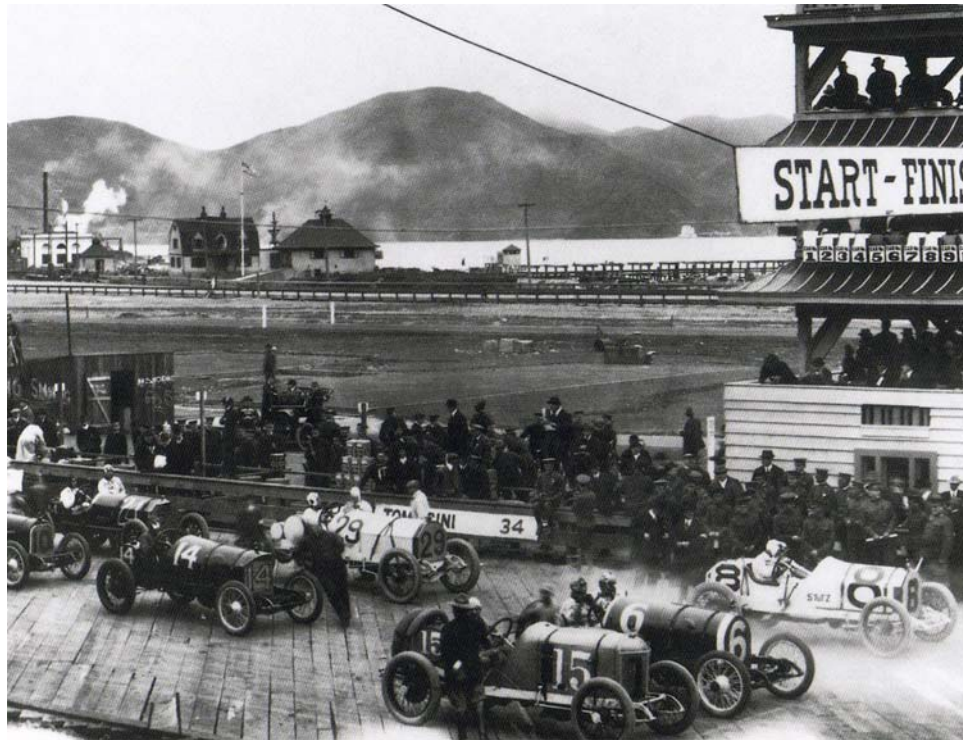


boathouse and were oriented so that the front porch now faced east toward the boathouse, rather than north toward the bay. A small plaza was created between the buildings and the flagstaff was placed in the middle of it. Interior remodeling of the O-in-C Quarters was not undertaken as Fourchy proposed, since the building still had to serve as dormitory and headquarters for the entire crew. Auxiliary buildings were placed west of the O-in-C Quarters along with the water tower. The proposed maintenance sheds were not built until after the new boathouse was completed (and then only one, not two, was constructed). Landscape plantings were probably introduced at this time but no evidence exists to establish this for certain. The present configuration of driveways and footpaths was established more or less as it exists today.

The Exposition planners may have had something to do with the orientation of the buildings in Fourchy's design, since the facility was to host open-house demonstrations and exhibits throughout the year. As a result, the Exposition planners wanted the boathouse to be readily accessible to the public while preserving privacy for the residential quarters. This may explain why the orientation of the two buildings was reversed. By February of 1915 all of these actions were complete, and the new facility was operational.

