
**National Park Service
Cultural Landscapes Inventory
2005**



**Anacapa Island Light Station
Channel Islands National Park**

Cultural Landscape Inventory: Anacapa Island Light Station

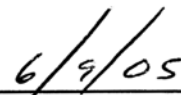
Channel Islands National Park concurs with the general findings of this Cultural Landscape Inventory, including the Management Category and Condition Assessment as listed below:

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

CONDITION ASSESSMENT: **GOOD**



Superintendent, Channel Islands National Park



Date

Please return this form to:
Kimball Koch
PWR Cultural Landscape Program Lead
National Park Service
1111 Jackson Street, Suite 700
Oakland, CA 94607

ANACAPA ISLAND LIGHT STATION CHANNEL ISLANDS NATIONAL PARK

California SHPO Eligibility Determination

Section 110 Actions Requested:

- 1) SHPO concurrence with expansion of the Anacapa Island Light Station boundary from 40 acres to 77.48 acres to include the setting and landscape features associated with the light station.
- 2) SHPO concurrence with expansion of the period of significance from 1932-1940 to 1932-1968.
- 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 structures to the List of Classified Structures (LCS). (See chart below)

1) ☒ I concur, _____ I do not concur with the proposed boundary expansion for the Anacapa Island Light Station as described in the Cultural Landscape Inventory (CLI).

2) ☒ I concur, _____ I do not concur with the proposed period of significance expansion for the Anacapa Island Light Station as described in the Cultural Landscape Inventory (CLI). (See attached comment)

3) ☒ I concur, _____ I do not concur that the **Setting** as described in the CLI contributes to the Anacapa Island Light Station (see the following landscape characteristics: natural systems and features, land use, and views and vistas).(See attached comment)

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

LCS number	Structure Name	NRIS Number
009042	Anacapa Island Light Station Lighthouse Tower	91001101
009044	Anacapa Island Light Station Keeper's Residence	91001101
009050	Anacapa Island Light Station Derrick Building	91001101
009043	Anacapa Island Light Station Fog Signal Building	91001101
009047	Anacapa Island Light Station General Service Building	91001101
009052	Anacapa Island Light Station Lower Landing	91001101
009046	Anacapa Island Light Station Oil House	91001101
009045	Anacapa Island Light Station Power Station	91001101
009049	Anacapa Island Light Station Rain Shed	91001101
009048	Anacapa Island Light Station Tank House	91001101
009051	Anacapa Island Light Station Upper Derrick Landing	91001101
009053	Anacapa Island Light Station Landing Stairway	91001101

Based on the information provided in the CLI, the following previously unevaluated structures have been identified as **contributing** to the Anacapa Island Light Station:

LCS number	Structure Name	Date Built	Concur	Do not Concur
409950	Anacapa Island Light Station Upper Derrick	1930	X	
409960	Anacapa Island Light Station Retaining Wall	1931-32	X	
05673	Anacapa Island Light Station Flagpole	1932	X	
425459	Anacapa Island Light Station Main Road	1930	X	
429120	Anacapa Island Light Station Assistant Light Keepers Patio	1931-32	X	
426422	Anacapa Island Light Station Assistant Light Keepers Sidewalks	1931-32	X	
441462	Anacapa Island Light Station Trail	1930s	X	
441463	Anacapa Island Light Station Concrete Markers	1931-54	X	
441464	Anacapa Island Light Station Drainage System	1930	X	

Based on the information provided in the CLI, the following previously unevaluated structures have been identified as **not contributing** to the Anacapa Island Light Station:

LCS number	Structure Name	Concur	Do not Concur
NA	NPS paths	X	
NA	NPS patios	X	
NA	Acetylene Foundation Ruins	X	
NA	Antennae Blocks	X	
NA	Radio Beacon Blocks	X	
NA	Residence Foundations		X
NA	Benches	X	
NA	Fire Boxes	X	
NA	Modern Signs	X	
NA	Picnic Tables	X	
NA	Restrooms	X	
NA	Telephone Pole Remains	X	
NA	U.S. Geodetic Survey Marker	X	

Table of Contents

Executive Summary	1
Park Information	3
Property Level and CLI Number	3
Completion Status.....	3
Landscape Description.....	4
Location Map.....	5
Boundary Description.....	6
Regional Context.....	6
Site Maps	8
Chronology.....	10
Statement of Significance	15
History	
Early Background (Pre-1923)	19
The Harry Miller Ranch (1923-1933)	20
The Resort Movement (1934-1977).....	25
Lake Shoson (1938-1940)	27
Lake Enchanto (1940-ca.1965).....	28
Abandonment (ca.1965-1977)	34
Peter Strauss Ranch (1977-1983)	35
Public Park (1983-Present).....	35
Analysis and Evaluation	
Summary	38
Natural Systems and Features	40
Spatial Organization.....	43
Buildings and Structures	44
Topography	59
Circulation	61
Vegetation	63
Views and Vistas.....	70
Management Information	
Descriptive and Geographic Information.....	72
National Register Information	72
Adjacent Lands Information	74
General Management Information	75
Condition Assessment and Impacts.....	75
Treatment.....	79
Approved Treatment Cost.....	79
Stabilization Costs.....	79
Appendix	
Bibliography	80
Supplemental Information	81
Site Map #1	
Site Map #2	

Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Cultural Landscapes Inventory – General Information

The Cultural Landscapes Inventory (CLI) is a database containing information on the historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved inventory records when all required data fields are entered, the park superintendent concurs with the information, and the landscape is determined eligible for the National Register of Historic Places through a consultation process or is otherwise managed as a cultural resource through a public planning process.

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, National Park Service Management Policies (2001), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two goals are associated with the CLI: 1) increasing the number of certified cultural landscapes (1b2B); and 2) bringing certified cultural landscapes into good condition (1a7). The CLI maintained by Park Historic Structures and Cultural Landscapes Program, WASO, is the official source of cultural landscape information.

Implementation of the CLI is coordinated and approved at the regional level. Each region annually updates a strategic plan that prioritizes work based on a variety of park and regional needs that include planning and construction projects or associated compliance requirements that lack cultural landscape documentation. When the inventory unit record is complete and concurrence with the findings is obtained from the superintendent and the State Historic Preservation Office, the regional CLI coordinator certifies the record and transmits it to the national CLI Coordinator for approval. Only records approved by the national CLI coordinator are included on the CLI for official reporting purposes.

Relationship between the CLI and a Cultural Landscape Report (CLR)

The CLI and the CLR are related efforts in the sense that both document the history,

significance, and integrity of park cultural landscapes. However, the scope of the CLI is limited by the need to achieve concurrence with the park superintendent resolve eligibility questions when a National Register nomination does not exist or the nomination inadequately addresses the eligibility of the landscape characteristics. Ideally, a park's CLI work (which many include multiple inventory units) precedes a CLR because the baseline information in the CLI not only assists with priority setting when more than one CLR is needed it also assists with determining more accurate scopes of work.

In contrast, the CLR is the primary treatment document for significant park landscapes. It, therefore, requires an additional level of research and documentation both to evaluate the historic and the existing condition of the landscape in order to recommend preservation treatment that meets the Secretary of Interior's Standards for the treatment of historic properties.

The scope of work for a CLR, when the CLI has not been done, should include production of the CLI record. Depending on its age and scope, existing CLR's are considered the primary source for the history, statement of significance, and descriptions of contributing resources that are necessary to complete a CLI record.

Inventory Unit Description:

The Anacapa Island Light Station is an approximately 77.48-acre historic site located on East Anacapa Island within the boundaries of Channel Islands National Park, California. The 700-acre Anacapa Island, located thirteen miles from Port Hueneme on the California coast, is less than one-half mile wide and approximately five miles long. Ocean waves have eroded the perimeter of the island, creating steep sea cliffs towering up to 250 feet above the ocean. The island is composed of three small islets, East Anacapa, Middle Anacapa and West Anacapa Islands, connected by narrow reefs. Only East Anacapa Island is discussed in this report.

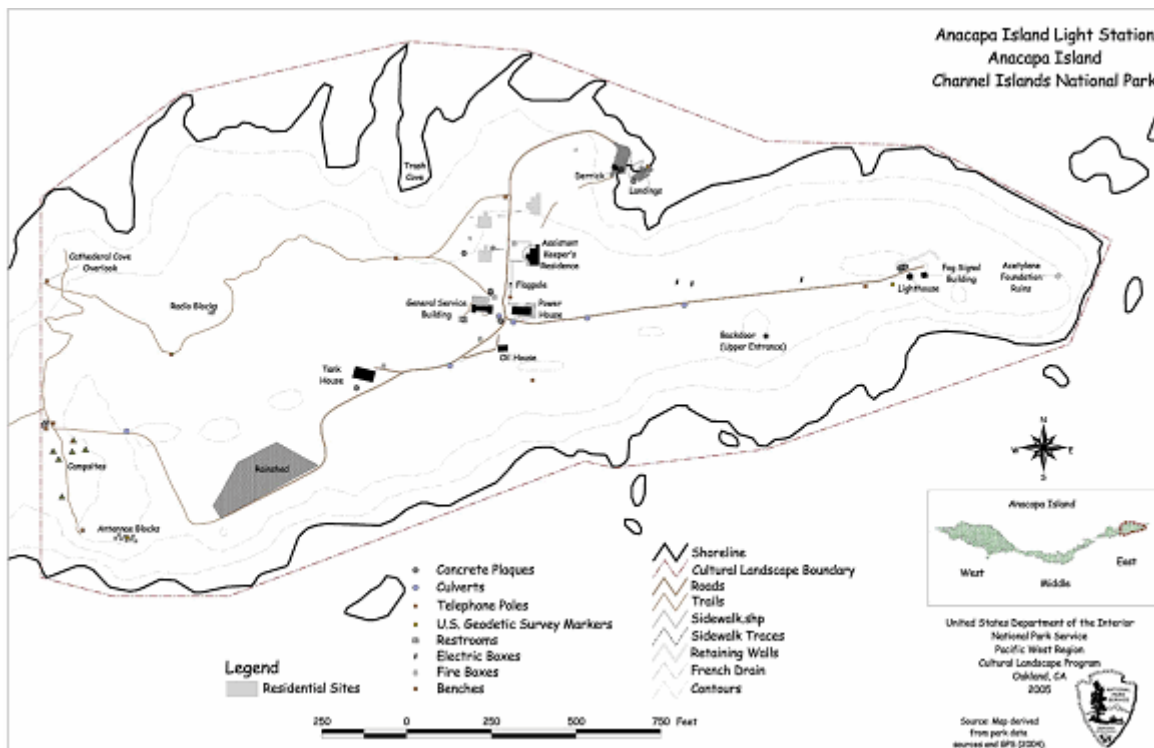
The 1989 National Register nomination form established the period of significance for the Anacapa Island Light Station as 1932 to 1940. However, for the purposes of this inventory, the period of significance has been extended to 1968, to address the initial development of the light station complex until the light beacon and fog-signal were transferred to automated use, effectively ending a way of the life unique to Light Keepers and their families.

Interest in constructing a lighthouse on the Channel Islands dates back to 1853 when the sidewheeler Winfield Scott struck a rocky sea ledge on Middle Anacapa and sank. It was not until 1874 that the Lighthouse Board decided to build an economy lighthouse at Port Hueneme rather than a more costly island beacon. Eventually, a temporary acetylene light was constructed on East Anacapa Island. A permanent light station was established on the island to mark the strategic east entrance of the Santa Barbara Channel in 1932. The station included the Spanish Revival lighthouse tower, fog signal building, four residences, landing facilities, tank house, oil house and power house, as well as a rainshed, roads and walkways. The original acetylene light was removed during the construction of the light station. While three of the residences, the lower derrick building, the lower derrick and paint storage building were torn down in 1967, no modern buildings have been added to the original historic design of the light station. As a result, the district retains integrity and the structures are in good condition.

Anacapa Island Light Station Channel Islands National Park

Those landscape characteristics associated with the significance of the site include: natural systems and features, land use, circulation, buildings and structures, views and vistas and small scale features. The natural systems and features of East Anacapa Island determined the location of the light station and associated development on East Anacapa Island. While the lack of potable water deterred early sustained inhabitation of the island, the high flat promontory on East Anacapa Island and the general location at the east entrance to Santa Barbara Channel provided an ideal location for the lighthouse. The lighthouse and fog signal building were located on the eastern-most end of the island, providing unobstructed views of the light from passing vessels. The four keeper's residences and other functional buildings were located inland, providing some protection from the harsh oceanic elements. All nine remaining buildings and structures still retain their Spanish Revival character that was regionally popular at the time of construction. Any changes made to automate the lighthouse tower and fog-signal building were minor and did not affect the integrity of the landscape, and the Anacapa Island Light Station still serves as a functioning navigational aid, and as such, land use and views and vistas remain contributing characteristics to the landscape. Roads, originally used during the period of significance between the derrick and residential area, and the residential area and service structures, are still used as pedestrian circulation routes. Small scale features, including the flag pole and memorial concrete plaques, are also extant.

