			
Searchlight Powerhouse #10 (contributes to Fort Barry)	Non-Contributing	Fort Barry Searchlight #10 Powerhouse (Pt Bonita)	058002	FA1382A
Signs	Non-Contributing			
Truss Bridge #1	Non-Contributing			
Truss Bridge #2	Non-Contributing			
VTs Tower	Non-Contributing			
Wheel Stops	Non-Contributing			

Cluster Arrangement

Cluster arrangement within a landscape refers to the location and patterns of buildings, structures, and associated spaces.

The Point Bonita Historic District can be divided into three clusters based on location, function and period of development. The cluster of structures near the lighthouse was part of the development of the 1877 lighthouse tower and associated buildings and structures. The Coast Guard residential cluster was part of the original life-saving station that was modified in the early 1960s to provide new housing for the lighthouse Keepers. The cluster structures along the Point Bonita Ridge is currently the location of the U.S. Coast Guard monitoring facilities.

CONTRIBUTING

The lighthouse tower cluster is located at the southern tip of Point Bonita. As the core development relating directly to the function of the light station, the cluster primarily consists of utilitarian structures, principally the lighthouse and fog-signal building (see photo, Natural Systems and Features #2). The developments on the Point are essential to the intent of the light station and separated from the rest of the station given that the Point is very narrow with limited space for development. This separation creates a very tightly defined cluster based on the use of the buildings and structures. Additionally, this cluster was constructed twenty-five years before the residential complex.

The residential complex cluster initially served as the housing area for the Point Bonita Life-Saving Station. This cluster of buildings and structures provided for the utilitarian and residential needs of the surfmen in the Station Building, garage, shop and quarters and small sheds. Following the merge of the U.S. Lighthouse Board and U.S. Life-Saving Station into the U.S. Coast Guard the area was continued to serve the same functions, replacing the Station Building and shop and quarters with new single family residences (see photo, Buildings and Structures #5). The three residences, as well as the garage, two small sheds, circulation and fence enclosing the grass yard have been in place since the end of the period of significance with no modern additions.

NON-CONTRIBUTING

The U.S. Army cluster of buildings on Point Bonita Ridge is associated with development of Forts Baker, Barry and Cronkhite Historic District and therefore does not contribute to the significance of the Point Bonita Historic District (however it does contribute to the Coast Defense History). The army buildings consist of the remains of the numerous batteries and machine gun nests. After the period of significance the U.S. Coast Guard modernized their facilities with the construction of the VTS tower and generator buildings in this area. Although non-contributing to the historic district, they represent the continued use and modernization of the site by the U.S. Coast Guard.

Summary

Of the three clusters of development found within boundaries of Point Bonita Historic District, the lighthouse tower cluster and residential cluster have configurations which date to the period of significance. The historic structures within the Point Bonita Ridge cluster are associated with development of the Forts Baker, Barry and Cronkhite Historic District and therefore do not contribute to the significance of the Point Bonita Historic District. Cluster arrangement contributes to the setting and

character of the Point Bonita Historic District.

Views And Vistas

The location of the Point Bonita Lighthouse provided for unobstructed views of the tower by passing ships at sea and was the only tower that specifically marked the entrance to the Golden Gate, the dangerous entrance into the San Francisco Bay. The lighthouse tower was constructed on the southwestern most tip of the Point Bonita peninsula high above the ocean (see photo, Natural Systems and Features #1). This arrangement offers excellent views and clear lines-of-sight of the Pacific Ocean and Golden Gate, a necessity for a light beacon.

In the case of the unique nature of a light station, the view to the lighthouse tower is as important as the views from the peninsula. No vegetation or construction has occurred to obscure the views associated with the lighthouse tower.

While Bonita Cove provided some protection for launching the surfboats, the location of the Station Buildings, housing the residence, office and lookout tower, on the bluff over the cove provided the life-saving station Keeper and the surfmen tremendous views of the ocean and the Gate

The views to and from the Point Bonita Lighthouse continue to contribute to the setting and significance of the Historic District.

Archeological Sites

Archeological sites include the location of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. The CLI takes every precaution not to disclose the location of sensitive archeological sites in order to preserve the resources.