A photograph (*history figure 5*) of the opening of the 1915 Grand Prix auto race, the event for which the Exposition's wooden racetrack was built, shows the Fort Point Coast Guard Station in the background. [26] The race was held on February 27, one week after the Exposition opened, so work on the relocated Coast Guard Station must have only just been completed. The old boathouse can clearly be seen occupying the space intended for Fourchy's larger boathouse. The Exposition's large garbage incinerator is visible in the background to the west of the station. Like most of the Exposition structures, this building would have been demolished or removed shortly after the event closed, probably sometime in 1916. Its presence helps confirm the date of another photograph taken sometime later in which the new boathouse appears. This demonstrates that the new boathouse was completed within a year of the station's relocation. This same photograph shows that a few other deviations from Fourchy's 1914 plan also occurred. Rather than build a new structure for a proposed garage at the west side of the facility, the original boathouse was moved to the center of the western driveway and reoriented so that its main boat doors opened to the south onto Marina Drive. It now became the garage for the O-in-C Quarters. This configuration eliminated the small plaza which had been proposed in Fourchy's plan. The water tower was placed directly behind the old boathouse, and just beyond it was a fuel shed. This was probably the old 16 by 24-foot storage shed which had been moved from the original site by the Exposition. The hen house proposed in Fourchy's plan can be seen just west of the water tower. The smaller lamp room was either never relocated or had been demolished by this date. Despite the completion of the new boathouse and dormitory, the O-in-C Quarters were not immediately remodeled. The large kitchen extension appears in photographs as late as 1926 and probably remained until about 1932. Photographs from the early 1920s show other minor deviations from the Fourchy plan. Just east of the marine railway, for instance, a single, large maintenance shed was built instead of the two smaller ones proposed. This building was a simple gable-roofed structure oriented with its major axis perpendicular to the shoreline. [28] The proposed spur from the launchway to this shed was never built. Another minor deviation was the location of the wreck pole. The smaller of the two original poles was retained in 1915 as Fourchy intended, but it was installed on the beach *outside* the western boundary of the seawall rather than within it. This may have been done to increase the amount of space available for drilling with the beach apparatus. Inadequate practice space would always be a problem for the Fort Point crew after they were confined to their new location.



History figure 5. Photograph of start of Grand Prix on February 27, 1915. Fort Point Coast Guard Station in its new location is visible in background. The new boathouse has not yet been built. The exposition incinerator is just visible in the upper left corner. [29]



History figure 6. Photograph of Fort Point Coast Guard Station from late 1915. The new boathouse (bldg. PE 1903) is visible in background. This is the earliest known image of the new boathouse. Old boathouse (bldg. PE 1902) has been moved to present location and converted to a garage. Exposition garbage incinerator visible in left foreground. [30]

Service in Peace and War (1920-1964)

Crissy Field

The Fort Point life-saving crew had barely settled into their new facility when, amazingly, they had to start preparing for another move. Late in 1919 the War Department notified the Secretary of the Treasury, under whose authority the Coast Guard lay, that it needed the area currently occupied by the Fort Point Station. A series of correspondence passed back and forth between the two departments over the ensuing year, in which the Secretary of War reminded the Secretary of the Treasury that the lease which it had been granted for the lifeboat station was revocable. A copy of the original letter from January 21, 1888 granting a reservation of use was forwarded to the Treasury Department, with attention directed to the condition "that the land be vacated whenever needed by the War Department." Such need had now arisen. In June of 1919, executive staff at the Army's Presidio of San Francisco had selected the level area created by the Panama-Pacific International Exposition to be the site of its new Coast Defense Air Station. Most of the Exposition buildings had been demolished or moved by 1917, the year that America entered the First World War, and the extensive fair grounds lying within the Presidio's boundaries had been filled with temporary barracks to house the troops mobilizing for combat. With the

war's end, the Army now wanted to demolish these structures and create an airfield in their place. The Army included the Coast Guard Station in its demolition plans. It was feared that, were the buildings to remain in their existing location, aviators would be placed at risk trying to maneuver around them during take-off and landing.

The Secretary of the Treasury agreed to the War Department's request. In return, it asked for permission to occupy a new site about a mile further east near Presidio Wharf. The Army agreed to the request and offered to lease lands at Presidio Wharf under essentially the same terms as before. But the move never occurred. The Coast Guard was unable to pay for the move's expense, and the War Department was unwilling to do so. On June 24, 1921, the completed Air Coast Defense Station was opened. The airstrip was named Crissy Field, in honor of an Army aviator who had been killed in a test flight. And the Fort Point Coast Guard Station remained where it was—beside the dirt runway.

