

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

JUL 22 1991

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Anacapa Island Light Station
other names/site number Anacapa Island Light Station

MAY 11 1990

2. Location

street & number Anacapa Island N/A not for publication
city, town Channel Islands National Park N/A vicinity
state CA code CA county Ventura code 111 zip code 93001

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>7</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>5</u>	<u> </u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>12</u>	<u> </u> structures
	<input type="checkbox"/> object		<u>0</u> objects
			<u> </u> Total

Name of related multiple property listing:
Light Stations in California

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Anthony Guattieri 11-5-90
Signature of certifying official Date
California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Robert Green 7/19/91
Signature of commenting or other official Date
U.S. Department of Transportation
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.

Entered in the
National Register

Delores Byers

9/3/91

- removed from the National Register.
- other, (explain:)

fw
Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Water RelatedDomestic: Institutional Housing

Current Functions (enter categories from instructions)

Transportation: Water RelatedLandscape: Park

7. Description

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation Concretewalls ConcreteStuccoroof Ceramic Tileother

Describe present and historic physical appearance.

The Anacapa Island Light Station is located on the eastern 40 acres of Anacapa Island--one of the three islands comprising the Channel Islands National Park. As the eastern-most island in the chain, the Anacapa Island Lighthouse looks out over the Santa Barbara Shipping Channel and beyond to the Ventura County Coast. The station is comprised of the lighthouse tower, fog-signal building, Keeper's residence, 2 storage buildings, 1 industrial building, 1 service building, derrick building, lower landing, upper landing, stairway and watershed. The tower and fog-signal building are located at the edge of the cliff, 277' above sea level. The remaining buildings are located more toward the interior of the island. The entire complex consists of original buildings dating from the station's founding in 1931. There are no modern non-contributing buildings on the site. Several original Keeper's residence have been destroyed, however. The design of the buildings on the site reflects the Spanish revival architecture popular in Southern California in the 1920's and 1930's. Taken together, the remaining light station buildings present an excellent example of a later period (after 1920) light station complex executed in a popular regional architectural style. The buildings and structures on the site retain a high degree of architectural integrity and they generally are in very good condition. The Anacapa Island Light Station is very similar in design to the Point Vicente Light Station on the Palos Verde Peninsula built in 1926. Both have cylindrical reinforced concrete towers and Spanish Revival accessory buildings. The Point Vicente Light Station has already been placed on the National Register of Historic Places.

1. LIGHTHOUSE TOWER (1932)--CONTRIBUTING STRUCTURE:

A cylindrical lighthouse tower constructed of reinforced concrete. At its apex a glass and iron lantern room rests atop a circular concrete platform with iron railings. The top portion of the lantern room contains glass panels separated by diagonal metal muntions. The lantern room is capped by a metal conical roof and ball vent. The top of the shaft is pierced by eight windows distributed evenly around the circumference of the tower. Two additional windows are found midway between the ground and the lantern room. Another window is found at the ground level. The entrance doorway is surrounded by a raised concrete pediment protruding from the base of the shaft. Decorative concrete stringcourses encompassing the shaft are found near the top of the structure and, again, approximately 5 feet above ground at the base. The structure's foundation is of poured concrete. The architectural integrity of the structure is intact (including the original 3rd order Fresnel lens) and it is in very good condition.

2. FOG-SIGNAL BUILDING (1932)--CONTRIBUTING BUILDING:

A tall, one-story, square plan, concrete building. The hipped roof starts approximately 16' above grade.

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In the center of the roof an electronics tower measuring approximately 8' square projects another 12'. The foundation and walls of the base structure are concrete. The roof is covered in asbestos tile. The tower is a steel-frame structure finished with metal lathe and stucco. Modern electronic navigational equipment is currently attached to its roof and tower. The elevations are unadorned but are pierced by 1 door and 1 window. The original building contained red roof tiles similar to the other Spanish Revival buildings on the site.

3. ASSISTANT KEEPER'S RESIDENCE (1932)--CONTRIBUTING BUILDING:

A three bedroom, one-story, 1,800 square foot residence built in the "Spanish Revival" style. Elements of this particular style present in this building include the red tile roof, exterior white stucco walls, and interior features such as carved beams, wrought iron beam supports, arched doorways, and brass fittings. The building has a partial concrete basement. The condition of the building is very good although some of the window frames are rotting. The architectural integrity of the building is nearly intact. However, the original white stucco garden walls surrounding the front and rear entrances are no longer extant. The red tile roof was replaced in 1978 with identical tile.