Site Plan



An existing conditions site map of Anacapa Island Light Station Historic District. A larger version is located in the Appendix at the end of the inventory in Supplemental Information.

Property Level and CLI Numbers

Inventory Unit Name:	Anacapa Island Light Station
Property Level:	Landscape
CLI Identification Number:	725078
Parent Landscape:	725078

Park Information

Park Name and Alpha Code:	Channel Islands National Park -CHIS
Park Organization Code:	8120
Park Administrative Unit:	Channel Islands National Park

CLI Hierarchy Description

There are no component landscapes to the Anacapa Island Light Station Historic District.

Concurrence Status

Inventory Status: Complete

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 06/09/2005

National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 09/28/2005

National Register Concurrence Narrative:

Anacapa Island Light Station Historic District 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 1932-1940. This Inventory expands the period of significance to 1968, when the lighthouse was converted to automated use and the Keeper and Assistant Keepers were removed from the island. In addition, this document also proposes to modify the boundary. The district boundary would be expanded to 77.48 acres to include the historic setting of the light station and all known resources associated with the use and significance of the light station. The original National Register nomination is unclear regarding the boundary; the verbal description describes the district as a "40 acre site." The proposed boundary would eliminate confusion, without contradicting the "Boundary Justification" expressed in the form; "the boundary of the Anacapa Island Light Station Historic District embraces the buildings and immediate setting historically associated with the complex."

Additionally, the nomination form does not thoroughly discuss the cultural landscape associated with the light station as expressed in the setting of the site. New features within the district have also been added as historically significant, including commemorative plaques, the circulation system, antennae and radio beacon supports and the retaining wall beneath the lighthouse.

Data Collection Date: 10/04/2004

Recorder: Kathleen Fitzgerald

Data Entry Date: 03/01/2005

Recorder: Kathleen Fitzgerald

Site Visit Conducted: Yes

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary of the Anacapa Island Light Station Historic District cultural landscape encompasses all the buildings and the immediate setting on East Anacapa Island historically associated with the light station complex. The boundary follows the island's shoreline on the north, east and southern sides of the island, and cuts across the island in a north-south line just west of the trail between the antennae blocks and Cathedral Cove overlook. This boundary encompasses the 77.48-acre district, which is located within the 106.16 acre Federal Lighthouse Reservation and includes all the known historic resources: the lighthouse tower, fog-signal building and related buildings and structures, roads, trails, commemorative plaques, and drainage system.

The boundary described above is an expansion of the boundary described in the 1991 National Register nomination. The nomination describes the district as a forty acre site, however, the same document provides UTM reference points that encompass less than twenty acres. The boundary proposed in this CLI eliminates the discrepancy between the boundary description and UTM reference points in the nomination, yet follows the same logic provided in the nomination's boundary justification: "the boundary of the Anacapa Island Light Station embraces the buildings and immediate setting historically associated with the complex."

State and County:

State: CA

County: Ventura County

Size (Acres): 78.48

Boundary UTMS:

<u>Source</u>	<u>Type of Point</u>	<u>Datum</u>	<u>UTM Zone</u>	<u>UTM Easting</u>	<u>UTM Northing</u>
GPS-Differentially Corrected	Area	NAD 27	11	281,585	3,765,934
			11	281,490	3,765,935
			11	281,416	3,765,952
			11	281,927	3,766,051
			11	281,905	3,766,055
			11	282,069	3,766,066
			11	282,338	3,766,161
			11	282,377	3,766,255
			11	281,416	3,766,291
			11	282,205	3,766,339
			11	282,070	3,766,340
			11	281,546	3,766,388
			11	281,854	3,766,423
			11	281,743	3,766,433

Location Map:



General location of Anacapa Island and the other Channel Islands within Channel Islands National Park. (Harpers Ferry Center, Department of Publications, www.nps.gov/carto/CHISview.html).

Regional Context:

Type of Context: Cultural

Description:

While twenty-six pre-historic sites, including shell middens, lithic scatters, a village site and three human burial sites were uncovered as a result of archeological investigations from 1958 to 1978, there does not appear to be any sustained long term Native American occupation on Anacapa Island. Spanish explorers found the island uninhabited.

However, following the Gold Rush and the increase in maritime traffic on the West Coast, combined with later developments such as the Panama Canal, numerous aids to navigation were developed. The resulting increased maritime traffic through the Santa Barbara Channel off the coast of California brought about greater demands for a light station. After installing a less expensive station at Point Hueneme and a temporary light on Anacapa Island, the Bureau of Lighthouses eventually approved the Anacapa Island Light Station, which was completed in 1932.

Type of Context: Physiographic

Description:

Located thirteen miles off the California coast, Anacapa Island is the second smallest of the eight Channel Islands and the smallest of the four islands in the national park. The five-mile long island varies in width from a few feet to one-half mile at the widest point. The 700-acre island is divided into three small islets, East, Middle and West, connected by narrow reefs. The terrain on East Anacapa Island, which accounts for only 106 acres, gently slopes up to an elevation of 277 feet at the location of the lighthouse. Ocean waves have eroded the perimeter of the island, creating steep sea cliffs towering 250 feet above the ocean, exposing the volcanic origins of air pockets, lava tubes, and sea caves. Summit Peak located on West Anacapa Island, at 930 feet, is the highest point on the Island. The forty-foot high Arch Rock, a natural bridge, has formed in the ocean on the east end of Anacapa Island (General Management Plan, 1980 and Statement for Management, 1991).

Type of Context: Political

Description:

Anacapa Island Light Station is located on Anacapa Island within Channel Islands National Park in Ventura County, California, Twenty-Third Congressional District. Channel Islands National Park, designated as a national monument on April, 26, 1938 and later established as a national park on March 5, 1980, is administered by the National Park Service. In 1976, the park was designated a National Biosphere Reserve. The U.S. Coast Guard still retains title to the lighthouse reservation on the east end of East Anacapa Island.

Track Numbers: 104-07, 104-04

GIS File Name: C:\gis\chis_gps\anacapa\anacapa.apr

GIS File Description: GIS data on file at Pacific West Region-Oakland and Channel Islands National Park.

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 08/03/1991

Management Category Explanatory Narrative:

The Anacapa Island Light Station Historic District is listed on the National Register of Historic Places, is compatible with Channel Island National Park's legislated significance, and has a continuing purpose that is consistent with its traditional use or function, and therefore falls under Management Category B: Should be Preserved and Maintained.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Interagency Agreement

Expiration Date: NOT APPLICABLE

Management Agreement Explanatory Narrative:

The agreement (Agreement Number MS 8000-800002) stipulates that the U.S. Coast Guard will transfer the administrative jurisdiction of the Lighthouse Reservation to the National Park Service, establishing the rights and responsibilities of each agency.

Type of Agreement: Other Agreement

Other Agreement: Permit for Use of Real Property by Other Federal Agencies

Expiration Date: 10/31/2007

Management Agreement Explanatory Narrative:

Permit number Z71111-98-RP-006P sets guidelines for the National Park Service regarding the use of U.S. Coast Guard buildings on Anacapa Island, including the responsibility for restoration, rehabilitation, maintenance, preservation and interpretation.

NPS Legal Interest:

Type of Interest: Less than Fee Simple

Explanatory Narrative:

While the National Park Service does not currently own East Anacapa Island, a series of agreements and permits exist between the U.S. Coast Guard and the National Park Service regarding the management and the eventual transfer of the property. In addition to the previously mentioned agreement, public law 52 Stat. 1551 establishes that the NPS will receive the property after the U.S. Coast Guard relinquishes their rights. The U.S. Coast Guard and the National Park Service are currently working on the transfer of jurisdiction of the property.

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

As outlined in the Interagency Agreement and the Permit for Use of Real Property, tours of the lighthouse and fog signal building are restricted. Guided tours of the lighthouse are limited, however only two to five people are allowed in the lantern room at a time. The National Park Service may turn the fog signal off to conduct tours if the ranger can determine the visibility is at least three miles. The fog signal must be turned back on if visibility decreases. Lighthouse tours are rarely conducted.

Adjacent Lands Information

Do Adjacent Lands Contribute? No

National Register Information

Existing National Register Status

Existing National Register Nomination: Nomination Exists

Existing National Register Nomination Landscape Documentation:
Inadequately Documented

Existing National Register Status Explanatory Narrative:

Anacapa Island Light Station Historic District was listed on the National Register of Historic Places on September 3, 1991. The nomination specifically discusses the lighthouse, fog signal building, assistant keeper's residence, general services buildings, tank house, derrick building, oil house, power house, lower landing, upper derrick landing, landing stairway, and concrete watershed. Additionally, the Anacapa Island Archeological District, listed September 12, 1979, discusses pre-historic and historic archeological resources of Anacapa Island. The nomination form mentions the light station, but does not address any potential archeological resources associated with the light station.

This Cultural Landscape Inventory defines and clarifies the setting of Anacapa Island Light Station Historic District initially mentioned in the nomination form. This report also clarifies the boundary of the 77.48-acre district to include all of the known historic resources associated with Anacapa Island Light Station Historic District. The period of significance is also expanded from 1932-1940 to 1932-1968. Significance for the Anacapa Island Light Station Historic District is still represented in Criteria A and C.

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	State
Significance Criteria:	A - Associated with events significant to broad patterns of our history C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	AD 1932 - 1968
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, And Other Structures
Other Facet:	None
Time Period:	AD 1932 - 1968
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Period Revivals (1870-1940)
Other Facet:	None

Area of Significance:

Area of Significance Category	Area of Significance Subcategory
Maritime History	None
Architecture	None

Statement of Significance:

Summary

The Anacapa Island Light Station was listed on the National Register of Historic Places on September 3, 1991. According to the National Register nomination, the light station meets the “registration requirements for its property type” as described in the Light Station of California Multiple Property documentation form; containing “an intact lighthouse tower and associated historical buildings.” The intact lighthouse tower functions with an operating light and “the architectural integrity of the remaining buildings is complete (or nearly so). Although the original keepers’ dwelling [and two assistant keepers’ dwellings have] been demolished, the buildings that remain are all original. There are no modern non-contributing buildings on the site (National Register of Historic Places Nomination Form, 1989).”

The 1989 nomination established the significance of the site through Criteria A and C. The district is linked to the protection of 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 (historic events or broad patterns of history). The district still retains a sufficient number of landscape features from the historic period to be considered eligible under Criterion A. Under Criterion C (embodies distinctive characteristic of type, period, method of construction, or the work of a master), the cultural landscape also retains the general form of a formal early twentieth century light complex composed of unaltered buildings and structures in the regionally popular architectural style of Spanish Revival. The district is significant on a state level under historic Theme V: Developing the American Economy, under sub-theme “Shipping Transportation by Water; Ships, Boats, Lighthouses and Other Structures”.

This CLI is intended to supplement the 1989 National Register nomination by inventorying the landscape features and characteristics that contribute to the setting of the district. The boundary of the district was expanded to include all the resources and the immediate setting historically associated with the light station complex. The period of significance, which was identified on the National Register nomination form as 1932 to 1940, apparently applying the 50-year rule, was extended to 1968 to reflect the duration of a staffed light station from construction to conversion to an automated light and fog-signal and the subsequent removal of the Coast Guard staff and their families from the island.

The “Boundary Justification” established in the National Register nomination states: “the boundary of the Anacapa Island Light Station embraces the buildings and immediate setting historically associated with the complex.” The written description in the nomination described the district as a “40 acre site,” however, the UTM reference points encompass less than twenty acres. The district would therefore be expanded to 77.48 acres to include all known contributing resources.

Context

Criterion A

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 discovery of gold near Sutter’s Mill in 1849, people on the East Coast wanted to reach California before the gold ran out. However, the established current route around Cape Horn took five to eight months, making a short cut through Panama enticing. A trip from New York City to Panama then from Panama to San Francisco, one of three natural harbors on the West Coast, cut the 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 it generated was primarily 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.

The population of southern California eventually began to grow at a more rapid rate than the north from the 1880s onward. Many of the southern coastal communities, including Santa Monica (Port Los Angeles), San Luis Obispo (Port Harford), and Redondo Beach, initiated massive harbor improvements with piers, wharfs, and breakwaters to compete as major ports, and increasing the need for navigational aids in the area.

Along the West Coast, shipping continued to increase throughout the late 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. Major forces behind the expanding shipping business included: commercial agreements in Asia, treaties with the Hawaiian Islands, the coastal transportation of prospectors to the Alaskan gold rush and other passengers along the coast and around the world and the export of valuable California products like redwood lumber, grains and beef.