Between the Wars

A routine-inspection report of the Fort Point Coast Guard Station in 1934 offers a detailed view into life at the facility. The inspector's report revealed that many of the routines established during the old Life-Saving Service remained the same under the Coast Guard. [31] The surfmen were drilled in boat handling, use of the beach apparatus, signals, and first aid. In addition, however, the surfmen were also drilled in fire fighting and infantry practice, including the use of firearms, which were now regularly kept at the station. The latter was a decided departure from the old Life-Saving Service but was consistent with the Coast Guard's role as a reserve military force. The Coast Guard's charter stipulated that it would "operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct." [32] This provision had already been invoked once during the First World War. Even though the Coast Guard reverted to its pre-existing status under the Treasury Department at the end of hostilities, its close collaboration with the Navy during those two years had transformed the character of the Coast Guard and permanently introduced a variety of military practices and duties. Lifeboat facilities like the Fort Point Station which were situated in or around major harbors were responsible for patrolling these harbors in the event of hostile activity. Fort Point Coast Guard Station in effect became part of San Francisco's coastal defense. The station's crew now had to balance the dual responsibilities of life saver and coastal picketman. This compounding of duties is illustrated by the types of boat which were kept at the station. In addition to a motor lifeboat and self-bailing surfboat, the inspector's report from 1934 also mentions a cabin picket boat. As the name implies, this type of vessel was used for patrol work and would not have been part of the usual complement of a Coast Guard station prior to World War I. [33]



History figure 7. Aerial photograph from about 1938. This view corresponds closely with the site plan drawn up that year. Note that old boathouse (PE 1902) has not yet been aligned with buildings PE 1901 and PE 1903. Maintenance shop (PE 1907) at head of marine railway shows original north-south orientation of roof. [34]

The interbellum was a relatively stable period for the Fort Point Coast Guard Station. Following its reconstruction in 1915 at the present location, only minor changes were made to the facility until after World War II. Sometime between 1924 and 1926 the hen house and water tower were removed. By 1926 a basic landscaping scheme was also introduced, the rudiments of which still survive. This included a grass lawn surrounding the Boathouse and the O-in-C Quarters, a cypress hedge along Marina Drive, and a row of palm trees just inside this hedge (the palm trees can be seen in photographs from as early as 1922). The most significant structural changes occurred sometime between 1932 and 1935, when the front porch of the Boathouse was enclosed. The O-in-C Quarters were probably modified at this time as well. A detailed site plan made in 1938 indicates that the old kitchen has finally been removed and the building remodeled according to the plan proposed by Andre Fourchy in 1914. [35] The center rear dormer was also extended so that it is flush with the outer wall of the shed below it. The 1938 plan shows a number of other modifications which occurred sometime between 1926 and 1938. During this period the wooden seawall was replaced with the present concrete wall. The flagpole was moved to the middle of the driveway in front of the O-in-C Quarters again (this is where it stood in 1915). And two small garages were added just west of the old boathouse.

World War II Operations

In 1942, when the United States entered World War II, the Coast Guard was transferred to the Navy Department as it had been during the First World War. Fort Point Coast Guard Station assumed responsibility for harbor security in San Francisco Bay, in addition to its usual life-saving duties. At least three 38 foot cabin picket boats were kept at the station to patrol the local waters. One such picket boat had been part of the station's complement since at least 1934.

A number of modifications were made to the Coast Guard Station during the war. These can be seen in photographs from the period. The flagpole was moved once more from the plaza in front of the O-in-C Quarters to the seawall, and the widening of the driveway indicated in the 1938 plan has been removed so that the curbing is now straight again. A sign made of steel poles was erected over the entrance to this driveway. The flagpole was apparently moved in order to allow autos to pass along the driveway from Marina Drive to the interior of the facility, where as many as fifty vehicles were now stored on the old drill field just seaward of the O-in-C Quarters. Obviously the wreck pole which still stood on the west side of the drill field was not being used at this time. Perhaps a change in duty responsibilities made practice with the beach apparatus no longer necessary or possible. Additional parking was also available in a small lot on the east side of the boathouse just beyond the seawall. A Quonset hut was erected on the east side of this lot, and just beyond that were tennis courts surrounded by tall cyclone fencing. Towards the end of the war—perhaps in 1945 or 1946—the porch on the east side of the boathouse was enclosed.