Archeological resources, including sites and isolated finds, at the Point Bonita Historic District represent the unique response to the remote and dangerous nature of the light and life-saving station and occupation. The cultural activities associated with the stations' development and the use of the complex has left a number of archeological deposits, including the foundations of buildings and structures and road and trail traces. The Engineers' Wharf and the foundations of the buildings and structures associated with the Army Corps of Engineers are not related to the significance of the light and life-saving stations, and are not discussed here.

The Light Station Keeper's Quarters

The foundations of the Keeper's quarters, built in 1855, is located 440 feet southeast of the 1855 lighthouse tower, near the brick and plaster cisterns. The rectangular brick building was demolished in 1940. Most of the associated debris was either removed from the site or has been covered with vegetation over time. Remnant garden vegetation, once cared for by the Keepers and their families, mark the location of the building.

Assistant Keeper's Quarters

The assistant Keeper's quarters, built in 1856, is located adjacent to the Keeper's quarters. The building was damaged in the 1906 earthquake and subsequently demolished. Demolition debris, including section of the roof and wall, is located at the original site, now under the cypress canopy. The debris is deteriorating due to exposure to the elements.

1874 Fog-Signal Building and Residence Foundations

The remnant foundation of the 1874 fog-signal building is located at the southeast end of the pedestrian bridge. The brick and concrete foundation, 15 x 30 feet, is "L" shaped. The foundations of the residences are located immediately adjacent to the fog-signal building.

Wall Remnants

Little remains of a long section of the retaining wall, approximately thirty feet long and a maximum of ten feet high, which supported the 1874 fog-signal building. Originally constructed of stone to prevent the hillside erosion of the fog-signal building, the wall has disintegrated as a result of erosion and landslides.

Winch Turnaround

The winch and turnaround were built in 1872 as part of the system to supply the light station, connecting the incline tramway to the cartway (the Lighthouse Trail). All that remains of the structure is a portion of the brick and concrete turnaround foundation (see photo, Archeological Sites #1). The turnaround is approximately eight feet in diameter.

Inclined Tramway

Originally installed in 1872 to haul supplies from service boats up 100 feet to the path leading to the light, the system consisted of a landing, derrick, incline, track rails and winch. A twelve-foot long portion of the brick foundation of the winch house and the brick turnaround for the winch, a curved concrete pad

with a six-foot radius fronting this foundation is still located at the top of the hill (see photo, Archeological Sites #2). Concrete footing from the landing wharf and derrick remain, as well as a slight topographic change in the slope where the incline tracks were located.

Outlook Foundations

A concrete block and a scatter of the bricks with mortar are located south of the 1874 fog-signal building and residence foundations. These are apparently the remains of a shelter for look out over the Golden Gate and the Pacific Ocean.

Radio Supports

Four trapezoidal concrete blocks remain of the former radio tower. The four blocks, approximately 2 x 2 x 5 feet, are arranged in a square immediately east of the lighthouse tower.

The Life-Saving Station

1899 Quarters

The Station Building and Shop and Quarters building constructed in 1899 were removed circa 1965 by the U.S. Coast Guard. The debris from the demolition of the Station Building may have been buried along with portions of the foundation and basement. It is unclear what happened to the debris associated with the Shop and Quarters building

1911 Marine Railway and Boathouse Ruins

The foundation of the 1911 boathouse marks the site of the last boathouse built at Point Bonita. The launchway ruins provide additional information regarding the function of the boathouse. The deck of launchway associated with the Boathouse is cracked, broken and collapsed in several places (see photo, Archeological Sites #2). The track of the launchway is heavily corroded and broken in several locations.

Metal Pipes

Remains of metal pipes are found throughout the complex. The rusted pipes range in diameter from two inches up to nearly a foot. The purpose, source and destination of all the pipes is unclear, though many were probably used to move water around the complex.

These ruins and archeological sites are a contributing characteristic of the Point Bonita Historic District.