During the California Gold Rush era, a mass movement of gold seeker from the East Coast to the West Coast occurred and many steamships left their East Coast routes to take part in the rush. The S.S. Winfield Scott, a 225-foot long wooden steamship was built in 1850 to replace ships that left routes on the East Coast. However, after operating between New York and New Orleans run for only a year, the Winfield Scott was sent to West Coast by Davis, Brooks & Co. to become part of the newly-incorporated New York and San Francisco Steamship Line. The steamship successfully sailed up and down the Pacific Coast carrying thousands of gold-seekers north to San Francisco from Panama in 1852-53. However, on December 1, 1853, the ship's success came to an end. Under command of Captain Simon F Blunt, the ship's crew attempted a shortcut to Panama by cutting through the Channel Islands instead of circumnavigating around them. Heavy fog set in late that day, interfering with navigation. Unfortunately, due to the fog, the ship was off-course, missed the passage, and ran aground on Anacapa Island. (Delgado 1998)

As a consequence of the wreck of the Winfield Scott in 1853, a light station was eventually built at Point Hueneme in 1874 as a convenient measure to protect Santa Barbara Channel. The first light on Anacapa Island (1911) was a temporary, unmanned light to improve navigation in the Santa Barbara Channel as vessels traveled coast-wise.

The Panama Canal, completed in 1914, was expected to greatly increase the transportation from New England and the Mid-Atlantic states to California by decreasing the total travel time. The Panama Canal benefited the closer, southern ports, further deflecting shipping from San Francisco Bay. The increased maritime traffic through the Santa Barbara Channel off the coast of California brought about greater demands for a light station in Southern California.

By 1924, Los Angeles surpassed San Francisco as a major port, due in part to the close proximity of the Panama Canal. After installing the less expensive light station at Point Hueneme and the temporary light on Anacapa Island, the Bureau of Lighthouses eventually approved constructing a permanent light station on Anacapa Island, which was completed in 1932. However, by the time it was completed, the station primarily served Trans-Pacific navigation from Los Angeles rather than coastal traffic from San Francisco.

The Anacapa Island Light Station is the last of the forty-two light station complexes that were completed in California following the Congressional acts in 1850 and 1851 that first provided funds for lighthouses along the West Coast (National Register of Historic Places Nomination Form Addendum, May 16, 1990). However, the lighthouse tower was not the last one constructed in California; the lighthouse towers at the Point Hueneme and Point Blunt light stations were replaced in 1941 and 1956, respectively (Inventory of Historic Light Stations, www.cr.nps.gov/maritime/light/ca.htm, accessed on March 1, 2005).

Criterion B

Architecturally, the initial light stations built along the West Coast were revisions of the lighthouse layouts and styles found in New England and the Mid-Atlantic States. Many of the first lighthouses on the Pacific Coast were constructed of imported brick 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 basic types of geography and conditions: high capes and headlands, low coastal plains and beaches, harbor entrances, islands and flat coastal tables. The lighthouse towers built closer to shore had a more typical New England and Mid-Atlantic shape: tall, slender, and cylindrical. The “California” lighthouse towers built at higher elevations, like the Anacapa Island lighthouse are squat with powerful lenses, so that the light could be seen for long distances under the higher West Coast fog. The Anacapa Light Station was constructed in the regionally popular Spanish Revival style that was, at the time, being used in new residential developments rather than the traditional eastern Cape Cod style.

National Historic Landmark Information

National Historic Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site

Current and Historic Use/Function:

Primary Historic Function: FC6

Primary Current Use: FC12

Other Use/Function

Dormitory (Bunkhouse)

Landing (Wharf, Dock)

Lighthouse

Navigational

Single Family House

Other Type of Use or Function

Current

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Current and Historic Names:

Name

Anacapa Island Light Station

Type of Name

Both Current And Historic

Anacapa Island Light Station Historic District

Current

Ethnographic Study Conducted: No Survey Conducted

Associated Group:

Name of Group: Chumash

Type of Association: Historic

Ethnographic Significance Description:

No surveys have been conducted regarding the ethnographic contribution of the Island Chumash on Anacapa Island.

Chronology:

Year	Event	Annotation
AD 2004	Maintained	The redwood water tanks were repaired.
AD 2001	Maintained	The assistant keeper's residence, power house, general service building and tank house were painted under contract as part of cyclic maintenance.
AD 1999	Rehabilitated	The 150 concrete steps that lead from the lower landing up to the top of the island were replaced using epoxy coated steel re-bar to prevent the concrete from cracking due to rusting and swelling/shrinking of the re-bar.
AD 1995 - 1996	Rehabilitated	The U.S. Coast Guard completed the first major repairs to the lighthouse.
AD 1990	Altered	The third order Fresnel lens was replaced with a class three DCB-24 aerobeacon, a plastic lens and electric lantern.
AD 1978 - 1979	Maintained	The NPS installed new San Valle tile to simulate the original tile roof on the assistant keeper's residence, general service building and the power house. New roof flashing was installed and some of the copper gutters and down spouts were replaced.
AD 1978	Removed	Asbestos shingles were removed from the walls on the assistant keeper's residence, restoring the original stucco.
AD 1970	Conserved	On February 3, an agreement was reached between the National Park Service and the U.S. Coast Guard to jointly manage the Anacapa Island Light Station.
AD 1968	Abandoned	The light and fog-signal were automated.
AD 1966	Removed	The U.S. Coast Guard removed the lower derrick.
	Demolished	The U.S. Coast Guard demolished three of the residences, the lower derrick building and the paint storage building.

Anacapa Island Light Station
Channel Islands National Park

AD 1962	Planned	Plans were made to convert Anacapa Island Light Station to automated use.
AD 1961	Altered	The light station complex was modernized following the conversion to AC power. The fog signal system was replaced and new electrical appliances were added to the residences.
AD 1943	Maintained	The U.S. Navy placed a cement plug in a sea-eroded tunnel to provide support to the lower landing.
	Maintained	A rock cliff above the lower hoist house was braced.
AD 1942 - 1945	Altered	Following the attack at Pearl Harbor, the light at the Anacapa Island Light Station was extinguished as part of the Pacific Coast blackout. The light resumed normal operation in 1945.
AD 1938	Land Transfer	Portions of Middle Anacapa and West Anacapa Islands were considered excess property by the U.S. Government and turned over to the National Park Service as part of the newly created Channel Islands National Monument.
AD 1932	Removed	The acetylene light tower built by the Bureau of Lighthouses was removed.
	Built	On February 15, the construction of the Anacapa Island Light Station was completed.
AD 1930	Built	The initial construction of the light station began. The first contract on the island was for the construction of the landing and roads.
AD 1911	Built	The Bureau of Lighthouses built a temporary acetylene light on October 17 on East Anacapa Island.
AD 1902	Ranched/Grazed	Louis le Mesagner became the first of many ranchers to lease the island on April 1.
AD 1867	Established	President Andrew Johnson issued an Executive Order on January 26 that reserved twenty acres on Anacapa Island and other sites on the West Coast for lighthouse purposes.

Anacapa Island Light Station
Channel Islands National Park

AD 1854	Established	President Franklin Pierce issued an Executive Order on September 11 that reserved all three islets of Anacapa for lighthouse purposes.
AD 1848	Land Transfer	The United States gained title of Anacapa Island from the Mexican government as a result of the Treaty of Guadalupe Hidalgo in 1848.

Physical History:

1848-1874: Early Administration

The three islets that comprise Anacapa: East, Middle and West Anacapa Islands, were never granted to an individual while under the authority of the Mexican government, and subsequently entered into the public domain of the United States as a result of the Treaty of Guadalupe Hidalgo in 1848. President Franklin Pierce issued an Executive Order on September 11, 1854 reserving all three islets of Anacapa Island for lighthouse purposes. President Andrew Johnson issued another Executive Order on January 26, 1867, in which he reserved twenty acres each of specified lands on the West Coast for lighthouses, including Anacapa Island. The Executive Order of 1867 did not specify that any portion of the island was relinquished from the Executive Order of 1854, so the entire island remained reserved for lighthouse purposes. However, the 1873 General Land Office maps showed only the ends of Anacapa as reserved. The lighthouse reserve was later confirmed in a letter from the Department of the Interior on July 16, 1901 (Livingston, 2004: 785).

Lighthouse Administration

Lighthouses have been administered by several government agencies over the years. The Fifth Auditor of the Department of the Treasury operated the lighthouses through local collectors of customs, prior to 1852. In 1852, the Lighthouse Board was created, California being part of the twelfth district. In 1903, the Board was transferred from the Department of Treasury to the Department of Commerce and Labor; lighthouses remained with the Commerce Department after the split into two separate departments. The Lighthouse Bureau ceased to exist in 1939 when the administration of all navigational aids was transferred to the U.S. Coast Guard within the Department of the Treasury. The U.S. Coast Guard briefly operated under the Department of Navy during World War II, but was transferred back to the Treasury Department in 1946. In 1967, the U.S. Coast Guard was again transferred; this time to the Department of Transportation. In 2004, the U.S. Coast Guard was transferred to the Department of Homeland Security.

The Anacapa Island Light Station therefore has operated at various times under the Lighthouse Bureau within the Department of the Treasury, Department of Commerce and Labor and Commerce Department and under the U.S. Coast Guard within the Department of the Treasury and Department of the Navy. Currently, the U.S. Coast Guard manages the light and fog signal, while administration of the property is the responsibility of the National Park Service.

The Need for a Light Station

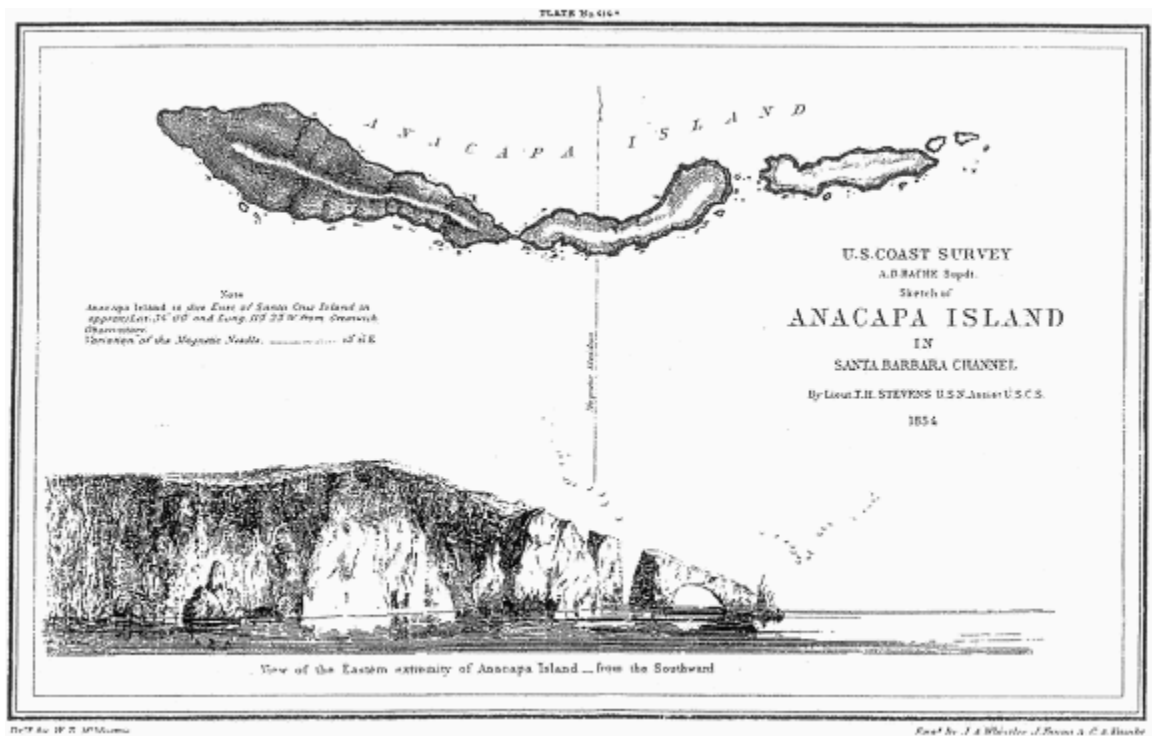
During the California Gold Rush era, a mass movement of gold seeker from the East Coast to the West Coast occurred and many steamships left their East Coast routes to take part in the rush. The S.S. Winfield Scott, a 225-foot long wooden steamship was built in 1850 to replace ships that left routes on the East Coast. However, after operating between New York and New Orleans run for only a year, the Winfield Scott was sent to West Coast by Davis, Brooks & Co. to become part of the newly-incorporated New York and San Francisco Steamship Line. The steamship successfully sailed up and down the Pacific Coast carrying thousands of gold-seekers north to San Francisco from Panama in 1852-53. However, on December 1, 1853,

Anacapa Island Light Station Channel Islands National Park

the ship's success came to an end. Under command of Captain Simon F Blunt, the ship's crew attempted a shortcut to Panama by cutting through the Channel Islands instead of circumnavigating around them. Heavy fog set in late that day, interfering with navigation. Unfortunately, due to the fog, the ship was off-course, missed the passage, and ran aground on Anacapa Island. (Delgado 1998)

The wreck of the Winfield Scott underscored the need for some form of navigational aid on Anacapa Island, which had been transferred to the U.S. Government five years previous. Following the Executive Order of 1854, a U.S. Coast Survey team visited Anacapa and found the island to be an "ideal but impossible" site for the location of a light station (see photo, History #1). Charles Hillinger wrote in the report that "it is inconceivable for a lighthouse to be constructed on this mass of volcanic rock – perpendicular on every face, with an ascent inaccessible by any natural means..." (Livingston, 2004: 797).