4. GENERAL SERVICES BUILDING/VISITORS' CENTER (1932)--CONTRIBUTING BUILDING:

A one-story rectangular stucco building built in the Spanish Revival style. Features of this style found on this building include the red tile roof and white stucco exterior. The interior has 1 1/2" grooved wood siding and ceiling. The degree of architectural integrity of the building is quite high, although the original red roof tiles were replaced with identical material in 1978. The building is in very good condition.

5. TANK HOUSE (1932)--CONTRIBUTING BUILDING:

A one-story wood-frame building housing two large wooden water tanks, each having a capacity of 50,000 gallons. Although the exterior is covered in white clapboard instead of stucco, the overall style of the building is Spanish Revival. The roof is covered in red tile, and the front entrance pavillion contains an 8' Spanish arched doorway. The building is rectangular in plan, measuring approximately 32' X 59'. The sides of the building are pierced by evenly spaced tall, narrow windows. A circular window approximately 4' in diameter is additionally found in the center of the gable end near the top of the building's front facade. The building is in very good condition. Original records show that the building originally had a rigid, asbestos shingle roof--instead of the red tile roof of surrounding structures. The present tile roof may have been installed in 1970 as it only needed minor repairs in 1978 when the other red tile replacement roofs were installed at the station. Ironically, the addition of the red tile roof makes the building look more historically "accurate" than was the case with the original roof. It is unclear why the original building did not contain a red tile roof similar to its neighbors.

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6. DERRICK BUILDING (1932)--CONTRIBUTING BUILDING:

A one-story, rectangular building measuring approximately 10 X 18 feet. The building is of wood-frame construction with horizontal wood siding on the exterior. It rests on the concrete slab of the derrick landing. The gabled roof is covered with wood shingles. The windows are metal sash industrial style. The building is in good condition and its architectural integrity is complete.

7. OIL HOUSE (1932)--CONTRIBUTING BUILDING:

A small one-story, concrete, rectangular building measuring approximately 19 X 28'. The roof is flat and is surrounded by a 2' parapet. The north and south elevations have evenly spaced 2' X 3' window openings containing metal sash windows glazed with wired glass. There is one door opening on the west elevation.

8. POWER HOUSE (1932)--CONTRIBUTING BUILDING:

A rectangular one-story building measuring approximately 25 X 65'. Like the other Spanish Revival style buildings on the site, this building has white stucco walls and a red tile roof. Its foundation is concrete. The condition of the building is very good and its architectural integrity is quite complete. The red tiles on the roof were replaced with identical tile in 1978.

9. LOWER LANDING (1931)--CONTRIBUTING STRUCTURE:

The lower derrick landing is irregular in shape and covers an area of approximately 1200 square feet. The structure is built into the rocky cliff and consists of concrete retaining walls backfilled and covered with a concrete slab. The landing originally supported a steel derrick and a small wood frame building which no longer exist. There is a steel railing along the perimeter of the inlet side of the landing and a concrete sea wall faces the ocean for protection against high waves. Below this is a boat landing constructed on wood pilings. The boat landing appears to be a recent replacement of an earlier boat landing.

The Navy placed a cement plug in a sea-eroded tunnel under the landing and braced a rock cliff above the lower hoist house in 1943. When the lighthouse was automated in 1968 Phase II of the operation included burning the hoist house on the lower landing and disposing of the lower derrick and hoist equipment.

The landing is in good condition.

10. UPPER DERRICK LANDING (1931)--CONTRIBUTING STRUCTURE:

The upper derrick landing is irregular in shape and covers an area of approximately 2500 square feet. The structure consists of a concrete retaining wall backfilled and topped with a concrete slab. Anchored to the landing is a steel derrick, and a steel railing along the outer edge. The inner edge is set into the hillside.

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During the automation changes in 1966, the boom at the upper hoist was extended. In 1975 a 7/16" cable was placed from the top of the crane mast to the boom end to give an additional safety factor, and the winch cable was replaced. 105 feet above water. Designed to lift at 80 feet per minute.

