United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Point Fermin Historic District DRAFT
Other names/site number: _____
Name of related multiple property listing:
Light Stations of California
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 807 W. Paseo Del Mar and 3601 Gaffey Street
City or town: San Pedro State: California County: Los Angeles
Not for Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ 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. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

_____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)
Private:

Public – Local x

Public – State

Public – Federal

Category of Property

(Check only **one** box.)

Building(s)

District x

Site

Structure

Object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
8		buildings
1	3	sites
3	13	structures
0	4	objects
12	20	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use

Historic Functions: (Enter categories from instructions.)
Transportation: Water-Related
Defense: Fortification

Current Functions: (Enter categories from instructions.)
Recreation and Culture: Museum
Landscape: Park

7. Description

Architectural Classification: (Enter categories from instructions.)
Late Victorian: Stick
Other: Coastal Fortification

Materials: (enter categories from instructions.)
Principal exterior materials of the property:

Foundation: Concrete, brick
Walls: Concrete, wood (weatherboard)
Roof: Concrete, Wood (shingle)

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Point Fermin Historic District is located on the tip of the San Pedro Peninsula, which is known as Point Fermin, as situated due west of the entrance to the Los Angeles Harbor (also known as the Port of Los Angeles) in San Pedro, California (see the attached USGS map). The district encompasses two building complexes that are related to two different episodes in Point Fermin's development. The first episode occurred in the late nineteenth-century, when Point Fermin was developed with a Late Victorian, Stick-style light station building complex, a light station being comprised of a lighthouse and all of the ancillary buildings and structures that support it in its primary function to operate as a beacon to protect ships at sea. The second episode was in the early twentieth century when Point Fermin was developed as the Upper Reservation, one of three different portions of a military fort known as Fort MacArthur; the purpose of the Upper Reservation—as well as the larger military fort to which it belonged—was to provide defense from threats posed by enemy vessels at sea to the Los Angeles Harbor and its port, the city of Los Angeles, and the larger Southwest region. The light station, upon which construction commenced in 1873, is known as Point Fermin Light Station, and it is located at the very tip of the peninsula on a rocky bluff that provides expansive views to both the Los Angeles Harbor to the east and the Pacific Ocean to the south and west. The portion of the defensive military fort that also comprises the district is known as Battery Osgood-Farley; Battery Osgood-Farley is one of three extant coastal defense batteries that were constructed between 1915 and

1919 on the Upper Reservation of Fort MacArthur (the other two batteries are called Battery Leary-Merriam and Battery Barlow-Saxton). For reasons related to defense, the most substantial portion of the Battery Osgood-Farley building complex is located approximately one-half mile inland from the tip of the peninsula (the other two batteries at the fort were similarly situated inland). Here, the coastal defense battery would be protected from view of enemy vessels at sea. However, as also related to the Battery Osgood-Farley building complex's defensive function, some buildings that are functionally related to it sit approximately one-half mile away from it, as located at the tip of the peninsula in close proximity to the Point Fermin Light Station, which is located to the east of them. These buildings which consist primarily of two base end stations, but also includes two auxiliary buildings—were intended to assist the battery located inland through surveillance and the geolocation of enemy vessels at sea. Today, the area in which the Point Fermin Historic District is situated operates neither for maritime navigation or for military use; instead, the district is encompassed within two public parks that sit immediately adjacent to one another, the 37-acre Point Fermin Park and the 64-acre Angels Gate Park. Both parks are owned and maintained by the City of Los Angeles' Department of Recreation and Parks. Point Fermin Park has been operated by the City of Los Angeles since 1927 through a long-term lease arrangement with the federal government, which owned the land and the buildings upon which the park sits; ownership of the Point Fermin property—including the Point Fermin Light Station and the two base end stations and two auxiliary buildings that sit on the tip of the peninsula—was recently conveyed to the City of Los Angeles' Department of Recreation and Parks through a Memorandum of Agreement.[1] The property was deeded to the Department of Recreation and Parks in October of 2018.The adjacent Angels Gate Park has been owned and operated by the City of Los Angeles' Department of Recreation and Parks since 1979. Both the Point Fermin Light Station and the Battery Osgood-Farley are currently operated by the City of Los Angeles' Department of Recreation and Parks as public museums that work together to interpret the two different episodes in the historic district's development. Besides the Point Fermin Light Station and the Battery Osgood-Farley building complexes, the two parks contain a number of other buildings; some are related to the land's former use as a military post and others to its current recreational use as two parks. The boundaries of the 36.85-acre historic district include the following: all buildings, sites, and objects associated with both the Point Fermin Light Station and the Battery Osgood-Farley building complexes. The district's period of significance is 1873 - 1944, ranging from the date that construction on the Point Fermin Light Station first commenced to the date at which the Battery Osgood-Farley was decommissioned, which was shortly before the conclusion of World War II. Although integrity of setting and feeling has diminished as a result of rehabilitation and reconfiguration of some of the contributing elements of the district—in particular, at the Point Fermin Light Station building complex—the Point Fermin Historic District retains sufficient integrity to convey its significance.