In 1868, the Lighthouse Board applied for funds from Congress for the construction of a light station. To appease the Board, and without understanding the need for aids along the heavily traversed West Coast, Congress funded a less expensive facility on the mainland at Point Hueneme, which began operation in 1874.



History #1: An engraving of Anacapa Island by artist James McNeil Whistler, based on sketches completed by a member of the 1854 U.S. Coast Survey team, depicts the difficulty of building on a "mass of volcanic rock." (CHIS archives)

1897-1910: Ranching Industry

While the Lighthouse Board made a case for allocations for a light station on Anacapa Island, some sheep ranching occurred on the island; the earliest recorded venture began on April 1, 1902 by Louis le Mesagner. Mesagner paid the Department of the Treasury twenty-five dollars to lease the island for one year. According to Heaman Bayfield Webster, a seal hunter on Anacapa in the 1890s, Mesagner may have actually begun leasing in 1897. However, the records of the Eighteenth District of the U.S. Lighthouse Service were destroyed in the fires of the earthquake of 1906 in San Francisco and this earlier date can not be confirmed.

The island was leased several times after Mesagner left. However, each lease stipulated the property could be used “for grazing and farming only” and no permanent buildings could be built (Livingston, 2004: 788). All structures built had to be removed by the leasee when they left the island, and no excavations or tree cuttings could be done. As a result of the lease, very little development from this period remains on the island. Even the few fences constructed on West and Middle Anacapa Islands were in violation of the lease.

The sheep survived only marginally on the island. The winter rains brought lush vegetation, but most of the year Anacapa was dry and lacked adequate forage. To improve conditions, ranchers seeded the island with exotic grasses, principally brome (*Bromus* sp.) and foxtail (*Hordeum nodosum*). By the 1930s, most of the vegetation on the island had been depleted bringing an end to the profit of sheep ranching on Anacapa.

1911-1932: Acetylene Light

Anacapa Island received very little attention until the development of the Los Angeles Harbor to the southeast. As a result of increased shipping, on October 17, 1911, the Bureau of Lighthouses built a temporary acetylene light (a commonly used gas light) on East Anacapa Island, located on the south side of the eastern entrance to the Santa Barbara Channel (see photo, History #2). The light could be left unattended for 187 days and had a range of twenty miles in clear weather. A whistling buoy was anchored five-eighths of a mile off the east end of the island. At this time, future grazing and farming leases, including an extension for H. Bay Webster, were granted only for West and Middle Anacapa Islands.

A permanent light station required authorization from Congress and pressure for a better navigational aid persisted. The American Association of Masters, Mates and Pilots stated that ninety percent of those vessels that traveled along the Pacific Coastline traveled inside the Santa Barbara Channel and a lighthouse as well as a fog signal were needed.

On February 28, 1921, the steamer *Liebre* grounded on the east end of Anacapa island, directly under the acetylene light. The following investigation stated there was no fog signal, and the whistling buoy just off shore had capsized and was, therefore, useless.

In 1928, the Bureau of Lighthouses was finally allotted funds for a fog signal and radio equipment on Anacapa. The allocated funds included provisions for boats and improvements for the water supply, sanitation and grounds. Construction of the last of the major lighthouse complexes on the West Coast had begun. In 1929, it was reported in the Bureau of Lighthouses

Annual Report that a total of \$186,000 was set aside for the project, which included station residences, service buildings, hoisting derricks, a fog signal and radio-beacon.

The lowest bid for the construction of the roads and landing facilities went to the Roth Construction Company of San Francisco. The Department of Commerce expressed concerns regarding the firm's history of liquidation damages and incompetence reports in regard to War Department contracts. Furthermore, Roth had no financial resources, no experience with heavy rock work and no floating equipment. However, on February 27, 1930, Lighthouse Superintendent Rhodes wrote to the Commissioner of the Department of Commerce that the contract had been awarded to the Roth Construction Company, which was instructed to go to work, as completion of the station was urgent.

By April 30, Roth had been levied fines for delays associated with crushing island rock; by May Ruth had still not yet initiated work on the island. Roth was also experiencing labor problems and had difficulties landing supplies, equipment and laborers. Further delays were caused when Roth did not have the supplies inspected before shipping to the island. After five days of unloading galvanized pipes, cement and sand, the government inspector on the island rejected the pipe and cement, as it did not meet contract specifications. By June, when thirty-percent of the project was to be completed, an inspection of the site showed that no progress had been made (see photo, History #3). By November, Irving C. Roth continued correspondence with the Bureau from the Ventura County Jail, where he was serving time for labor law violations.

Once the contract with the Roth Construction Company was terminated, a second contract for the project was issued to the Carpenter Brothers of Beverly Hills with some changes. A 30,000-square-foot concrete pad for collecting rainwater, or rainshed, was one of the additions. Carpenter Brothers began work in December where Roth had left off. The two gasoline-powered derricks were installed. The lower derrick, with a forty-foot boom, was located on a rock platform approximately fifteen feet above mean sea-level; the upper derrick, also on a rock platform, had a fifty-foot boom. Once the installation of equipment was completed, public notices requesting bids for the buildings on the island went out.

M.W. Lippman of Los Angeles accepted the contract to build the lighthouse tower, the powerhouse, an oil house, the fog-signal building, four keeper's dwellings, a tank house and the general service building in four months. The first four structures were to be built of reinforced concrete, the others were to be frame and stucco with terra cotta tile roofs. The tank house roof would be built with rigid asbestos shingles. The bid was accepted in April 1931, but in March of the following year the project was still incomplete. Internal squabbles, poor weather and contract mismanagement were all blamed for the delay.



History #2: Circa 1911 to 1932 photo of the original acetylene light was a simple steel skeleton tower, fifty feet east of the present lighthouse. (US Coast Guard Historians Office collection)



History #3: In September 1930, the Roth Construction Company had not yet constructed the landing cove stairs. The job was supposed to be thirty percent done at this time. (Circa 1930, Channel Islands National Park archives)

1932-1968: Anacapa Island Light Station

Regardless of the delays, the buildings were completed and the lantern room was fitted with a third order Fresnel lens with a 2,000 watt electric lamp in February 1932 by the work crew. Crews removed the tower erected in 1911 fifty feet east of the new lighthouse. The rectangular metal base and portions of the light tower were left where they lay following the tear down. Keeper Fredrick Cobb lit the Anacapa Light for the first time on March 25, 1932.

The light station visually resembled a neighborhood with its Spanish Revival houses arranged along a main street (see photo, History #4). This central road was flanked by the residences and eventually led to the lighthouse or other utility buildings. The Coast Guard personnel on the island consisted of three Keepers and their families, who each had one of the residences, and five bachelors occupied the fourth dwelling.

In 1937, Lighthouse Superintendent Rhodes requested that another grazing and farming lease for the island be advertised. However, the Commissioner of Lighthouses advised against it, and instead cited the Act of August 27, 1935, 49 Stat. 885 (Public No. 351), which called for the disposal of surplus property by government agencies. Rhodes filed a form saying Anacapa Island was unused property and the property was declared excess. On April 26, 1938, under the authority of the Antiquities Act of 1906, President Franklin D. Roosevelt created Channel

Islands National Monument, composed of the islands of West and Middle Anacapa and Santa Barbara, Presidential Proclamation 2281 (52 Stat. 1541). At this time any remaining sheep were removed from the island.

The Anacapa Light was extinguished in 1942 for the Pacific Coast blackout resulting from the attack on Pearl Harbor. The Coastal Lookout Stations, located on all of the Channel Islands by the U.S. Navy, were organized as a warning and surveillance system along the Pacific Coast for potential attacks by Japan. Consequently, staff from the U.S. Coast Guard detailed to the Coastal Lookout Station on Anacapa stayed at the light station throughout the war. Following the war, the light station resumed normal activity.

It appears that during and shortly after the war, a few changes were made to the light station. A concrete plug was placed by the U.S. Navy in the sea-eroded tunnel under the lower landing. A rock cliff above the lower derrick building was also braced.

A 1951 photograph showed the neat fences around the residences and white painted rocks lining the street. It appears no changes to the landscape had occurred during the war.

In 1961, the light station was modernized by converting to AC power, replacing the old fog signal system and supplying electrical appliances to the dwellings. Other than these small maintenance and operational changes the light station remained unchanged (see photo, History #5).

In 1962, plans were made to convert to an automated station in two phases and establish a rescue facility at Point Hueneme Light Station. The first phase called for the removal of Keepers' families, leaving five crew members at the station. In the second phase, the radio beacon would be moved to Point Hueneme, the remaining crew would be removed and automated equipment would be installed to operate the light and fog-signal.

As part of phase one, a Civil Engineering Structural Alteration Request was issued on February 4, 1966. The request included radio and generator changes, extension of the boom at the upper hoist and security fencing around the fog signal and lighthouse. The order also specified the removal of the radio-beacon tower and equipment, the lower derrick and all buildings except the fog signal building, lighthouse, oil house and upper derrick building. The order was approved by the Commander of the Eleventh District U.S. Coast Guard and in May 1967, industrial crews from the San Pedro's Terminal Island U.S. Coast Guard Base demolished three of the dwellings. Plans were drawn up for phase two demolition to be started October 7, 1968 and completed by November 15. The order included the burning of the lower hoist house, service buildings and a residence, converting the power building to emergency quarters and disposing of the lower derrick and hoist equipment.

By December 1968, the light and fog-signal were automated, ending a unique way of life experienced by the Light Keepers' and their families at the isolated light station.



History #4: A circa 1950s view of the residential area. The oil house is located at the end of the road and low walls around the residence and telephone poles are still visible at the station. (US Coast Guard Historians Office collection)



History #5: An aerial view of Anacapa Island Light Station, December 6, 1963, before the demolition of the three residences, paint storage shed and lower derrick building. (U.S. Navy photograph, Channel Island National Park archives)

1968-2000: U.S. Coast Guard/National Park Service Management

On September 24, 1968, N.S. Merrill of the U.S. Coast Guard received a call from Superintendent Donald M. Robinson of Channel Islands National Monument. Superintendent Robinson stated the National Park Service would like to use the buildings on Anacapa as staff housing. Meetings were begun between the National Park Service and U.S. Coast Guard. On February 3, 1970, an agreement was reached and the last of the U.S. Coast Guard personnel left the island.

The National Park Service and the U.S. Coast Guard shared supervision of the unimproved lands of East Anacapa, the wharf, upper derrick building and derrick. The National Park

Service was granted rights to the residence, general service building and the east portion of the power house. The National Park Service was also granted rights to the water and sewage systems including the water tank building and access to the west portion of the power house (residence) when not in use by the U.S. Coast Guard.

On March 5, 1980, Public Law 96-199, 88 Stat. 74 was signed by President Jimmy Carter abolishing Channel Islands National Monument and establishing Channel Islands National Park, which included Anacapa, San Miguel, Santa Barbara, Santa Cruz and Santa Rosa Islands and 125,000 acres of submerged lands. In addition, Section 202 of the public law allowed the NPS to acquire other lands.

In 1990, the U.S. Coast Guard replaced the original third order Fresnel lens with a class three DCB-24 Aerobeacon lamp with a plastic lens. The NPS and the Coast Guard arranged to exhibit the historic lens in the island visitor center situated in the General Services Building. The NPS cleaned and restored the lens and has continued to maintain it.

According to the 1997 Historic Lighthouse Preservation Handbook, between 1995 and 1996, the U.S. Coast Guard completed the first major repair of the lighthouse, including;

- (a) Replace all broken lantern room glass.
- (b) Replace the missing vent ball with a new fully functional replica cast 304 stainless steel (S/S) vent ball.
- (c) Replace the severely deteriorated ladder rails on the lantern room roof with 304 S/S replicas.
- (d) Restore the solid bronze lantern room door and lock to a fully operational condition.
- (e) Abate all lead and asbestos coatings.
- (f) Restore all vents to an operational condition.
- (g) Repair all decorative concrete details and structural concrete.
- (h) Replace all missing ventilation hoods and covers with historically accurate replacement parts fabricated from 304 S/S.
- (i) Replace the severely deteriorated galvanized iron windows with new galvanized steel windows.
- (j) Install new coatings that require minimal maintenance by Coast Guard personnel.