The upper derrick landing is in good condition.

11. LANDING STAIRWAY (1931)--CONTRIBUTING STRUCTURE:

The stairs connecting the upper and lower derrick landings consist of two types: concrete and metal. The stairs climb a height of approximately 90 feet between the two concrete landings. The stairs on the upper half are formed directly on the rock of concrete with steel railings. The lower half is an open structural metal tower containing 4 flights of metal stairs. Rails and steps were rehabilitated by NPS after 1970 agreement with Coast Guard. The landing stairway is in good condition.

12. CONCRETE WATERSHED (1932)--CONTRIBUTING STRUCTURE:

The 30,000 square foot rainshed, a cement slab of irregular shape behind the Tank House, is shaped to funnel rain water down to the water tanks. This structure never was hooked-up to function as a rainshed because of problems with nesting Western Gulls. Today it is used as a helipad.

The Anacapa Island Light Station contains a total of seven contributing buildings and five contributing structures.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Maritime History

Transportation

Architecture

Commerce

Period of Significance

1932-1940

Significant Dates

1932

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Lippman, M.W.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Anacapa Island Light Station meets the requirements for registration as defined in the multiple property submission "Light Stations in California." The station's significance is evaluated with respect to the historic context Maritime Transportation in California: 1842-1940. The station derives significance under Criteria A and C. Criteria A is satisfied by the association of the complex with California's critical reliance on maritime transportation and the aids that made navigation possible. Criteria C is met by the station's well-designed original buildings remaining in an unaltered state. The station serves as an excellent representation of Spanish Revival architecture. This style was especially popular in Southern California in the 1920's and 1930's. Most of the buildings in the complex were built at the same time in this one style. Only one other light station in California--the Point Vicente Light Station on the Palos Verdes Peninsula--was constructed in the Spanish Revival style. Point Vicente has already been placed on the National Register of Historic Places.

The station fully meets registration requirements for its property type. It contains an intact lighthouse tower and associated historical buildings. The intact lighthouse tower still contains the original 3rd order Fresnel lens and the architectural integrity of the remaining buildings is complete (or nearly so). Although the original Keeper's dwelling has been demolished, the buildings that remain are all original. There are no modern non-contributing buildings on the site.

The Anacapa Island Light Station was established to mark the strategic east entrance of the Santa Barbara Channel. There was agitation for a lighthouse on the Channel Islands as far back as 1853 when the luxurious sidewheeler Winfield Scott struck a rocky ledge and sunk. But the Lighthouse Board not wishing to pay the additional cost of an island beacon decided instead to build an economy lighthouse at Port Hueneme in 1874. Not until 1912 was a navigation light placed on Anacapa, that being an unmanned skeleton tower. With an increase in ship wrecks and a commercial fishing boom in the area, a permanent light station was placed in operation in 1932. This was the last light station complex completed in California.

The particular significance of the individual structures and buildings on the site are as follows:

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LIGHTHOUSE TOWER (1932)

The lighthouse tower is of significance as the principal element of the light station. The structure fully meets requirements of its property type; it is a substantial structure built to contain a Fresnel lens (in this case 3rd order) and its architectural integrity is complete (including the original lens). Its construction of reinforced concrete was pioneered by the Point Arena Lighthouse in 1908. Most California lighthouses built after 1908 were of reinforced concrete. Although the lighthouse tower is the only major station building not built specifically in the Spanish Revival style, its smooth white surface is directly compatible with the white stucco of the Spanish buildings.

FOG-SIGNAL BUILDING (1932)

The fog-signal building is significant as a contributing element of the light station complex. Its roof was originally covered with red tiles, placing it stylistically with the other Spanish Revival buildings on the site. At some point these tiles were replaced by the present asbestos tiles, reportedly because the Spanish tiles kept blowing off at this windy location. Except for the roof the architectural integrity of the building is complete.