Post-War Consolidations

In 1952 the Coast Guard requested permission from the Army to extend its Fort Point facility by 150 feet on its eastern side. [36] It wanted this additional space for a proposed "equipment and shop building." In a letter from January of that year the Coast Guard's 12th district commander explained that the recent closures of Point Bonita and Golden Gate Park Lifeboat Stations placed a greater burden on the remaining Fort Point Station and therefore required an expansion of its facilities. (The Point Bonita Station had closed in 1946; the Golden Gate Park Station in 1951). This request (which was granted) demonstrates how dramatically the Coast Guard was consolidating its resources in the years immediately following the war. The Fort Point station was by this time the only life-saving station in the San Francisco Bay Area south of Point Reyes. [37]

A photograph from a few years later shows that a small, gable-roofed shed had been built just east of the older maintenance shop. The remainder of the area was being used for parking. Another, larger shed had been built on the World War II-era tennis courts, and the cyclone fence around these courts had been removed. These modifications are further illustrated in a Site Plan prepared in 1957. [38] On this plan the smaller shed is labeled "Paint Locker" and the larger structure "Storage Building." The old drill field on the seaward side of the O-in-C Quarters was apparently still being used for parking. The wreck pole has been truncated and moved southeast several feet closer to the garage. It was now being used to support a gooseneck outdoor lamp. The steel pole sign that stood over the entry drive during the 1940s has been replaced with a wooden post and lintel version.



History figure 8. Aerial view from north ca. 1958. [39]

Decline of the Fort Point Lifeboat Station (1964-present)

New Technologies and a Changing Mission

In 1963 the Coast Guard introduced a new 44-foot, steel-hulled motor lifeboat. Its first operational model, number CG-44300, entered service in October of that year at the Yaquina Bay Station in Oregon. The new vessel was more than just ten feet longer. It represented a dramatic modernization of lifeboat design and technology. It also represented profound consequences for the Fort Point station. [40] To begin with, the new boat would not fit on the marine railway and so had to be kept in the water more or less permanently. It was secured on mooring lines between the end of the boat dock and pilings—called "dolphins"—which stood just east of the dock. The marine railway ceased to be used from this date forward and was left to deteriorate. It was gradually disassembled over the ensuing years, the last of it being removed sometime shortly after 1978.

Another consequence of the new boat was longer in coming but would eventually result in the Coast Guard abandoning its Fort Point station altogether. Since the boats had to be left in the water, they were vulnerable to the weather and to the strong tidal surge which ran through the bay near Fort Point. Boarding the boats was also complicated and frequently dangerous. Crew members had to climb down to the deck on the mooring line, supporting themselves precariously on ropes. Mishaps were common, and a great deal of equipment had to be recovered from the floor of the bay (providing the life savers with plenty of diving experience). [41] How the boats were raised from the water when they needed to be serviced is not clear now that the marine railway was out of service. The boats may have been taken to a different facility. The smaller surfboat was now lowered from davits attached to the edge of the boat dock just west of the buoy shack.

As the inconvenience of this situation became increasingly apparent, the Coast Guard began to search for a new location for its lifeboat facility. In August of 1970 the Fort Point Station was briefly deactivated and its operations transferred to the San Francisco Coast Guard Station on Yerba Buena Island in the middle of San Francisco Bay. The new location was better protected and more convenient for the life-saving crews, but added forty-five minutes to any response near the entrance of the bay, which is where most incidents occurred. The Fort Point crews left Yerba Buena Island less than two weeks later and reactivated the old station. But the final demise of the Fort Point Station was only a matter of time.

Early the following year the Coast Guard began experimenting with a new type of boat technology. In January of 1971 two Air Cushion Vehicles (ACVs) were introduced to the Fort Point Station for a trial service. A metal hangar with a concrete launch apron was built just east of the boathouse. The ACVs traveled slightly above the surface of the water on a cushion of compressed air generated by downward-facing rotors. They were very fast—capable of 75 miles per hour—but they were also very expensive. When the pilot program's financing expired in June of 1973, it was not renewed. The Coast Guard preferred to invest its money in helicopters, which cost about the same as an ACV but had fewer operational limitations.

At this time the Fort Point Station had a full complement of nearly thirty personnel. An Installation Report from 1972 lists twenty-seven enlisted personnel, one officer-in-charge, one civilian temporary hire and three dependents (at least one of whom must have been the officer-in-charge's wife). This was twice the number of personnel who staffed the facility in 1934. Much of this increase probably occurred shortly after the war, when the Fort Point Station assumed responsibilities that had once been shared between four other stations. [42] The old facility was simply not able to house the increased number of personnel. By the seventies, it was noted that most of the staff had homes elsewhere and commuted to the station. This relieved the burden on the living accommodations but created a greater need for parking. In 1972 a new parking lot was constructed on vacant land just west of the station boundary to provide sixteen additional spaces for Coast Guard personnel. Construction included asphalt paving over about one foot of red rock fill with a cyclone perimeter fence surrounding the entire lot. No retaining wall was built on the beach side of the project, and apparently the fill simply sloped down to the natural contour of the beach. This parking lot was immediately protested by the San Francisco Bay Conservation and Development Commission. The commission was concerned about a number of issues in addition to the fact that it had not been consulted. These included the environmental effects of construction on the beach shoreline, the aesthetic and environmental effects of debris left in the parking lot, and restriction of public access to the beach. Apparently, these 250 yards of polluted shoreline represented one of the only public access beaches on San Francisco Bay in 1972 and had become popular among local residents. The Coast Guard commanding officer mollified public sentiment by having his personnel clean up the garbage from the area and by continuing to allow public access to the beach. The parking lot, however, remained. [43]