Archeological Sites #1: View of the brick and concrete winch turnaround. (PWR, CLI, GOGA-D-1-25 030, 2005)



Archeological Sites #2: View of the remains of the landing structures at the bottom of the incline tramway. (PWR, CLI, GOGA-D-1-25 006, 2005)



Archeological Sites #3: View of the marine railway ruins associated with the 1911 U.S. life-saving station boathouse. (PWR, CLI, GOGA-D-2-22 046, 2005)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
City of New York Shipwreck	Contributing			
Eureka Shipwreck	Contributing			
Marine Railway and Bouthouse Remnants	Contributing	Point Bonita Coast Guard Station Marine Railway And Boathouse Remnants	375971	
Metal Pipes	Contributing			
Point Bonita Fog Signal/Keepers Qtrs Foundation	Contributing	Point Bonita Fog Signal/Keepers Qtrs Foundation	058107	PB0053
Point Bonita Light Station Assistant Keeper's Quarters	Contributing	Point Bonita Assistant Keeper's Quarters		
Point Bonita Light Station Inclined Tramway	Contributing	Point Bonita Light Station Inclined Tramway	058109	PB0055

Point Bonita Light Station Keeper's Quarters	Contributing			
Point Bonita Light Station Outlook Foundation	Contributing			
Point Bonita Old Fog Signal Wall Remnants	Contributing	Point Bonita Old Fog Signal Wall Remnants	058106	PB0052
Radio Tower Supports	Contributing	Point Bonita Light Station Radio Tower Supports	447946	
Rescue Shipwreck	Contributing			
Samson Shipwreck	Contributing			
San Francisco Shipwreck	Contributing			
Winch Turnaround	Contributing	Winch Turnaround	447944	
Kona Shipwreck	Non-Contributing			

Management Information

Descriptive And Geographic Information

Historic Name(s): Point Bonita Light Station
Point Bonita Life-Saving Station

Current Name(s): Point Bonita Historic District
Point Bonita Light Station
Point Bonita Life-Saving Station

Management Unit:

Tract Numbers:

State and County: Marin County, CA

Size (acres): 92.00

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
				10	541549	4185431
				10	541452	4185902
	USGS Map 1:24,000	Point	NAD 83	10	541761	4186240
				10	541542	4186292
				10	541374	4185445
				10	541227	4186054

GIS File Name: C:\gis\goga_gps\PointBonita\pointbonita

GIS File Description: GIS data on file at Pacific West Region-Oakland and Golden Gate National Recreation Area.

National Register Information

National Register Documentation: Entered -- Inadequately Documented

Explanatory Narrative:

Point Bonita Light Station is listed on the National Register of Historic Places under Criteria A and C. The initial period of significance for the National Register nomination was 1855 to 1940. In addition, a draft National Register nomination for the Point Bonita Life-Saving Station, prepared in 1978, proposed significance under Criterion D for the ruins and archeological sites associated with the life-saving station; however, the form was never submitted to the California SHPO for review.

The period of significance begins in 1855 with the initial development on Point Bonita of the first Lighthouse tower and Keepers' residence and ends in 1966 when the last investment in the district was completed and the property was transferred from the U.S. Army to the U.S. Coast Guard.

The 1966 U.S. Coast Guard boundary is used to establish the thirty-nine-acre district boundary and

includes all of the known historic resources associated with Point Bonita Light Station and the Point Bonita Life-Saving Station which compose the Point Bonita Historic District.

NRIS Information:

NRIS Number:	81000721
Primary Certification:	Date Received/Pending Nomination
Primary Certification Date:	10/16/1981
Name In National Register:	Point Bonita Light Station

National Register Eligibility: Undetermined

Explanatory Narrative:

Point Bonita Light Station was listed on the National Register of Historic Places on September 3, 1991 under Criteria A and C. The nomination specifically discusses the 1855 light beacon, 1877 lighthouse tower, 1855 fog-signal building, 1872 fog-signal building, 1874 fog-signal building, 1903 fog-signal building, Keeper's residence and Assistant Keeper's residence, a wooden bridge, 1954 suspension bridge, an incline tramway and oil tank. However, the boundary of the district did not include the entire Point or the Point Bonita Life-Saving Station

The Searchlight Generator Building, built in 1912, is listed as non-contributing as it is not associated with the function of the U.S. Coast Guard light station or the thematic context Developing the American Economy, under sub-theme "Shipping Transportation by Water; Ships, Boats, Lighthouses and Other Structures." Instead the building was associated with the search and rescue efforts of the U.S. Army.