In 1997, this rehabilitation effort was awarded a Design Merit award from the American Institute of Architects, California Council ("Architecture California," 1997; 25).

In 2000, negotiations between the National Park Service and the U.S. Coast Guard were begun for the transfer of the light station reservation from the U.S. Coast Guard to the park pursuant to Public Law 96-199, Sec 202, finalizing the agreement established in 1970. The National Park Service currently manages the property owned by the U.S. Coast Guard, while the Coast Guard continues to maintain the navigational aids.

In accordance with the agreement established between the National Park Service and the U.S. Coast Guard in 1970 and subsequent leases, Channel Islands National Park has continued to

Anacapa Island Light Station
Channel Islands National Park

maintain the buildings comprising the light station. In 2001, the assistant keeper's residence, power house, general service building and tank house were painted as part of cyclic maintenance. And in 2004, the redwood water tanks, which continue to hold the water supply for the island, were repaired.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Anacapa Island Light Station Historic District exhibits the characteristics of an early twentieth-century light station complex unique to the West Coast. The physical condition of the light station is good and the landscape remains much as it did during its period of significance of 1932-1968. The designed landscape continues to demonstrate the necessity and function for a light station at the eastern entrance to Santa Barbara Channel and the aspects of remote life on the light station by maintaining the majority of the landscape characteristics. Circulation, buildings and structures and small scale features are contributing landscape characteristics of the district; while the natural systems and features, land use, and views and vistas contribute to the feel and setting of the historic district.

Landscape Characteristics

The natural systems and features of Anacapa Island were determining factors for the location of the light station and associated developments. While the lack of potable water deterred early sustained habitation of the island, the high flat promontory on East Anacapa Island and the general location at the east entrance to Santa Barbara Channel provide an ideal location for aids to navigation. The lighthouse and fog signal building were located on the easternmost end of the island, providing unobstructed views of the light signal from passing vessels. The four keeper's residences and other functional buildings were located inland, providing some protection from the harsh oceanic elements. The site's primary land use as a light station remains a contributing characteristic of the district although it is no longer staffed by the U.S. Coast Guard. The views and vistas from Anacapa Island remain unobstructed through a lack of development and low growth vegetation.

The nine remaining buildings and structures display the Spanish Revival style regionally popular at the time of construction. No non-contributing buildings and structures have been added to the district. However, the foundations of the three removed residences, acetylene light tower remains and the radio and antennae supports no longer retain integrity as structures, although the foundations maintain a historical and interpretive value. As such, these feature ruins do not contribute to the significance of the district, but are part of the overall setting. Circulation, represented through historic roads, trails and sidewalks, remain as a contributing characteristic of the district. The roads, originally used during the period of significance between the derrick and residential area, and the residential area and service structures, still exist and are used as circulation through the landscape. Despite the loss of the three of the four residences, walkways to the buildings from the road are still evident, or only partially covered by invasive ice plant, which was planted for erosion control when the light station was constructed. The small scale features at the light station, including the flag pole and concrete plaques, remain.

Integrity

The Anacapa Island Light Station 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, including: location, design, materials, workmanship, setting, feeling and association.

Location

Although the 77.48-acre district represents only a fraction of the entire 700-acre Anacapa Island, reserved for lighthouse purposes by President Franklin Pierce in an Executive Order issued on September 11, 1854, the lighthouse and all associated features constructed as part of the light station are contained within the district boundary in their original locations.

Design

The light station maintains integrity of design for both the structures and the landscape. Extant buildings and structures retain their original design, materials, proportion, scale and site placement. The remnant Spanish Revival buildings and structures express the historic use of regionally popular styles. Despite the loss of the three residences, the overall landscape design remains intact, stressing the importance of the lighthouse and fog signal buildings through the location of the structures at the highest point on the eastern tip of the island, far from any potentially obstructive features.

Materials

All remnant features at Anacapa Island Light Station Historic District, from the vernacular commemorative plaques to the lighthouse, retain original, or in-kind, materials after rehabilitation and technological upgrades that came with automation and AC power. The reinforced concrete used for the buildings and structures was a necessary improvement from the un-reinforced masonry methods first used on the earthquake-prone West Coast. Additionally, the retention of wood, stucco and roofing tile materials provide detail to the buildings and structures needed to express the Spanish Revival design intent.

Workmanship

The rehabilitations of the lighthouse, fog signal building and the other associated buildings and structures are well-documented and the structures are maintained in good condition. The repairs made to the concrete work and metal elements around the district are sympathetic to the workmanship first observed in 1932.

Setting

The extreme isolation of the Channel Islands has greatly influenced the retention of the setting of the district, where peace and quiet is interrupted only by the fog signal. The antennae blocks and house ruins also contribute to the integrity of the overall setting.

Feeling

While functioning as a staffed light station, the ordered rows of residences and structures connected along a simple roadway among sparse, low growing vegetation on a remote rocky island, created an ordered, isolated ambiance still evident through the lack of modifications. As important to the feeling as retention of features, the continued use of the district as a light station, complete with a flashing light signal and blasts from the fog signal, provide a sense of feeling unique to a light station.

Association

An association with the early maritime navigation and transportation and the historic scene of the Anacapa Island Light Station Historic District is clearly evident through the type and style of buildings and the location of the light station.

Landscape Characteristic:

Buildings and Structures

For purposes of the CLI, 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 landing structures at Anacapa Island Light Station Historic District were constructed by private contractors under the authority of the Bureau of Lighthouses between 1930 and 1931, shortly after Congressional approval of the light station location. The lighthouse, fog signal building, residences, power house, oil house, general service building, tank house and rainshed were all constructed between 1931 and 1932. The Spanish Revival design was regionally popular at the time. These developments housed the keeper, assistant keepers, their families and activities associated with operation of the lighthouse.

Lighthouse Tower

The Anacapa Island Lighthouse tower is a thirty-nine foot high, reinforced concrete tower on a concrete foundation topped with an iron-framed lantern room for the beacon and a conical metal roof and metal hand railing around the lantern room (see photo, Buildings and Structures #1). The structure has a total of eleven windows, eight around the top and three windows at intervals down the cylindrical tower. The base of the tower is slightly flared. The entrance and stairs project from the northwest side of the tower. In 1991, the third order Fresnel lens was replaced with a class three DCB-24 Aero beacon, composed of a plastic lens and electric lantern. The Fresnel lens is currently displayed in the Visitor Center (general service building).

Fog Signal Building

The fog signal building, once mounted with a diaphone fog signal, is a twenty-eight-foot tall one-story sixteen-foot square concrete building (see photo, Buildings and Structures #1). An inconspicuous automated signal is housed within the eight-foot square stucco covered steel-framed tower centered on top of the hipped tile roof. The reinforced concrete structure has one door and one window. A rack of solar panels and a weather station have been attached to the tower and roof.

Assistant Keeper's Residence

This residence is the last of the four stuccoed frame houses built as part of the light station. The one-story building is in the southeastern quadrangle of the former residential cluster. The

Spanish Revival design includes a red tile roof, stucco exterior and arched doorway. The tile roof was replaced in 1973 in kind (see photo, Buildings and Structures #2). The asbestos shingles that covered the original stucco walls since 1968 were also removed at that time. New flashing and some of the copper gutters and downspouts were also replaced. A low stucco wall and attached entrance which surrounded part of the yard were removed at an unknown date.

Power House

The reinforced concrete Spanish Revival utility structure provided electrical power to the light station. The power house has stucco walls and red tile gable roof. A chimney with a half-barrel chimney cap is situated at the location of the height change on the two-level roof (see photos, Buildings and Structures #3). The 25 x 65 foot building includes a shop and generator room. A room on the west end served as a radio room. An addition was constructed on the west end in 1978 by the National Park Service, at which time the roofing tiles were replaced in kind. (personal communication between the author and Kent Bullard.

Oil House

Fuel and flammable liquids were stored in the reinforced concrete oil house, located upslope from the rest of the complex (see photos, Circulation #1 and Views and Vistas #1). A single metal overhead garage door is on the west side of the 19 x 28-foot one-story structure. A rack of solar panels is attached to the rear and roof of the building. Three windows are located on both the north and south sides of this one-story structure. The building retains a decorative ceramic wall vent.

General Service Building

The general service building, also built in the Spanish Revival style, serves as the visitor center and museum, the east room serves as a bunk house (see photo, Circulation #1). A fire cache and bathroom are located in the center of the reinforced concrete building. The rectangular stucco building is topped with a gabled red tile roof; the tiles were replaced in the 1970s.

Tank House

The tall one-story building with a cross gable roof was reportedly built by the U.S. Coast Guard to protect two large redwood water tanks from vandalism. The rectangular building is 30 x 59 feet. Tall arched windows and an arched doorway give the building a rather grand appearance compared to the rest of the complex (see photos, Buildings and Structures #4 and Views and Vistas #1). Additionally, a circular window, approximately four feet in diameter, is located in the gable over the door. The gable protrudes slightly from the facade. The exterior is horizontal board siding, though the red tile roof is similar to the others. The original asbestos/concrete roofing shingles were probably removed in the late 1970s when the other buildings' tile roofs were replaced. It is unclear why the building did not originally have red tile roof.

Rainshed

The 30,000 square foot irregular polygon concrete pad is located behind the tank house and was built to channel rainwater to the redwood tanks (see photo, Circulation #2). It functioned only

briefly and intermittently as a rain catchment due to the interference of nesting gulls. Drinking water is pumped up from boats to the tank house through a series of pipes. The cement slab currently serves as an emergency heliport. Thin hairline cracks have formed in the concrete in places. Shear vertical cracks have also developed, possibly from the settling of soil under the rainshed or damage from helicopter landings.

Retaining Wall

A riprap stone retaining wall is located below the lighthouse (see photo, Buildings and Structures #1). The approximately 168-foot long wall does not appear to be associated with any cut and fill in the area, rather the stabilization of the easily erodable slope. A gradient of stone sizes compose the wall with larger stones found at the bottom of the two- to eight-foot high wall.

Landing Structures

The landing structures include the lower landing, landing stairway, upper derrick landing, derrick and derrick building (see photo, Buildings and Structures #5).

Lower Landing: The lower landing is made of a sturdy wooden dock and concrete landing and stairs. Metal hand rails are located along the edge of the landing and the stairs. A fairly new metal awning has been installed to avert falling rocks and a dive locker has been added to replace the old lower landing building.

Landing Stairway: The stairs connecting the upper and lower landings climb ninety feet between the two concrete landings, totaling 154 steps. A metal industrial stairway with four flights of stairs forms the lower half of the stairway. The upper half of the stairway is composed of concrete steps set into an excavated area on the cliff with steel railings.

Upper Derrick Landing: The 2,500 square-foot concrete slab is still used as the landing for materials brought up to the island via the derrick, or crane, mounted on the edge of the slab. The irregular-shaped bench was cut out of the rock slope and is surrounded by a steel railing on the seaward side.

Upper Derrick : A steel derrick is anchored to the upper landing 105 feet above the water. During the switch to automation in 1966, the boom at the upper hoist was extended. In 1975, a 7/16-inch cable was attached to the top of the crane mast and at the end of the boom to give an additional safety factor. The winch cable was also replaced.

Derrick Building: The small derrick building at the upper landing has horizontal board siding, large industrial windows and doors and wood-shingled gable roof. The ten-foot by eighteen-foot building rests on the concrete upper derrick landing. The building still houses the control room, winch house, and equipment shed for the derrick.

NON-CONTRIBUTING

Residence Foundations

The foundations and residual rubble of the three residences torn down in 1966 and the remains of the low retaining walls around the residences are still visible in locations through the ice plant.

Acetylene Light Tower Ruins

Remnants of the original acetylene light tower are scattered on the eastern tip of the island. The debris scatter includes the twisted rusted base of the tower and the concrete foundation, as well as pieces of the tower structure, a ladder and shards of glass presumably from the beacon. The direction of the twisted metal remains suggests that the tower was literally torn down, toward the northwest.

Radio Beacon Blocks

All that remains of the radio beacon are four trapezoidal concrete blocks, approximately three-foot square by three-foot high. These once supported the metal skeleton tower. The blocks are located 770 feet west of the general service building, just north of the trail.