[1] "Memorandum of Agreement by and Among the United States of America Acting by and Through Its General Services Administration, the United States Department of the Interior, National Park Service, the United States Coast Guard, the California State Historic Preservation Office, and the City of Los Angeles Regarding the Conveyance and Preservation of Point Fermin Light Station Historic District, San Pedro, Los Angeles, California." GSA Control No. 9-U-CA-1684. September 7, 2018, 1.

Narrative Description

The Point Fermin Historic District is located on the San Pedro Peninsula, as situated due west of the entrance to the Port of Los Angeles in San Pedro, California (see the attached USGS map). As previously described, the district is comprised of both a southern portion and a northern portion. The southern portion of the district is located on the tip of the peninsula, which is known as Point Fermin, and it contains contributing features related to both the Point Fermin Light Station and the Battery Osgood-Farley building complexes. The northern part of the district, which is set approximately one-half mile inland from the tip of the peninsula, contains one contributing feature related only to Battery Osgood-Farley—the main battery, itself. Battery Osgood-Farley includes within it two batteries, two gun pits, a centralized bunker, and a latrine and storage wing that are all physically connected to one another. The southern part of the district also includes four contributing resources that are functionally related to the Battery Osgood-Farley and the larger military use of the property as Fort MacArthur. They are as follows: a Radio Compass Station Generator Building, U.S. Army Base End Station B1/5, U.S. Army Base End Station B1/6, and a Naval Detection Defense Station. The southern part of the district also contains all of the contributing features that are related to the Point Fermin Light Station building complex, as follows: a lighthouse and attached lighthouse keeper's residence; original storehouse; original coal house and privy; three cisterns; and a domestic yard. The district also includes many non-contributing features that have either been subject to substantial alteration or are non-original, including the following: three sites (a parking lot, an extant foundation that once belonged to a non-extant signal beacon, and another extant foundation that once belonged to a non-extant Radio Direction Finder Building); thirteen structures (seven verandas; an arbor; a storage shed; a fence that encloses the light station building complex; a waist-high wall that traverses much of the length of Point Fermin Park, which separates the park from the cliff of the rocky promontory; a chain-link fence; and a wind breaker wall); and four objects (a Los Angeles Fire Department weather station and three different types of light standards that are found within the district).[2] (See the attached sketch map for the locations of all contributing and non-contributing features, which are described and numbered below.)

The contributing features that comprise the Point Fermin Historic District, as well as their original construction dates, are as follows:

1. Point Fermin Lighthouse (1874): Point Fermin Lighthouse was constructed in 1874 to serve the Port of Los Angeles in San Pedro. As part of the original construction, the lighthouse included an attached lighthouse keeper's residence, as well. However, today, the lighthouse and residence are used as a City of Los Angeles-operated museum that interprets the history of the property to the public.
2. Original storehouse (ca. 1880s): The present-day restrooms and kitchenette/storage space for use by museum staff was originally constructed as a store house.

[2] The exact quantity of these light standards is not known, so each of the three types of light standards is counted here as one non-contributing object. The individual standards are not counted.