The 1855 fog-signal building, 1872 fog-signal building, 1874 fog-signal building, Keeper's and Assistant Keeper's residences, wooden bridge, incline tramway, oil tank, roads and walkways were demolished or had deteriorated during the period of significance.

Point Bonita Life-Saving Station, composed primarily of ruins, was evaluated under Criterion D in the 1978 draft National Register nomination form. The significant structures and sites include, the site of the 1899 boathouse, the site of the 1911 boathouse, the ruins of the 1929 boathouse, the ruins of the 1899 quarters, the launchway, the trail to the boathouse, the walks, fences stone retaining walls, fire shed, storage shed, garage and cisterns.

The existing residences, constructed in 1961, were included in the life-saving station nomination. Because they are thematically linked with the U.S. Coast Guard, they are considered contributing buildings to the Point Bonita Historic District and represent the last major revision to the site by the U.S. Coast Guard prior to atomization of the light in 1980.

By consolidating the information from both nominations into one historic district, the 1855 to 1966 period of significance encompasses the initial development of both the light and life-saving stations and expands it until the last development within the district was completed and the property was transferred from the U.S. Army to the U.S. Coast Guard. The fourteen-acre boundary established in the 1981 Point Bonita Light Station nomination form has been expanded to encompass the entire thirty-nine acre U.S. Coast Guard reservation which includes the development of both the light and life-saving stations.

Date of Eligibility Determination:

National Register Classification: District

Significance Level: State

Contributing/Individual: Individual

Significance Criteria:

D -- Inventory Unit has yielded, or is likely to yield, information important to prehistory or history

A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of our history

C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1855 - 1966 AD

Historic Context Theme: Developing the American Economy
Historic Context Subtheme: Shipping and Transportation by Water
Historic Context Facet: Ships, Boats, Lighthouses, And Other Structures

Time Period: 1899 - 1946 AD

Historic Context Theme: Creating Social Institutions and Movements
Historic Context Subtheme: Social and Humanitarian Movements
Historic Context Facet: Emergency Aid And Health Care

Area Of Significance:

Category: Transportation

Priority: 1

Category: Commerce

Priority: 2

Category: Agriculture

Priority: 3

National Historic Landmark Information

National Historic

Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site

Current and Historic Use/Function:

Use/Function Category: Transportation
Use/Function: Water-Related
Detailed Use/Function: Lighthouse
Type Of Use/Function: Both Current And Historic

Use/Function Category: Transportation
Use/Function: Water-Related
Detailed Use/Function: Navigational
Type Of Use/Function: Both Current And Historic

Use/Function Category: Domestic (Residential)
Use/Function: Single Family Dwelling
Detailed Use/Function: Single Family House
Type Of Use/Function: Both Current And Historic

Use/Function Category: Social
Use/Function: Social-Other
Detailed Use/Function: Social-Other
Type Of Use/Function: Historic

Use/Function Category: Landscape
Use/Function: Leisure-Passive (Park)
Detailed Use/Function: Leisure-Passive (Park)
Type Of Use/Function: Current

Ethnographic Information

Ethnographic Survey Conducted: No Survey Conducted

Adjacent Lands Information

Do Adjacent Lands Contribute?

No

Adjacent Lands Description:

The adjacent lands (lands outside the boundaries of the park) are not associated with the development of the light station, life-saving station or maritime history.

General Management Information

Management Category: Should Be Preserved And Maintained

Management Category Date: 10/25/2004

Explanatory Narrative:

The Point Bonita Historic District meets National Register criteria, is compatible with Golden Gates National Recreation Area's legislated significance, and has a continuing or potential purpose that is consistent with its traditional use or function, and therefore falls under Category B: Should be Preserved and Maintained.