Antennae Blocks

A number of three-foot square solid concrete blocks with re-bar protruding are located southwest of the rainshed. They range in height from six inches to three feet and were apparently installed during World War II to anchor antennae. It is believed that the island location provided a better signal to the South Pacific (personal communication between the author and Kent Bullard). The blocks are in varying degrees of deterioration; the concrete is weathered, exposing rusting re-bar.

Summary

No buildings and structures have been constructed after the end of the period of significance within the Anacapa Island Light Station Historic District. As part of a Civil Engineering Structural Alteration request approved by the Commander of the Eleventh District U.S. Coast Guard, three of the four residences at the light station were torn down in May 1967. The paint storage building and the lower derrick building and lower derrick were also removed. The associated foundations and ruins are no longer contributing features of the cultural landscape, but they remain a part of the setting of the historic district providing historic and interpretive value. The intact buildings and structures of the larger Anacapa Island Light Station Historic District continue to demonstrate the domestic and utilitarian needs of the light station during the period of significance. As a result, buildings and structures contribute to the significance of the Anacapa Island Light Station Historic District.

Character-defining Features:

Feature: Acetylene Foundation Ruins

Feature Identification Number: 104264

Type of Feature Contribution: Non-Contributing

Feature: Antennae Blocks

Feature Identification Number: 104265

Type of Feature Contribution: Non-Contributing

Feature: Assistant Keeper's Residence

Feature Identification Number: 104266

Type of Feature Contribution: Contributing

IDLCS Number: 009044

LCS Structure Name: Anacapa Island Light Station Keeper's Residence

LCS Structure Number: HS-1-C

Feature: Derrick Building

Feature Identification Number: 104267

Type of Feature Contribution: Contributing

IDLCS Number: 009050

LCS Structure Name: Anacapa Island Light Station Derrick Building

LCS Structure Number: 306

Feature: Fog Signal Building

Feature Identification Number: 104268

Type of Feature Contribution: Contributing

IDLCS Number: 009043

LCS Structure Name: Anacapa Island Light Station Fog Signal Building

LCS Structure Number: 312

Feature: General Service Building

Feature Identification Number: 104269

Type of Feature Contribution: Contributing

IDLCS Number: 009047

LCS Structure Name: Anacapa Island Light Station General Service Bldg

LCS Structure Number: 304

Feature: Landing Stairway

Feature Identification Number: 104270

Type of Feature Contribution: Contributing

IDLCS Number: 009053

LCS Structure Name: Anacapa Island Light Station Landing Stairway

LCS Structure Number: 320

Feature: Lighthouse Tower

Feature Identification Number: 104271

Type of Feature Contribution: Contributing

IDLCS Number: 009042

LCS Structure Name: Anacapa Island Lighthouse Tower

LCS Structure Number: 311

Feature: Lower Landing

Feature Identification Number: 104272

Type of Feature Contribution: Contributing

IDLCS Number: 009052

LCS Structure Name: Anacapa Island Light Station Lower Landing

LCS Structure Number: 319

Feature: Oil House

Feature Identification Number: 104273

Type of Feature Contribution: Contributing

IDLCS Number: 009046

LCS Structure Name: Anacapa Island Light Station Oil House

LCS Structure Number: 309

Feature: Power House

Feature Identification Number: 104274

Type of Feature Contribution: Contributing

IDLCS Number: 009045

LCS Structure Name: Anacapa Island Light Station Power House

LCS Structure Number: 307

Feature: Radio Beacon Blocks

Feature Identification Number: 104275

Type of Feature Contribution: Non-Contributing

Feature: Rainshed

Feature Identification Number: 104276

Type of Feature Contribution: Contributing

IDLCS Number: 009049

LCS Structure Name: Anacapa Island Light Station Rain Shed

LCS Structure Number: 613

Feature: Residence Foundations

Feature Identification Number: 104277

Type of Feature Contribution: Non-Contributing

Feature: Retaining Wall

Feature Identification Number: 104278

Type of Feature Contribution: Contributing

IDLCS Number: 409960

LCS Structure Name: Anacapa Island Light Station Retaining Wall

Feature: Tank House

Feature Identification Number: 104279

Type of Feature Contribution: Contributing

IDLCS Number: 009048

LCS Structure Name: Anacapa Island Light Station Tank House

LCS Structure Number: 310

Feature: Upper Derrick

Feature Identification Number: 104280

Type of Feature Contribution: Contributing

IDLCS Number: 409950

LCS Structure Name: Anacapa Island Light Station Upper Derrick

Feature: Upper Derrick Landing

Feature Identification Number: 104281

Type of Feature Contribution: Contributing

IDLCS Number: 009051

LCS Structure Name: Anacapa Island Light Station Upper Derrick Landing

LCS Structure Number: 320A

Circulation

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

The circulation system at the Anacapa Island Light Station Historic District is system comprised of gravel roads and concrete walkways developed to connect the upper derrick landing, residences and utilitarian structures. The system was developed as part of the Bureau of Lighthouses plan completed in 1932. As a result, the circulation system forms a relatively formal street-like quality through the residential area, then transitions to the most direct route to the lighthouse and fog signal building or to the general service building, power house, oil house, tank house and the rainshed. The circulation around the light station has remained intact since the National Park Service assumed management of the property.

CONTRIBUTING

Road

The main road serving the complex is an eight-foot wide gravel road (see photo, Circulation #1). The road extends southward from the upper landing on the north shore through the middle of the light station core where it forks into two branches near the Power House. One branch of the forked road heads east to the lighthouse and fog signal building; the other branch heads southwesterly to the tank house and rainshed. The road serves as both a vehicular transportation route used by park staff to move supplies and equipment and as pedestrian route.

Trail

A one-and-a-half mile long foot trail encircles the entire islet (see photo, Circulation #2). The trail ranges between one to four feet wide. Narrower portions of the trail are typically dirt

paths, while the wider portions are surfaced with gravel. A 1963 aerial photograph shows the trail following the same alignment as it does today. The photo also reveals additional trails that no longer exist (see photo, History #5). In a few locations along the trail, the park constructed a boardwalk, raised a few inches above the ground. These portions appear to follow the original layout of the trails but the construction material is not compatible with the historic appearance. This looped trail is currently used for part of a self-guided tour.

Portions of another 270-foot long trail are also evident between the stairs to the derrick building and the residence. However, a seventy-five-foot section in the middle can no longer be seen. The remaining portion is approximately one foot wide.

Concrete Steps

A set of steps with a metal hand railing is located south of the derrick building. The steps are cut into the rock cliff at irregular intervals and augmented with small amounts of concrete.

Sidewalks

Concrete sidewalks are found at the Assistant Keepers Residence and at the sites of the three historic residences that have been lost since the period of significance. At the Assistant Keepers Residence, two four-foot wide sidewalks lead from the road to doors on either side of the front façade, one on the northern end of the house, and one on the southern end. A third curved sidewalk connects the first two walks. Sidewalks are also located at each of the three historic residential sites, leading from the road to the residences' foundations. These walkways have become partially or completely covered by ice plant.

Residential Patios

A two-toned patio is located at the south entrance to the residence. The concrete patio measures approximately 5 x 6 feet. Similar patios are probably located at the other residence sites. However, due to the dense growth of the ice plant, a patio remnant could be seen only at the site of the residence directly west of the extant residence.

NON-CONTRIBUTING

Patio

A large, 47 x 24-foot, concrete patio is located adjacent to the General Service Building (Visitor Center). Modern picnic tables are located on the patio.

NPS Paths

Two short paths, constructed during the NPS era, are found near the general service building (Visitor Center). The first path is composed of concrete stepping stones, which leads, southwest, from the patio to the restrooms. Cinder blocks are used to form a second raised path along the south side of the general service building. The path parallels the building for eighteen feet.

Summary

The circulation system at the Anacapa Island Light Station Historic District continues to reflect patterns of movement used during the period of significance. The roads used by the keepers, assistant keeper, staff, and their families continue to provide access from the upper derrick landing to the remaining residence and the utilitarian structures within the district. While only one residence remains, the walkways to all four buildings are extant, showing the location and relationship to the missing dwellings. As a result, the circulation patterns within the Anacapa Island Light Station Historic District contribute as a landscape characteristic to the significance of the light station.

Character-defining Features:

Feature: Road

Feature Identification Number: 103596

Type of Feature Contribution: Contributing

Feature: Concrete Steps

Feature Identification Number: 104282

Type of Feature Contribution: Contributing

Feature: NPS Paths

Feature Identification Number: 104283

Type of Feature Contribution: Non-Contributing

Feature: NPS Patio

Feature Identification Number: 104284

Type of Feature Contribution: Non-Contributing

Feature: Residential Patios

Feature Identification Number: 104285

Type of Feature Contribution: Contributing

Feature: Sidewalks

Feature Identification Number: 105329

Type of Feature Contribution: Contributing

Feature: Trails

Feature Identification Number: 106529

Type of Feature Contribution: Contributing

Land Use

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

The Anacapa Island Light Station was constructed for a very specific purpose: providing aids to navigation through a busy shipping channel. The lighthouse tower and the fog-signal building provided the location of the most intense mission specific use. However, numerous auxiliary functions were necessary for the station to operate, including housing of the Keepers and their families, providing power to the station and fuel to the light's lamp. As technologic advances were implemented at the light station, some of the uses were no longer needed. The nature of community and land use that had formed to maintain the light and the fog-signal changed following the automation light and fog-signal. The light and fog-signal were still necessary but the day-to-day operation could be control from the mainland with occasional site visits. A new recreational use was implemented.

The Anacapa Island light and fog-signal continues to operate as active aids to navigation. The thirty-nine foot lighthouse tower currently houses a class three DCB-24 Aerobeacon, a plastic lens and electric lantern, which emits a luminous 1.1 million candlepower light visible for twenty-three miles. In 1991, the original third order Fresnel lens was moved to the Visitor Center (general service building) and replaced. An automated diaphram-type fog signal mounted to the fog signal building has replaced the original diaphone signal.

The lighthouse, located 277 feet above sea level, with the following light signature: one-tenth second of white light, eleven-and-nine-tenths seconds of darkness, one-tenth second of light, eleven-and-nine-tenths seconds of darkness, one-tenth second of light and thirty-five-and-nine-tenths seconds of darkness. During low visibility, the fog signal sounds a two second blast followed by two seconds of silence, blasts again for two seconds and then completes the cycle with fourteen seconds of silence. Electronic equipment sends out a continual radio beacon signal with a range of twelve miles.

(<http://www.uscg.mil/hq/g-cp/history/WEBLIGHTHOUSES/LHCA.html>, accessed October 14, 2004)

While some of the utilitarian buildings were used for the operations of the light station, the rainshed may not have been used for very long. Sporadic rains and nesting gulls contributed to its lack of utility as a rain catchment. The large concrete pad still provides a nesting area. The power house still provides the power to the station. The derricks have been extended, and one removed, but still provide the only feasible way to move large amounts supplies or heavy equipment in or out of the light station.

Historically, the U.S. Coast Guardsmen and their families lived at the light station in the four large Spanish Revival residences until 1962 when phase one for the automation of the lighthouse and fog signal started. Three of these residences were torn down before the property was transferred to the National Park Service. The tank house and power house still serve their original purpose. The remaining buildings and structures at the light station are used by the National Park Service as park staff housing, visitor center, and storage.

The refuse generated by the residents of East Anacapa Island was dumped over the edge of the island into “Trash Cove,” northwest of the lighthouse complex (see photo, Land Use #1). Debris scatters can be found around the top of the cove and trash can be seen at the bottom of the cove. While Trash Cove is no longer used as dump, debris from over seventy years remains on the protected terrace below. Garbage generated on the island is now removed via park boats.

While the buildings and structures within the Anacapa Island Light Station Historic District maintained their original use and function, a new recreational use has been superimposed on the landscape. As part of the inclusion into the Channel Islands National Park, camping and hiking have been introduced to East Anacapa Island. The Keepers and their families probably enjoyed hikes and exploring the island in their free time. The National Park Service established a campground and a formal trail system after acquiring management of East Anacapa Island.

Summary

Before the construction of the light station, an unattended light was placed on the island in 1911 to serve as a guiding beacon for vessels. The Anacapa light beacon, foghorn and radio signal have continued to guide ships safely through the Santa Barbara Channel since their construction was completed 1932. While the apparatus used have been modernized, the basic purpose and use remains the same, to provide warning to passing ships. Auxiliary buildings and structures constructed to support the function of the navigational aids still serve much the same purpose as they did historically or have been adapted for compatible park uses. The emphasis on recreational use, as part of the National Park Service role in managing the island, is new, but at such an isolated location, the Keepers and their families may have used the island for their own recreational pursuits, such as hiking, bird watching and collecting flowers. Land use is a contributing landscape characteristic to the significance of the Anacapa Island Light Station Historic District.

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development of a landscape.