In 1974 the Coast Guard began making plans to remove the remainder of the now badly-deteriorated marine railway. It notified the State Historic Preservation Officer (SHPO) of its intent. The SHPO responded with a letter approving of the Coast Guard's proposed action, offering its opinion that the action would have no adverse effect on the site, but it instructed the Coast Guard to prepare a formal "determination of no adverse effect" and forward this to the Advisory Council on Historic Preservation (ACHP) in Washington, D.C. This was promptly done, and the ACHP concurred with the Coast Guard's determination in September of that year. While this decision may seem surprising in light of how integral the marine railway was to the historic function and character of the Fort Point Coast Guard Station, it is important to note how deteriorated the railway was by 1974. Its condition was noted in a survey made the following year:

The marine railway has not been used for over 15 years. It is in an advanced state of deterioration. All that is left of the railway itself are the pile bents. Only the easterly catwalk, which is in fair condition, is still required as access to the search and rescue boat dock. [44]



History figure 9. Photograph of deteriorated marine railway in 1978 shortly before its complete demolition. Photograph taken by Gordon Chappell—PWR Historian. [45]

By 1978, the Coast Guard had still done nothing with the marine railway. In an apparent excess of caution, it once more requested advice from the State Historic Preservation Officer. This second request may have seemed necessary, because the Coast Guard was now proposing further modifications in addition to just the removal of the railway. These would include:

1. Removal of remaining marine railway structure and adjacent catwalk.
2. Remodeling of boathouse in order to provide living space for as many as thirty personnel. The most significant feature of this proposed remodel was the conversion of the first-floor boat room into eight double-occupancy bedrooms. This required removing all three boat doors on the north side as well as the supply door on the west and filling in these spaces with solid walls. New partitions were to be built on the interior.
3. Removal of ACV hangar and construction of additional parking in its place.
4. Removal of World War II-era shop.
5. Rehabilitation of buoy shack at end of boat pier.

This time, the Coast Guard also consulted the National Park Service, and an historian from that agency visited the site that year. [46] The Park Service endorsed all of the Coast Guard's proposed treatments but recommended that the boathouse modifications be done in such a way as to be reversible. This would require preserving and storing the large boat doors once they were removed and building new walls

between existing load-bearing piers. Whether these recommendations were followed is not known. All proposed actions except number 4—removal of the World War II-era shop—were eventually carried out. [47]



History figure 10. Photograph of main boat doors with detail, taken in 1978 shortly before their removal. Photograph taken by Gordon Chappell—PWR Historian. [48]



History figure 11. Photograph of beach apparatus door with detail, taken in 1978 shortly before its removal. Photograph taken by Gordon Chappell—PWR Historian. [49]

Shipwrecks and Assistance III

In 1980 the wreck of the two ocean-going barges *Kona* and *Agattu* illustrates some of the dramatic changes which had been introduced into Coast Guard practice by this date. *Kona* and *Agattu* were massive, welded-steel barges that were designed to be towed by tugboat between San Francisco and Hawaii. Just minutes before midnight on New Year's Eve, 1979, as the ocean-going tug *Sentinel* was pulling *Kona* and *Agattu* out of the Golden Gate enroute for the Hawaiian islands, the towline on the *Kona* parted, and the hapless barge drifted out of control toward the rocks just north of Point Bonita, where it finally wrecked. Since the *Kona* was carrying primarily lumber and paper products, there was little danger—either to humans or the environment—from the detritus of its misfortune. Less than an hour after the *Kona's* demise, however, the *Agattu's* towline snagged in *Sentinel's* screw and was severed. Like the *Kona*, the *Agattu* now drifted to shore and wrecked on Cronkhite Beach. But unlike the *Kona*, the *Agattu* was carrying potentially dangerous cargo. It had thirty-five cylinders of chlorine gas, which, if ruptured, could produce a lethal cloud large enough to envelop much of the Bay Area. The Coast Guard