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Fair

Assessment Date: 11/12/2005

Date Recorded: 01/11/2005

Park Management Concurrence: No

Level Of Impact Severity: Moderate

Stabilization Measures:

The suspension bridge, constructed in 1954, is under continual exposure to salt water spray and high winds. Regular maintenance is required to prevent corrosion of the steel cables and

connections and to prevent deterioration of the wood framing. The bridge provides the only access to the lighthouse tower and the loss of the bridge would prevent public access and increase maintenance costs for the lighthouse tower and fog-signal building to the park and the U.S. Coast Guard.

The original 1855 iron and glass lighthouse structure with its Fresnel lens on the 1877 brick base is an exceptionally rare historic resource which merits preservation, and it is endangered by three factors, least of which is a salt air environment which is eating the iron structure. More important is the fact that the Pacific Ocean is destroying the rocky point on which the lighthouse, fog signal, coast defense searchlight and coast defense base end station stand. It has already destroyed the path to the lighthouse requiring the substitution of a suspension bridge. The tip of that rocky point on which those buildings and structures stand may last fifty years before the ocean eats away enough of the base for the point to collapse beneath the buildings and structure, taking them down with it. Furthermore, a major earthquake on the order of the 1906 quake is predicted for this region within thirty years, and it could destroy the whole point and the buildings on it. The National Park Service, specifically Golden Gate National Recreation Area, in conjunction with the U.S. Coast Guard, should undertake immediate planning encompassing first, HABS/HAER recording of all the buildings and structures on Point Bonita, and second, eventual removal of the iron and glass 1855 structure and its Fresnel lens for preservation elsewhere, perhaps within a museum and its replacement with an automated light similar to the one at Point Reyes, to be accomplished at some point before either the Pacific Ocean or a great earthquake can completely destroy this historic resource.

Impact:

Type of Impact: Erosion
Internal/External: Both Internal and External

Description:

Due to the nature of the basalt rock and the exposed location of Point Bonita, erosion and land slides have influenced the buildings and structures and layout of the light station. The need for the tunnel in 1876 and the suspension bridge in 1954 resulted from these landslides and erosion, respectively. As early as 1957, Harold Gilliam's San Francisco Bay questioned "how many more years [the lighthouse tower] can continue to be operated safely (120)." Careful monitoring of the remaining features on the Point may allow the park to prevent future losses.

Type of Impact: Exposure To Elements
Internal/External: Both Internal and External

Description:

The harsh marine environment of salt air and heavy winds encourages rust and rot of the metal and wood building materials. Regular maintenance, including tightening the bolts on the bridges, scraping off corrosion and painting the metal portions of the buildings and structures, will help limit some of the damage, but will not be able to completely stop all deterioration of the district.

Type of Impact: Vandalism/Theft/Arson
Internal/External: Internal

Description:

Spray-paint is primarily found on the ruins on Point Bonita Ridge, including the U.S. Coast Guard Lookout Tower. Effort should be directed at removing the existing graffiti

to help discourage future vandals.

Type of Impact: Visitation

Internal/External: Internal

Description:

There are several existing social trails around the Point Bonita Historic District that led to unstable cliffs and fragile cultural resources. The trails have trampled the vegetation and soil, opening the disturbed area to exotic plant species. The trails also increase damage to cultural resources such as drainage systems and archeological sites. Trails should be developed to redirect visitors from fragile cultural resources and hazardous areas while existing social trails are re-vegetated.

Type of Impact: Vegetation/Invasive Plants

Internal/External: Internal

Description:

The vegetation within the district appears to have naturalized and is spreading beyond the historic boundaries of the gardens and windbreaks. The larger trees within the district date to the period of significance, while the smaller, younger trees should be removed. The garden plants should be confined to the historic light Keeper's dwelling area where they serve as the only above ground marker for the site.

Agreements, Legal Interest, and Access

Management Agreement: Interagency Agreement

Expiration Date: NOT APPLICABLE

Explanatory Narrative:

Permit DTCG-Z71112-82-RP-011P stipulates that the NPS is responsible for law enforcement, maintenance and clean-up and will allow the U.S. Coast Guard access for mission-specific work. The permit will expire following the transfer to Golden Gate NRA.