Natural systems establish a physical context for the cultural landscape features of Anacapa Island Light Station Historic District. Collectively, the climate, geology, and hydrology of East Anacapa Island, influenced the siting of the lighthouse station. Vegetation on the island consisted of predominantly low-growing species that contributed to the open character and feeling of the cultural landscape.

Climate

The climate on Anacapa Island is typically Mediterranean, with cool winters, ranging from fifty to sixty degrees Fahrenheit mean temperature in January and from fifty-eight to seventy-two degrees in July. Low to moderate amounts of precipitation come primarily in the form of rain during the winter months. Depending on the location, the yearly rainfall averages eleven-and-one-half inches (Western Regional Climate Center). Very little rainfall occurs from May to October because of a stable Pacific high pressure system to the northwest. Additionally, West Anacapa Island creates a rain shadow for Middle and East Anacapa Islands, resulting in as little as six inches of precipitation a year on East Anacapa Island. The island depends on moisture from fog to supplement the scarce rainfall. Fogs occur primarily in the summer months when the cold water brought down on the North Pacific-Oregonian ocean current from Alaska combines with the warm dry air from the inland valleys.

Because of heavy fog along the California Coast, fog signals were built before light houses and played a large role in navigation. As light houses were constructed, their design required adaptations to typical East Coast light house plans to be effective in the high altitude fog along of the California Coast. As a result, the typical Californian lighthouse towers were built as short, squat towers with powerful lenses, such as the light station on Anacapa Island.

Winds generally come from the northwest throughout the year, increasing during the day and decreasing again in the evening. The Santa Ana winds interrupt the Mediterranean climate pattern as the winds come from the east producing off shore flow. These hot, dry winds usually occur during the fall and winter and have a high velocity. These Santa Ana winds usually affect the islands closest to the mainland by carrying air pollutants from the mainland out to sea. This pollution affects the visibility at the lighthouse and the air quality important to both the health of island resources and the visitor experience.

Geology

Uniquely situated at the east entrance to the Santa Barbara Channel, Heaman Bayfield Webster referred to the Anacapa Island as “a strip of rock six miles long and something over an inch wide” (Livingston, 2000; 792, Santa Barbara Independent, September 30, 1911 unidentified news article). Anacapa Island is actually composed of three islets that total five miles in length and range from a few feet to one-half mile wide; East Anacapa Island is one mile long and a quarter of a mile wide. The islets are connected by narrow reefs. A small range forms the spine of the rocky island and, like the other Channel Islands, has a rugged shoreline with cliffs and sea caves. The cliffs, which reach up to 250 feet above sea level, were formed from constant erosion by ocean waves, exposing air pockets, lava tubes and sea caves (see photo, Natural Systems and Features #1). Rising and falling ocean levels over time have created flat marine terraces on all three islets. East Anacapa Island abruptly rises from sea level to 277 feet at the location of the lighthouse.

While the elevation provided excellent visibility for a lighthouse, the sheer cliffs made docking on the island extremely difficult. A small cove on the north side of the island that was protected on the northwest, south and east sides provided a good location to build landings and derricks. However, due to the violent nature of the weather and ocean, a boat could not always approach the dock. A 'backdoor' was established on the south side of the island where the seas were often calmer and better protected from a northwester. The backdoor is a small rock crevice along the cliff between the lighthouse and the oil house that a person could crawl down to a lower marine terrace to access a small beach. It appears that this exit strategy was only used during emergencies as it was extremely difficult to move goods up the cliff this way.

Earthquakes were another natural phenomenon that required modifications to the typical East Coast light station plans. Anacapa Island Light Station was constructed of reinforced concrete, as opposed to the un-reinforced masonry methods first brought from the East.

Hydrology

Aside from a few fresh water seeps on West Anacapa Island, there is no reliable source of fresh water on the Anacapa Islands. Due to the nature of clay soil, which does not readily allow water to filter through the soil, no aquifers are found on the island. The lack of free, fresh water is tied not only to the weather, but also to the limited area and topography whereby moisture could be trapped and rainfall created in a natural precipitation process.

Vegetation

The dry climate and rocky terrain of Anacapa Island has lead to low-growing vegetation on the island. One of the tallest plants on East Anacapa Island is the giant coreopsis (*Coreopsis gigantea*) or tree sun-flower, reaching three feet tall. Generally tree coreopsis plants are seen in large masses, forming blankets of green foliage and yellow flowers in March and April. Tree coreopsis survives the nine to ten month long dry season by becoming dormant. Other native plants found on the island include live-forever (*Dudleya caespitosa*.), yarrow (*Achillea millefolium*), golden yarrow (*Eriophyllum confertiflorum*), gumweed (*Grindelia camporum* var. *bracteosum*.), Indian pink (*Silene laciniata*) and island morning glory (*Calystegia macrostegia* ssp. *macrostegia*), coastal sagebrush (*Artemisia californica*), and coastal prickly pear (*Opuntia littoralis* var. *littoralis*). Clumps of the native bunchgrass *Nassella* (*Nassella* spp.) and other native grasses are also scattered around the island. Together, these plant species are important components of the plant communities found on Anacapa Island.

In addition to native plants, twenty percent of the plant species found on Anacapa Island were introduced and cover twenty-five percent of the entire island. Species include annual burclover (*Medicago polymorpha*), alfalfa (*Medicago sativa*), sweet-clovers (*Melilotus* spp.), vetches (*Vicia* spp.), bromes (*Bromus* spp.) and wild oats (*Avena* spp.). They were possibly introduced by the ranchers that maintained grazing leases on the island before the light station was built. These species would have provided forage for the sheep flocks. Additional weed

species may have been introduced in the seed mix.

The non-native perennial ice plant (*Malephora crocea*), probably planted as a ground cover to control erosion when the light station was developed, now covers a large portion of East Anacapa Island and is crowding out native plants. Ice plant now covers the historic residences' foundations and sidewalks and may be covering other unknown cultural features, such as commemorative markers. The NPS is carrying out a long-term project to remove this highly invasive plant. The other invasive non-native iceplants found on the island are sea-fig (*Carpobrotus aequilaterus*) and hottentot-fig (*C. edulis*).

Summary

The natural systems and features as a whole have changed little since the period of significance. The climate, geology and hydrology which influenced the location of the light station on Anacapa Island are still prevalent today. Vegetation includes a mixture of low-growing native and non-native species that contribute to the same open character that the cultural landscape had during the period of significance. As a result, natural systems and features contribute as a landscape characteristic to the significance of the Anacapa Island Light Station Historic District.

Small Scale Features

Small scale features are the elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

The Anacapa Island Light Station Historic District retains the small scale features historically associated with the district. The feature types, including concrete plaques and the flagpole, are associated with commemorative or designative aspects of the light station rather than the utilitarian needs of the island. The remaining utilitarian features include the U.S. Geodetic Survey markers and concrete culverts. There is no evidence of the fences that once surrounded the residences.

The few small scale features added by the National Park Service are non-contributing. Directional and park signs have been added to the district, as well as recycled plastic benches and wooden picnic tables.

CONTRIBUTING

Concrete Markers

Commemorative plaques, built by the men stationed at Anacapa, have been placed near the lighthouse, the general services building (Visitor Center) and the tank house to commemorate import events, such as the bombing of Pearl Harbor, or a significant person's presence at the complex. A few markers are found on the lower landing, including the earliest, dated 1931. Some of the markers depict a story about an event at the light station, like the death of M.M. Fox in 1954 (see photo, Small Scale Features #1). One of the markers has a caricature,

presumably of the person mentioned in the plaque.

Generally, the concrete markers are crudely constructed and appear to be created without any forms, ranging in size from a diameter of a few inches to over three feet. The markers are typically around the core of the station. Additional markers may be found following the removal of the ice plant.

Flagpole

A single pole, painted white, extends from a square concrete pad (see photo, Buildings and Structures #2). The origin of the pole is unknown, but may date to the establishment of the light station. A yard arm is located near the top of the flagpole to support flags at either end. Cables reach down to the base, providing the particular mast-like appearance common to nautical organizations, like the U.S. Navy and the U.S. Coast Guard. According to the LCS, the metal pole was replaced circa 1990. It is unclear when the yard arm was added. The concrete base was replaced by the National Park Service in 1997.

Drainage Systems

Water diversion features along the road to the lighthouse and the branch leading to the tank house consist of six-inch pipes (unknown material, presumably corrugated steel) angled beneath the road surface, with formed concrete headwalls and collection swales of teardrop-shaped poured concrete, 1 x 3 feet, on the upslope side (see photo, Small Scale Features #2). There are also stone-lined culverts, some of which are located along the road from the upper landing to the residential area. Some culverts drain together, on the downslope side of the road, into a sunken concrete box which in turn is connected by pipes to French drains around the general services building and power house. Some swales and culverts are clogged with debris and are currently being cleared by park staff. Non-contributing waterbars have been added to divert surface runoff into the swales.

NON-CONTRIBUTING

U.S. Geodetic Survey Markers

There are three survey markers found on East Anacapa Island. One of the small round bronze plaques, dated 1951, is placed into the rock cliff at the lower landing. A second marker is found near the lighthouse. The third marker is located near the campsite, on one of the concrete antennae block. However, these markers are not related to the significance of the light station and, therefore, do not contribute the district.

Signs

A few National Park Service signs are found around the lighthouse district. They are generally small wooden directional signs. One larger sign is located at the base of the flagpole marking Anacapa Island and Channel Islands National Park. An information board is located near the

General Service Building (Visitor Center).

Brochure Box

A small, 4 x 8-inch, wooden box is located near the information board. The box is mounted on a 4 x 4-inch post, approximately three feet high, and divided into two compartments; one for the brochures, the other for the cash donations.

Benches

Nine earth-toned benches made of recycled plastic are scattered throughout the district, including the upper and lower landings.

Picnic Tables

Wooden and recycled plastic picnic tables are located at the patio in front of the general service building (Visitor Center) and the upper derrick landing.

Fire Boxes

White wooden boxes, containing hoses, are found near the residence, general services building and tank house. Each of the three structures is approximately 2 x 3 x 3-feet.

Restrooms

Two prefabricated composting toilets are located northwest of the general service building (Visitor Center). Each of the composting toilets is approximately three-foot square by eight feet high. A second set of restrooms of similar configuration are located west of the rainshed, near the campsite.

Telephone Pole Remains

It is unclear how many telephone poles were located within the Anacapa Island Light Station Historic District. Currently, only the stumps of two of the telephones are visible; one near the power house, the other is approximately 180 feet south of the power house. Cut sections of the latter telephone pole stretch easterly from the stump. The poles appear to have been standard-size wooden telephone poles, similar to those found on the mainland. The utility wires may have been buried when the telephone poles were cut. These poles have lost their integrity and do not contribute to the landscape.

Summary

The effect of the accumulation of non-contributing small scale features has been minimal due to their placement in isolated locations, small size and limited quantity. Additionally, the contributing small scale features add detail to the history of the missing features and personal lives of the residents. As landscape characteristic, small scale features continue to contribute to the significance of the Anacapa Island Light Station Historic District.

Character-defining Features:

Feature: Benches

Feature Identification Number: 106530

Type of Feature Contribution: Non-Contributing

Feature: Brochure Box

Feature Identification Number: 106531

Type of Feature Contribution: Non-Contributing

Feature: Concrete Plaques

Feature Identification Number: 106532

Type of Feature Contribution: Contributing

Feature: Drainage Systems

Feature Identification Number: 106533

Type of Feature Contribution: Contributing

Feature: Fire Boxes

Feature Identification Number: 106534

Type of Feature Contribution: Non-Contributing

Feature: Flagpole

Feature Identification Number: 106535

Type of Feature Contribution: Contributing

IDLCS Number: 059673

LCS Structure Name: Anacapa Island Light Station Flagpole

LCS Structure Number: ANA1

Feature: Picnic Tables

Feature Identification Number: 106536

Type of Feature Contribution: Non-Contributing

Feature: Restrooms

Feature Identification Number: 106537

Type of Feature Contribution: Non-Contributing

Feature: Signs

Feature Identification Number: 106538

Type of Feature Contribution: Non-Contributing

Feature: Telephone Pole Remains

Feature Identification Number: 106539

Type of Feature Contribution: Contributing

Feature: U.S. Geodetic Survey Markers

Feature Identification Number: 106540

Type of Feature Contribution: Non-Contributing

Views and Vistas

Views and Vistas are the prospect provided by a range of vision in the landscape through the composition of landscape characteristics and associated features. Views are typically expansive or panoramic, while vistas are more controlled and linear.

The location of Anacapa Island provides expansive views of the Pacific Ocean, especially the Santa Barbara Channel, a feature crucial to the operation of a light station. The Anacapa lighthouse tower was constructed on the eastern most tip of the island on a bench high above the ocean to provide an unobstructed view for passing ships (see photo, views and Vistas #1).