responded to the threat with helicopters, which successfully transported all of the chlorine gas cylinders to shore. The success of this operation demonstrates the profound changes wrought on Coast Guard operations with the introduction of aircraft, especially helicopters. Lifeboats continued to be used, but their operations would now be coordinated with those of helicopters and fixed-wing aircraft.

Although the number of commercial shipping disasters declined precipitously during the twentieth century as improved ship-board technology and aids to navigation made it much easier to avoid potential hazards, the possibility of disaster remains. This was dramatically illustrated in 1984 when the 34,000 ton supertanker *Puerto Rican* exploded just outside the Golden Gate. The cause of the explosion remains unknown. The tanker was loaded to capacity when the disaster occurred, and it burned for twenty-four hours before Coast Guard crews could finally subdue the flames. By this time the ship had split in two. The rear section sank, leaking its cargo of oil into the Gulf of the Farallones for years afterward. The forward section was stabilized and brought back to port, where its vitreous cargo could be removed. The magnitude of this wreck, as well as concern over the environmental consequences of its spilled cargo, indicate some of the changing priorities faced by the Coast Guard in more recent times. When the *Hanalei* wrecked on Duxbury Reef in 1914, the Life-Saving Service attributed its success in recovering at least some of the victims to the oil slick which calmed the roiling waters. It even suggested applying oil at future wrecks to facilitate rescue efforts. When the *Puerto Rican* went down, the chief concern was for containing the oil leaked by the vessel and mitigating its environmental consequences.

The Denouement

In 1983 the Coast Guard undertook renovations of the O-in-C Quarters and grounds. Although an Army memo from August 2, 1984 notes that the "Coast Guard has made rather substantial expenditures to renovate the Station and the Officer's-In-Charge Quarters," the full extent of this work seems to have been relatively minor. It included upgrading of the electrical system in the quarters and the addition of a picket fence and new entry way on the south side at Marina Drive. These renovations were documented in a site plan made just prior to their introduction. [50] The following year the Coast Guard proposed building a new breakwater and boat pier, which were expected to be completed about 1987. These projects were never undertaken. Instead, the Coast Guard deactivated its Fort Point Station in 1990 and moved all operations to a new facility located on Horseshoe Cove at East Fort Baker on the north side of the bay. This facility remains active at the present date (2006).

In 1962 the Presidio of San Francisco was established as a National Historic Landmark and in 1993, in anticipation of the Presidio's military deactivation, the NPS conducted a large-scale effort to update the NHL. This update provided detailed lists of contributing and non-contributing features. Most of the historic structures within the Fort Point Coast Guard Station were determined to contribute to this landmark, but the station's unique history and landscape characteristics were not fully documented or made clear at that time.

In 1995, the Fort Point station reverted to the National Park Service after the Army transferred the Presidio. Currently most of the grounds and structures are used for offices and classrooms by the NOAA under an Interagency Agreement and Use Permit, renewable at five-year intervals. As of this writing—2006—NOAA is undergoing master planning efforts for the facility.

Physical History Endnotes

1 In fact, Congress authorized "any suitable number of public vessels, adapted to the purpose," to patrol during the winter storm season. But since only the Revenue Marine's cutters were "adapted to the purpose" only they