NPS Legal Interest: None - Other Federal Agency Owned

Explanatory Narrative:

While the National Park Service does not currently own Point Bonita, an agreement exists between the U.S. Coast Guard and the National Park Service regarding the management and the eventual transfer of the property. On September 13, 1962, public law 87-657, 72 Stat. 538 established that “any land found excess to the needs of the Coast Guard will be incorporated into the Point Reyes National Seashore Tract (Proceedings of a Board of Survey, Number 12-133-73).” On October 27, 1972, public law 92-589 stated that the property would be transferred to the newly established Golden Gate National Recreation Area.

Other Agency Or Organization: U.S. Coast Guard

Public Access: Other Restrictions

The northern entrance to the tunnel is locked when the light station is closed to the public. The light station is open Saturday, Sunday and Monday afternoons. The U.S. Coast Guard facilities at the site of the original 1855 lighthouse tower are fenced to the public.

Treatment

Approved Treatment: Preservation

Approved Treatment Document: General Management Plan

Document Date: September 19, 1980

Explanatory Narrative:

The 1980 GMP was completed before the agreement between the U.S. Coast Guard and the National Park Service regarding the transfer of the Coast Guard. However, the plan “provides for the maximum maintenance and preservation of significant cultural resources and for adaptive uses of historic structures that will not affect either their quality or character (GMP, 1980; 135).” The plan also states that “all historic structures will be preserved, adaptively re-used or restored (GMP, 1980; 135).” Additionally, “if and when the Coast Guard transfers the structures at the Point Bonita light station to the National Park Service, their historical value and potential for public use will be carefully evaluated (GMP, 1980; 147).”

Approved Treatment Completed: Yes

Approved Treatment Cost

LCS Structure Approved

Treatment Cost: \$0

Landscape Approved

Treatment Cost: \$0

Cost Date:

Level of Estimate:

Cost Estimator:

Explanatory Description: The LCS approved treatment cost is derived from the Latest Ultimate Treatment Costs. There are no Ultimate Treatment Costs listed for any of the buildings and structures located at the light station.

There are no approved treatment costs for the landscape.

Stabilization Costs

LCS Structure Stabilization Cost: \$6,500

Landscape Stabilization Costs: \$0

Cost Date: June 1, 1993

Level Of Estimate:

C - Similar Facilities

Cost Estimator:

Park

Explanatory Description:

The LCS structure stabilization cost is derived from the Latest Interim Treatment Costs for all the buildings and structures within the district. The interim treatment cost for the 1874 fog-signal wall remnants is listed on the LCS for \$6,500. None of the other buildings and structures at the Point Bonita Historic District on the LCS have a stabilization cost.

There are no approved stabilization costs for the landscape.

Documentation Assessment and Checklist

Documentation Assessment: Fair

Documentation:

Document: Historic Resource Study

Year Of Document: 1980

Adequate Documentation: Yes

Document: General Management Plan

Year Of Document: 1980

Amplifying Details: This document does not fully address the resources at Point Bonita.

Adequate Documentation: No

Document: Land Protection Plan

Year Of Document: 1992

Adequate Documentation:

Document: Fire Management Plan

Year Of Document: 1983

Adequate Documentation:

Document: Statement for Management

Year Of Document: 1990

Adequate Documentation:

Appendix

Bibliography

Citations:

Citation Author:	Bookwalter, Jack
Citation Title:	National Register Multiple Property Documentation Form: Light Stations of California
Year of Publication:	1990
Source Name:	National Register of Historic Places
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland

Citation Author:	Bookwalter, James
Citation Title:	National Register of Historic Places Registration Form: Point Bonita Light Station
Year of Publication:	1989
Source Name:	National Register of Historic Places
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland

Citation Author:	Delgado, James P., Toogood, Anne Cox
Citation Title:	National Register of Historic Places Registration Form: Point Bonita Light Station
Year of Publication:	1980
Source Name:	National Register of Historic Plaices
Citation Type:	Both Graphic And Narrative
Citation Location:	Cultural Resources Library, PWR Oakland