ASSISTANT KEEPER'S QUARTERS (1932)

The Assistant Keeper's quarters is significant as a contributing element of the light station complex. The building meets requirements for registration of its property type. This building is one of the station's "Spanish Revival" buildings. Most of the original design features are intact: red tile roof, white stucco walls, carved beams, arched doorway, wrought iron beam supports, etc. The only architectural features no longer present are the low stuccogarden walls that once surrounded the front and rear doors. The original station contained a Keeper's dwelling in addition to this Assistant Keeper's dwelling. It was inadvertently demolished during the transfer of the station from the Coast Guard to the National Park Service in 1978. The only other Spanish Revival style Keeper's residence in California is found at the Point Vicente Light Station on the Palos Verdes Peninsula. Spanish Revival architecture was a very popular residential style throughout Southern California in the 1920's and 1930's.

GENERAL SERVICES BUILDING, VISITORS' CENTER (1932)

This building is of significance as a contributing element of the light station. It presently serves as the Visitors' Center for the National Park Service on Anacapa Island. Its design places it as part of the Spanish Revival theme of most of the station's buildings. The architectural integrity of the building is mostly complete.

TANK HOUSE (1932)

This building is of significance as a contributing element of the light station. It

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contains the fresh water supply used by the station personnel and by the original steam fog-signal. The building's design places it as a part of the Spanish Revival theme found throughout the station. The architectural integrity of the building is mostly complete.

DERRICK BUILDING (1932)

This building is of significance as a contributing element of the light station. Its unadorned facade reflects its utilitarian usage. Its architectural integrity is intact. It is located at the top of the landing and is not near the other Spanish Revival buildings on the station.

OIL HOUSE (1932)

The oil house is significant as a contributing element of the station. Its unadorned concrete construction reflects its utilitarian usage. Its architectural integrity is intact.

POWER HOUSE (1932)

This building is significant as a contributing element of the station. Its Spanish Revival design places it with the other station buildings designed in this style. Its architectural integrity is complete.

LOWER LANDING (1931)

This structure is significant as a contributing element of the station. This is one of the few landing sites remaining at a California light station. Landings were frequently conjuncts of remote light stations where the interior road network prevented vehicular access. As the stations gradually became connected to the outside world by roads--and as cars and trucks came to prominence--the need for landings diminished. Most fell into disrepair and were eventually washed away in winter storms. The landing at Anacapa Island has been maintained, however, because it is an island and its accessibility is by water only. The landing was constructed in 1931--one year prior to the construction of the station buildings.

UPPER DERRICK LANDING (1931)

This structure is significant as a contributing element of the station. The derrick was necessary to lift supplies up the 90' cliffs from the landing. This was originally constructed in 1931--one year prior to the construction of the station buildings.

LANDING STAIRWAY (1931)

This structure is significant as a contributing element of the station. The stairway provided the access from the landing to the station complex. It was constructed in 1931--one year prior to the construction of the station buildings.

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Since its establishment in 1932 this station has had continued importance and significance. Significance has not been shown to be exceptional in the last 50 years however, although the lighthouse continues to play a role in maritime transportation and navigation.

9. Major Bibliographical References

U.S. Lighthouse Board, Annual Report, various dates.
Gibbs, Jim. West Coast Lighthouses. Seattle: 1974.
Holland, F. Ross. Americas Lighthouses Their Illustrated History Since 1716.
Brattleboro: 1972.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

National Archives Record Group 26

10. Geographical Data

Acreage of property 40 acres

UTM References

A 1 1	2 8 1 8 6 0	3 7 6 6 3 4 5	B 1 1	2 8 2 3 4 0	3 7 6 6 2 0 0
Zone	Easting	Northing	Zone	Easting	Northing
C 1 1	2 8 1 7 6 0	3 7 6 6 0 4 5	D		

See continuation sheet

Verbal Boundary Description

Easterly three-eighths mile of East Anacapa Island. 40 acre site lies within 106.16 acre Federal Lighthouse Reservation, East Anacapa Island.

See continuation sheet

Boundary Justification

The boundary of the Anacapa Island Light Station embraces the buildings and immediate setting historically associated with the complex.