- conducted these patrols. See Robert Johnson, *Guardians of the Sea: The United States Coast Guard, 1915 to the Present*. (Annapolis, MD: Naval Institute Press, 1987), 4.
- 2 In 1863 the Revenue Marine became the Revenue Cutter Service.
- 3 To call the volunteers "untrained" might be unduly harsh, since most of these men were fishermen by trade and usually very competent with a small boat in local waters. The two greatest problems with the volunteer system were ensuring regular maintenance of the facilities and gathering a volunteer crew quickly enough during an emergency.
- 4 Quoted in William Wallace Johnson, "The United States Life-Saving Service," *The New England Magazine* 8.2 (Apr., 1890): 135.
- 5 Martha J. Lamb. "The American Life-Saving Service." *Harper's New Monthly Magazine* 64.381 (February, 1882): 361; and Dennis Noble. *That Others Might Live: The U.S. Life-Saving Service, 1878-1915*. (Annapolis, MD: Naval Institute Press, 1994), 81-90.
- 6 Gebhard, David Gebhard and David Bricker. *The Former U.S. Coast Guard Lifeboat Rescue Station and Lookout Tower, Point Arguello, California (1936-1941)*. (Heritage Conservation and Recreation Service, Interagency Archeological Services, 1980), 8.
- 7 A comprehensive study of this subject was made by Eugene York in 1983. See his "The Architecture of the United States Life-Saving Stations." Master of Arts thesis, Boston University 1983.
- 8 The Point Bonita Life-Saving Station, built in 1899 and deactivated in 1946.
- 9 The low-lying region adjacent to the eastern border of the Presidio is still known as Cow Hollow. It derived its name from the number of small dairy ranches that operated in the vicinity.
- 10 GOGA park files, National Park Service, Pacific West Regional Office, Oakland, California.
- 11 From a description given by Sumner Kimball in official correspondence to Andre Fourchy, Superintendent of Construction, 13th Life-Saving District, San Francisco, CA, dated May 7, 1914. National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-3088, F1/2.
- 12 Reproduced from Erwin N. Thompson, *Defender of the Gate: The Presidio of San Francisco, A History from 1846 to 1995* (San Francisco, CA: National Park Service, 1997), 820. Original owned by San Francisco Public Library. Print available at Golden Gate NRA, Park Archives and Records Center (PARC). Permission of SFPL required if published.
- 13 The yellow fir mentioned by the contractor was probably Douglas fir (*Pseudotsuga menziesii*).
- 14 This winch was part of the original equipment requisitions made in 1890. Its presence, however, does not prove the existence of a marine railway at that date, since it could have been used to move boats on the earlier-style wheeled carriages, which did not utilize rails.
- 15 National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-2265, Folder 2 (OS).
- 16 Reproduced from Thompson, *Defender of the Gate*, 821. Original owned by San Francisco Public Library. Print available at Golden Gate NRA, Park Archives and Records Center (PARC). Permission of SFPL required if published.
- 17 Quoted in *Report of the United States Life-Saving Service, for the Fiscal Year Ended June 30, 1891*. (Washington, D.C.: Government Printing Office, 1892), 76.
- 18 This account is not a complete record of incidents to which the Fort Point crews responded. Only a few of the station's more illustrative and noteworthy activities are here described.
- 19 *Annual Report of the United States Life-Saving Service, for the Fiscal Year Ended June 30, 1911*. (Washington, D.C.: Government Printing Office, 1912), 21.
- 20 *Annual Report of the United States Life-Saving Service, for the Fiscal Year Ended June 30, 1912*. (Washington, D.C.: Government Printing Office, 1913), 88.
- 21 The City of Rio de Janeiro, a passenger steamer of the Pacific Mail Steamship Co. (like the City of New York), struck rocks off Point Lobos in a heavy fog early on the morning of February 22, 1901. Since the vessel sank in less than ten minutes, there was no chance of a rescue attempt, and so the incident is not mentioned in relation to the Fort Point Lifeboat Station. The first who learned of the accident were the fishermen who were just then sailing out of the bay at the start of their day's labor. These boats were responsible for picking up the only survivors of the stricken passenger liner. 128 of a total 210 passengers and crew were lost on the City of Rio de Janeiro. Most of them never made it to the deck before the ship went down.
- 22 It is unfortunate for the Hanalei that the Bolinas Bay Lifeboat Station was no longer in service. It had been deactivated in 1885 after the facility burned down. (Keeper George Gibson was suspected of arson). Had the

Bolinas station still been active, a more rapid response might have resulted in the rescue of all the passengers and crew on board the Hanalei.

23 National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-3088, folder 1/2.

24 Official Correspondence, Assistant Inspector, U.S. Revenue Cutter Service to General Superintendent, U.S. Life-Saving Service, January 8, 1913. National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-3088, folder 1/2.

25 Full-scale plans available at Golden Gate NRA, Park Archives and Records Center, GOGA-2265, folder 2.

26 Proceedings of a Board of Survey, June 24, 1975; Survey No. 12-277-75; USCG Records, Real Property Branch, 12th CG District, Alameda, CA.