Citation Author: Delgado, James P., Toogood, Anne Coxe
Citation Title: National Register of Historic Places Registration Form:
Point Bonita Life-Saving Station
Year of Publication: 1980
Source Name: National Register of Historic Plaices
Citation Type: Narrative
Citation Location: Cultural Resources Library, PWR Oakland

Citation Author: Staff
Citation Title: General Management Plan and Environmental
Analysis, Golden Gate National Recreation Area, Point
Reyes National Seashore, California
Year of Publication: 1980
Source Name: CRBIB
Citation Number: 011367
Citation Type: Graphic
Citation Location: Cultural Resources Library, PWR Oakland, Golden
Gate National Recreation Area and San Francisco
Maritime National Historical Park

Citation Author: National Park Service (NPS), U.S. Coast Guard
(USCG), and the Department of Defense (DoD)
Citation Title: Historic Lighthouse Preservation Handbook
Year of Publication: 1997
Publisher: U.S. GPO
Source Name: Library Of Congress/Dewey Decimal
Citation Number: VK 1023.Z7
Citation Type: Both Graphic And Narrative
Citation Location: Historic Preservation Training Center, and online at
<http://www.cr.nps.gov/maritime/hdbktoc.htm>

Citation Author: Shanks, Ralph and Lisa Woo
Citation Title: Guardians of the Golden Gate: Lighthouses and
Lifeboat Stations of San Francisco Bay
Year of Publication: 1990
Publisher: Costano Books
Source Name: Library Of Congress/Dewey Decimal
Citation Number: VK 1024.S4 S48
Citation Type: Graphic
Citation Location: Cultural Resources Library, PWR Oakland, and San
Francisco Maritime National Historical Park

Citation Author: Gilliam, Harold
Citation Title: San Francisco Bay
Year of Publication: 1957
Publisher: Doubleday
Source Name: Library Of Congress/Dewey Decimal
Citation Number: F868.S156 G5
Citation Type: Narrative
Citation Location: Cultural Resources Library, PWR Oakland, and San
Francisco Maritime National Historical Park

Citation Author: Munro-Fraser, JP
Citation Title: History of Marin County, California; including its
Geography, Geology, Topography and Climatography
Year of Publication: 1972
Publisher: Charmaine Burdell Veronda
Source Name: Library Of Congress/Dewey Decimal
Citation Number: F868.M3 H67
Citation Type: Narrative
Citation Location: Cultural Resources Library, PWR Oakland, and San
Francisco Maritime National Historical Park

Citation Author: Federal Highway Administration
Citation Title: Bridge Inspection Report: Point Bonita Truss Bridge #1
Year of Publication: 2004
Source Name: Facility Management Files
Citation Type: Narrative
Citation Location: Facility Management Files, PWR - Oakland

Citation Author: Federal Highway Administration
Citation Title: Bridge Inspection Report: Point Bonita Truss Bridge #2
Year of Publication: 2004
Source Name: Facility Management Files
Citation Type: Narrative
Citation Location: Facility Management Files, PWR - Oakland

Citation Author: Federal Highway Administration
Citation Title: Bridge Inspection Report: Point Bonita Suspension Bridge
Year of Publication: 2004
Source Name: Facility Management Files - Oakland
Citation Type: Narrative
Citation Location: Facility Management Files, PWR - Oakland

Citation Author: Federal Highway Administration
Citation Title: Bridge Inspection Report: Point Bonita Trail Bridge
Year of Publication: 2004
Source Name: Facility Management Files
Citation Type: Narrative
Citation Location: Facility Management Files, PWR - Oakland

Citation Author: Feierabend, Carey
Citation Title: Historic Road Characterization Study, Supplemental Work
Year of Publication: 2004
Source Name: CLI Files
Citation Type: Both Graphic And Narrative
Citation Location: CLI - GOGA *Point Bonita file

Citation Author: Gilbert, Cathy; Hankinson, Michael; Hoke, Amy; Judy, Barbara; Koch, Kimball; Shors, Jessica; Owens, Erica; Warner, Len
Citation Title: Cultural Landscape Report for Fort Baker
Year of Publication: 2004
Source Name: Cultural Landscape Files
Citation Type: Both Graphic And Narrative
Citation Location: Cultural Landscape Library, PWR Oakland and Seattle, and Golden Gate National Recreation Area