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 island. No vegetation or construction has occurred to obscure the views associated with the lighthouse tower. As a result, the views and vistas of the Anacapa Island Light Station Historic District continue to contribute as a landscape characteristic to the significance of the cultural landscape.

Landscape Characteristic & Features Graphics:

Characteristic: Buildings and Structures



Buildings and Structures #1: The lighthouse and fog signal building were constructed of reinforced concrete on eastern tip of the island. The retaining wall is located to the left of the structures. (PWR, CLI, CHIS-S-0013-10, 2004)



Buildings and Structures #2: The last of the four residences with the flagpole, the lighthouse is in the background. (PWR, CLI, CHIS-S-0013-11, 2004)



Buildings and Structures #3: Note the stepped roof line and half-barrel chimney cap on the power house. (PGSO, LCS, 2001)



Buildings and Structures #4: The tank house contains the original two 50,000 gallon redwood tanks which still hold water for the island, pumped up from boats in Landing Cove. (PGSO, CLI, CHIS-S-0012-13, 2004LCS, 2001)



Buildings and Structures #5: The dock, lower landing, stairways, derrick, upper landing, and derrick building provide the only way to transport goods to and from the island. (PWR, CLI, CHIS-S-0012-9, 2004)

Characteristic: Circulation



Circulation #1: The residence and power house are on the left side of the road from the landing through the light complex while the general service building is on the right. The oil house is at the end of the road. (PWR, CLI, CHIS-S-0013-34, 2004)



Circulation #2: A typical example of the trail on Anacapa Island. Ice plant blankets the surroundings. (PWR, CLI, CHIS-S-0014-26, 2004)

Characteristic: Land Use



Land Use #1: Trash Cove provided light station residence with an easy way to remove debris. Rope and plastic hose can still be seen hanging from the ragged cliff edge. (PWR, CLI, CHIS-S-0014-32, 2004)

Characteristic: Natural Systems and Features



Natural Systems and Features #1: View from Cathedral Point of the sheer cliffs and rugged shoreline of Anacapa Island. (PWR, CLI, CHIS-S-0012-19, 2004)

Characteristic: Small Scale Features



Small Scale Features #1: One of the thirteen known commemorative plaques within the district. This plaque has more involved text, telling the story of an accident on the island. (PWR, CLI, CHIS-S-0013-27, 2004)



Small Scale Features #2: Railroad ties angle across the roads and trails to assist in channeling the water of the road to prevent wash-outs, often directing water into one of the many concrete culverts. (PWR, CLI, CHIS-S-0014-11, 2004)

Characteristic: Views and Vistas



Views and Vistas #1: The view from the lighthouse, overlooking Anacapa Island and Santa Cruz Island to the west. The Santa Barbara Channel is to the north and northeast. (PWR, CLI, CHIS-S-0012-32, 33, 34, 2004)

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 11/14/2004

Stabilization Measures:

Overall, the features of the Anacapa Island Light Station landscape require little stabilization work. The metal stairs, windows, and other features are constantly exposed to the harsh conditions of salt spray and should be monitored. Any broken or missing windows should be replaced to protect and improve the condition of the buildings on Anacapa Island. The rest of the features within the district appear to be well maintained.

Impacts

Type of Impact: Deferred Maintenance

Impact Description: The windows and doors of the lighthouse, assistant Keeper's residence, power house, oil house, general service building, tank house, and derrick building on Anacapa Island have deteriorated through lack of regular maintenance and are in need of repair. The metal window frames used are "rusted and corroded due to exposure to the sea air; new window glazing is needed; several panes are missing or broken, and some of the wooden members are rotted or deteriorated, so that the windows and doors do not operate properly and are deteriorating further (PMIS # 84517)." Repairs needed include reglazing, replacement of missing or broken glass, repair of sash ropes and pulleys, repair/replacement in kind of rotted and deteriorated sash and frame members, rust and corrosion removal from metal windows, repair/replacement of hardware and repainting.

Type of Impact: Exposure To Elements

Impact Description: The harsh marine environment of salt air and heavy winds encourages the metal to rust and rot of wood building materials. Regular maintenance will help limit some of the damage, but will not be able to completely stop damage to the district.

Type of Impact: Pests/Diseases

Impact Description: Termite damage and rot are evident in the assistant Keeper's residence, the powerhouse, the general services building, the tank

house and the derrick building. The island's temperate climate allows termites and other insects to thrive. The park has plans to halt the damage to the buildings using a licensed pest control company, in accordance with the NPS and park integrated pest management (IPM) program. None of the buildings has ever received pest control treatment and the proposed action will assist the park in maintaining the buildings.

Stabilization Costs

Landscape Stabilization Cost: 356,282.00

Cost Date: 06/09/1998

Level of Estimate: C - Similar Facilities

Cost Estimator: Park/FMSS

Landscape Stabilization Cost 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 rainshed is listed on the LCS for \$100,000. None of the other buildings and structures at the Anacapa Island Light Station on the LCS have a stabilization cost. However, there is one PMIS statement, PMIS # 99641, regarding the replacement of Anacapa Island Light Station steel staircase between the derrick landings (\$256,282).

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: General Management Plan

Document Date: 11/27/1985

Approved Treatment Document Explanatory Narrative:

According to the 1985 GMP, “cultural resources will be managed in accordance with procedures established by the National Park Service for treatment of archeological, historic and other cultural properties (General Management Plan: Volume 1, 1985: 43).” The light station is in a Preservation/Adaptive Use Subzone within the Historic Zone. The existing historic structures on East Anacapa Island “will be rehabilitated, preserved, adaptively used for management and visitor needs, and interpreted to the public (44). A revised GMP is currently underway.

Approved Treatment Completed: Yes

Approved Treatment Costs

Landscape Treatment Cost: 0.00

Cost Date: 11/27/1985

Landscape Approved Treatment Cost 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.

Bibliography and Supplemental Information

Bibliography

Citation Author:	Ehorn, William/Whelan, Nicholas
Citation Title:	General Management Plan, Anacapa-Santa Barbara-San Miguel Islands, Channel Islands National Park
Year of Publication:	1980
Source Name:	CRBIB
Citation Number:	011332
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland, and Channel Islands National Park
Citation Author:	Staff
Citation Title:	Natural and Cultural Resource Management Program, An Addendum to the General Management Plan for Channel Islands National Park
Year of Publication:	1980
Source Name:	CRBIB
Citation Number:	011334
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland, and Channel Islands National Park
Citation Author:	Bookwalter, Jack
Citation Title:	National Register Multiple Property Documentation Form: Light Stations of California Determination of Eligibility
Year of Publication:	1990
Source Name:	Other
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland, and Channel Islands National Park

Citation Author:	Bookwalter, Jack
Citation Title:	National Register of Historic Places Registration Form: Anacapa Island Light Station
Year of Publication:	1990
Source Name:	Other
Citation Type:	Narrative
Citation Location:	Cultural Resources Library, PWR Oakland, and Channel Islands National Park
Citation Author:	AIA California Council
Citation Title:	"Architecture California," Government and Practice, Volume 19, Number 1, (Summer 1997)
Year of Publication:	1997
Citation Publisher:	AIA California Council
Source Name:	Other
Citation Author:	Staff
Citation Title:	General Management Plan, Channel Islands National Park
Year of Publication:	1985
Source Name:	Other
Citation Type:	Narrative
Citation Location:	Planning Library, PWR Oakland, and Channel Islands National Park
Citation Author:	Livingston, D.S.
Citation Title:	Historic Resources Study for Channel Islands National Park (draft)
Year of Publication:	2004
Source Name:	Other
Citation Location:	Cultural Resources Library, PWR Oakland, and Channel Islands National Park

Citation Author: Delgado, James P.
Citation Title: Water Soaked and Covered with Barnacles: The Wreck of the S.S. Winfield Scott
Year of Publication: 1998
Citation Publisher: Southwest Parks and Monuments Association
Source Name: Other
Citation Location: Cultural Resources Library, PWR Oakland, and Channel Islands National Park

Supplemental Information

Title: NPS Maritime Heritage Program: Inventory of Historic Light Stations California Lighthouses

Description: The website <http://www.cr.nps.gov/maritime/park/anacapa.htm> 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.

Documentation Assessment

Documentation Assessment: Fair

Documentation Checklist

Documentation

Document: General Management Plan

Year of Document: 1980

Adequate Documentation: Yes

Document: General Management Plan

Year of Document: 1985

Adequate Documentation: No

Document: Historic Resource Study

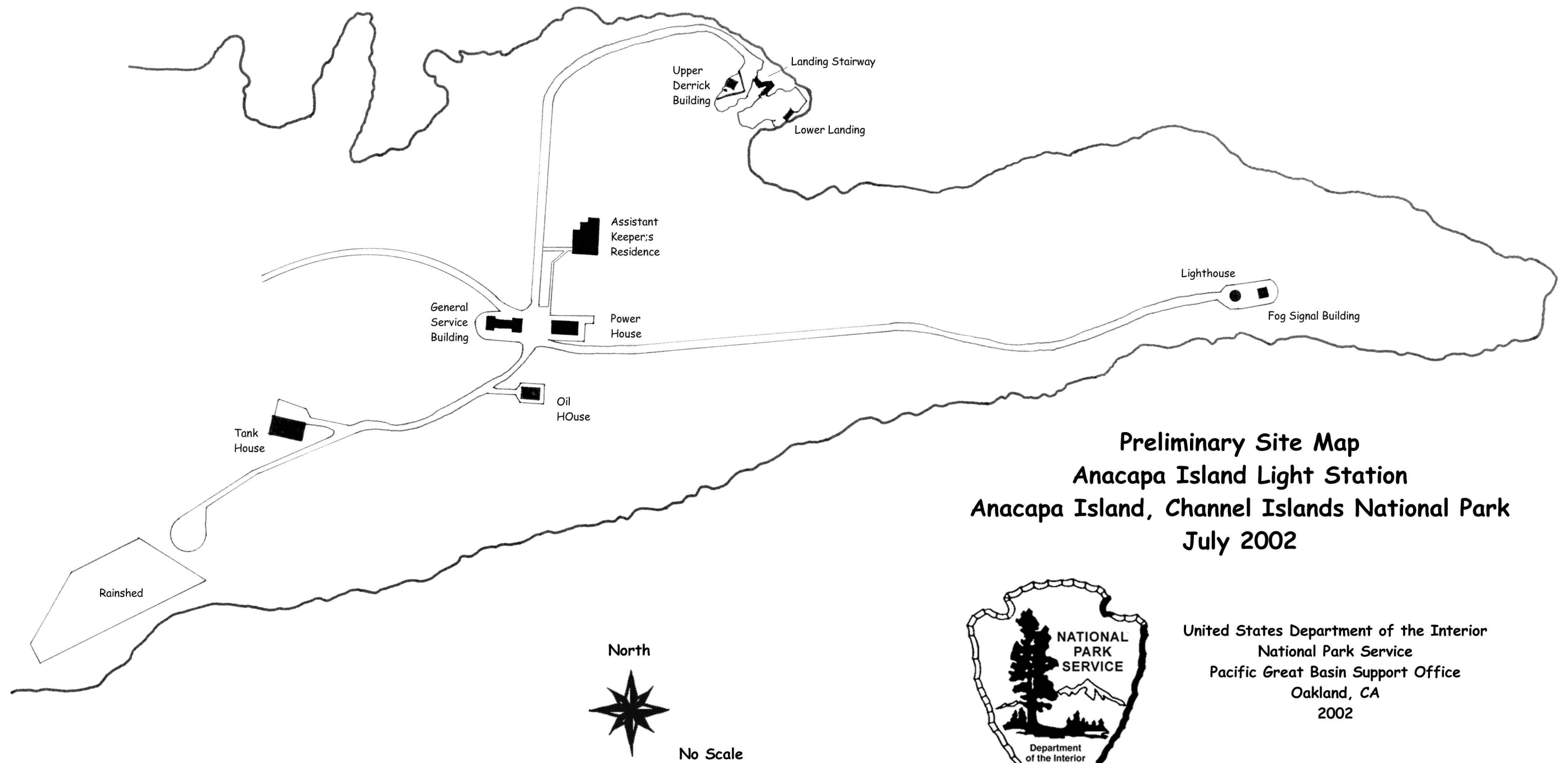
Year of Document: 2004

Adequate Documentation: Yes

Document: Statement for Management

Year of Document: 1991

Adequate Documentation: Yes



**Preliminary Site Map
Anacapa Island Light Station
Anacapa Island, Channel Islands National Park
July 2002**



United States Department of the Interior
National Park Service
Pacific Great Basin Support Office
Oakland, CA
2002

Source: map derived from the Anacapa Light
Station Topographic Plot Plan produced
by the U.S. Coast Guard, date unknown.