27 Since the Life-Saving Service had now become the U.S. Coast Guard, the station will be referred to by its new name from here on.

28 The structure presently on this site is oriented with its major axis parallel to the shore.

29 Reproduced from Stephen A. Haller, *The Last Word in Airfields: San Francisco's Crissy Field* (San Francisco: Golden Gate National Parks Association, 2001), 12. Original available at Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-1766 (OS).

30 National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC), GOGA-2042.

31 Official Correspondence. Chief Boatswain Alfred Rimer to Inspector, Western Area, August 21, 1934. National Park Service, GOGA Park Files, Pacific West Regional Office, Oakland, California.

32 "An Act to Create the Coast Guard," quoted in Robert Erwin Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present*. (Annapolis, MD: Naval Institute Press, 1987), 44.

33 The boats mentioned were type "T" 36-foot motor lifeboat No. 3676, 36-foot cabin picket boat CG-2357, and 26-foot self-bailing surfboat No. 4515. Another self-bailing surfboat (No. 1345) was in poor condition and used only for practice. The station also possessed a pulling dory (No. 4401) and a 9-foot pulling dinghy (No. 2733). The inspector may have been in error in recording the length of the cabin picket boat as 36 feet. The standard picket boat used by the Coast Guard during the thirties and forties was a 38-foot model which had been introduced in 1931. It is also possible that the boat described by the inspector was an earlier version.

34 National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC).

35 Ground Layout of the Fort Point Coast Guard Station. August 24, 1938. National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC). Detailed plans of the entire facility were drawn up in 1932. These include floorplans of the O-in-C Quarters showing the described renovations. These plans may have been done in association with the actual work. See PARC, GOGA-3088, Folder 2 (OS).

36 Official Correspondence, Commander, 12th CG District, to Commanding General, Sixth Army, Presidio of San Francisco, Calif., January 2, 1952. USCG Records, Real Property Branch, 12th CG District, Alameda, CA.

37 The Point Reyes Coast Guard Station, located in Drakes Bay, would close in 1968.

38 Site Plan & Vicinity Map, May 16, 1957. National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC).

39 National Park Service, Golden Gate NRA, Park Archives and Records Center (PARC).

40 The exact date of introduction at the Fort Point Station is not known. Photographs from February of 1964 show the old 36-foot series TRS lifeboats still in service. The first of the 44s probably arrived later that year but were certainly in service at Fort Point no later than 1965.

41 Dale Champion, "Army, Park Service Squabble Over Fort Point." *San Francisco Chronicle*, June 2, 1986.

42 Southside, which reverted back to the War Department in 1945; Point Bonita, which closed in 1946; Golden Gate Park, which closed in 1951; and Point Reyes, which closed in 1968.

43 For summary of dispute from a public point-of-view, see Alan Cline, "Auto Rules on Scenic Beach," in *The San Francisco Sunday Examiner and Chronicle*, January 21, 1973.

44 Proceedings of a Board of Survey, June 24, 1975; Survey No. 12-277-75; USCG Records, Real Property Branch, 12th CG District, Alameda, CA.

45 Photograph by Gordon Chappell, 1978. National Park Service, Golden Gate NRA Park Files, Pacific West Regional Office, Oakland, California.

46 The historian was Gordon Chappell. See "Memorandum to Regional Director, Western Region" on "Meeting with U.S. Coast Guard representatives at Fort Point Station and Point Bonita Lighthouse...," April 19, 1978. National Park Service, Golden Gate NRA Park Files, Pacific West Regional Office, Oakland, California.

47 Memorandum to Regional Director, Western Region, from Acting Chief, Division of Cultural Resource Management, Western Region, April 19, 1978. National Park Service, Golden Gate NRA Park Files, Pacific West

Regional Office, Oakland, California. The ACV hangar was not removed until after 1998 by the National Park Service.

48 Photographs by Gordon Chappell, 1978. National Park Service, Golden Gate NRA Park Files, Pacific West Regional Office, Oakland, California.

49 Ibid.

50 Rehabilitation of O-in-C Qtrs., Fort Point Station, May 6, 1983. U.S. Coast Guard, 12th District, Alameda, CA, Civil Engineering. Full-scale copies of engineer's drawings of all renovations are available at Golden Gate NRA, Park Archives and Records Center (PARC).