Citation Author: Delgado, James and Stephen Haller
Citation Title: Shipwrecks at the Golden Gate
Year of Publication: 1989
Publisher: Lexicos Press: San Francisco
Source Name: Library Of Congress/Dewey Decimal

Supplemental Information

Title: 1902 Letter

Description: A September 24, 1902 letter from Lieutenant Cornel Thomas H. Handbury, Engineer of the Twelfth Lighthouse District, and Commander J.B. Milton, Inspector of the Twelfth Lighthouse District, to the Lighthouse Board proposing a boundary for the Point Bonita lighthouse reservation.

Title: 1903 Letter

Description: Letter from Wm. Cary Sanger, Assistant Secretary of War to the Secretary of the Treasury on March 5, 1903 the Department of the Treasury concurring with the reservation boundary proposal.

Title: 1962 Transfer Letter

Description: Letter from Donald McG. Morrison, Acting Commandant of the U.S. Coast Guard to the Chief of Engineers, Department of the Army on October 10, 1962, regarding the "Transfer of four parcels of land on Army property at Forts Baker, Barry and Cronkhite in San Francisco Bay area to U.S. Coast Guard.

Title: 1965 Transfer Letter

Description: Letter from Stanley R. Resor, Secretary of the Army to Henry H. Fowler, Secretary of the Treasury, dated November 10, 1965, confirming Point Bonita property.

Title: 6th Endorsement, Headquarters Department of California

Description: On December 4, 1902, Major General Hughes assents to the request for the lighthouse reservation outlined in the September 24, 1902 letter.

Title: A Legacy: United States Life Saving Service

Description: Noble, Dennis L. "A Legacy: United States Life Saving Service" published April 14, 2002, accessed at <http://www.nightbeacon.com/lighthouseinformation/articles/alegacyusLifeSavingService.htm>.

Title: An Act Relinquishing to the United States of America the title of this State to Certain Lands

Description: On March 9, 1897, the State of California ceded "all right and title of the State of California" to the waters surrounding Point Bonita.

Title:	Ask FireHydrant.org
Description:	The website http://www.firehydrant.org.html was first accessed on March 9, 2005.

Title:	Geology of the Golden Gate Headlands
Description:	The website http://www.nps.gov/prsf/geology/geoguide.pdf was first accessed April 1, 2005.

Title:	Long Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region
Description:	The website http://www.spn.usace.army.mil/ltms/ was first accessed January 5, 2005.

Title:	Memo to Captain Parker
Description:	Occupancy by U.S. Coast Guard for lighthouse purpose of Fort Barry Military Reservation, California, dated March 21, 1940..

Title:	NPS Maritime Heritage Program: Inventory of Historic Light Stations California Lighthouses
Description:	The website http://www.cr.nps.gov/maritime/park/ptbonita.htm was first accessed October 14, 2004.

Title:	Online Archive of California (OAC)
Description:	The Online Archive of California (OAC) website, http://www.oac.cdlib.org/ , was first accessed January 19, 2005. Photo, History #2, was obtained from this site.

Title:	Proceedings of a Board of Survey
Description:	Survey number 12-1333-73, issued August 10, 1973, regarding the findings and recommendations for Point Bonita to the U.S. Coast Guard.

Title:	San Francisco Bay Geodetic Phase
Description:	The website http://geodesy.noaa.gov/initiatives/HeightMod/Geodetic/sfbay_geodetic.html was first accessed October 14, 2004.

Title: U.S. Coast Guard Historic Light Station Information: California
Description: The website <http://www.uscg.mil/hq/g-cp/history/WEBLIGHTHOUSES/LHCA.html> was first accessed October 14, 2004.

Title: U.S. Coast Guard History FAQs
Description: The website <http://www.uscg.mil/hq/g-cp/history/faqs/when.html> was first accessed February 11, 2005.



Legend

- Trees associated with existing historic structures
- Trees associated with historic archeological features
- Trees with no known association with historic landscape
- E** Eucalyptus
- Mc** Monterey cypress
- Mp** Monterey pine
- M** Myoporum