See continuation sheet

11. Form Prepared By

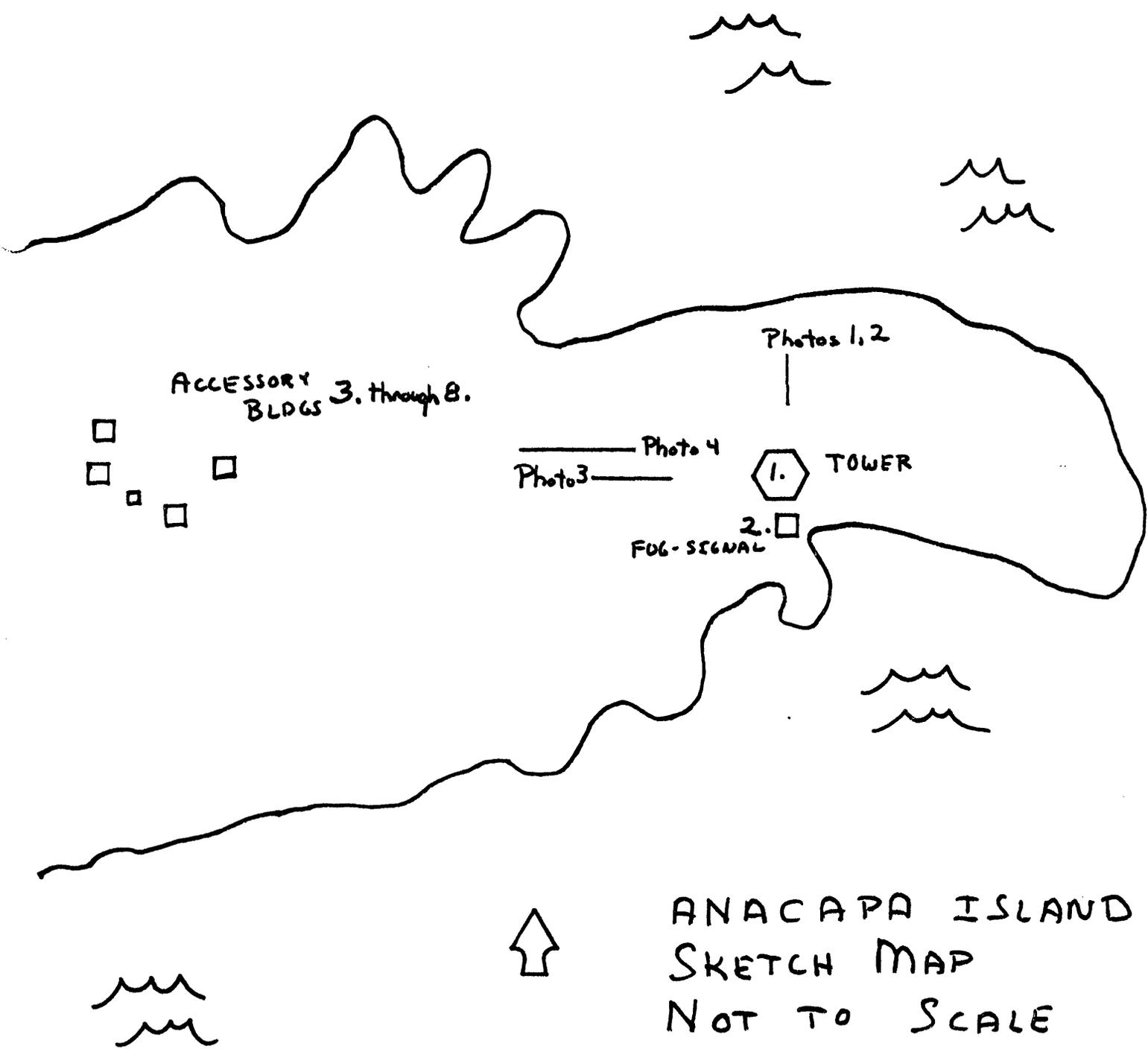
name/title Jack Bookwalter
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Anacapa Island Light Station
Anacapa Island
Channel Islands National Park, CA
Ventura County

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ANACAPA ISLAND
SKETCH MAP
NOT TO SCALE



FOG - SIGNAL BLDG

ANACAPA

ANACAPA ISLAND CA

LIGHT STATION

JACK BOOKWALTER

Ventura

SANTA ROSA CA

3-89

LOOKING S

~~#1~~



TOWER ANACATA LIGHT STATION

ANACATA ISLAND

Ventura Co

JACK BOGWAUER

8-89

SANTA ROSA CA

LOOKING S

2



PANORAMA ANACAPA LIGHTSTATION

ANACAPA ISLAND

Ventura ca

JACK BOOKWATER

8-89

SANTA ROSA CA

LOOKING W

3