3. Original coal house and privy (ca. 1874): Originally constructed as a coal house and privy, the interior of this building has been converted for use as an office for museum staff and a gift shop.

4-6. Three Cisterns
   a. Cistern with small brick dome (1874-93): A small brick dome marks the location of a cistern that is otherwise submerged underground at the southeast side of the lighthouse, in close proximity to the front entry to the building.
   b. Cistern with metal cover (1874-93): Only a round metal cover located directly east of the rear entry to the lighthouse residence demarcates the location of this cistern, which is entirely submerged underground.
   c. Cistern with large brick dome (1874-93): A large brick dome marks the location of this cistern, which is located to the northeast of the lighthouse and is otherwise submerged underground.

7. Domestic yard (ca. 1874-79): An enclosed domestic yard for use by the lighthouse keeper has surrounded the lighthouse since sometime in the mid- to late1870s.

8. U.S. Army Base End Station B1/5 (ca. 1920): One of two base end stations (also known as fire control stations) at Point Fermin, the concrete structure is partially below grade. It is purely utilitarian and features no ornamentation. A hatch with an iron door is located on the top of the structure. Slits designed for observation of the ocean (and potential enemy targets at sea), which measure eight inches in width, have been filled with brick and mortar, and the openings are obscured from the exterior by iron shutters.

9. U.S. Army Base End Station B1/6 (ca. 1920): One of two base end stations (also known as fire control stations) at Point Fermin, the concrete structure is partially below grade. It is purely utilitarian and features no ornamentation. A hatch with an iron door is located on the top of the structure. Slits designed for observation of the ocean (and potential enemy targets at sea), which measure eight inches in width have been filled with brick and mortar, and the openings are obscured by iron shutters.

10. Radio Compass Station Generator Building (also known as the DoD Generator and Transformer Bunker) (ca. 1920-24): The concrete building is located between the light station and U.S. Army Base End Station B1/5. It is one story in height, is partially below grade, is capped by a flat roof, and has a very large antenna located immediately adjacent to it on the southwest side. This building originally functioned as a radio compass station generator building. It was later converted for use as a radio direction finder transmitter powerhouse (ca. 1940). Beginning in 1983, the building was leased to the Los Angeles Police Department for use as a radio receiver station, and it continues to function in this capacity to the present day.

11. Naval Detection Defense Station (ca. 1942-45): Located between the two base end stations, the one-story-over-basement, wood-frame building measures 23 feet by 53 feet. It is clad in horizontal drop siding and is capped by a hipped roof. It was originally used as a Navy radio station and barracks building, but later uses include a naval direction defense station (1945), a U.S. Coast Guard Officers Quarters (1945-1950s) and a U.S. Coast Guard Well-Being and Recreation Cottage (1950s-2010).
12. Battery Osgood-Farley (1916-1919): Today considered a single entity, Battery Osgood-Farley was sometimes referred to in the past as two separate batteries (Battery Osgood and Battery Farley) as each part of the building complex has its own gun pit. However, the batteries are physically connected by the centralized facilities that they share as located in the central bunker, which is connected to the two batteries by a network of tunnels. The central bunker includes a power room, a transformer room, a motor generating room, a radiator room, powder magazines, and shell galleries. There is also a latrine and storage wing within Battery Osgood-Farley that sits parallel to the central bunker, forming a courtyard-like space between them that is accessed on one end by a driveway.

In addition, there are also a number of non-contributing features to the district. These are either original features that have been subject to extensive modifications over time or they were constructed outside the period of significance. The non-contributing features of the historic district include the following:

13-19. Verandas (ca. 1990): Six concrete verandas were constructed in approximately 1990 as located at different points along the Point Fermin Park wall, and these replaced earlier wood verandas. The post-and-beam structures provide shaded seating areas for use by the public.
20. Arbor (ca. 1925-65): A large arbor located in the garden area west of the lighthouse was constructed around or after the City of Los Angeles leased the lighthouse from the Federal Government.
21. Storage shed (ca. 1925-65): The shed is located in the parking lot west of the lighthouse.
22. Parking lot (2003): The parking lot was paved as part of the 2002-03 rehabilitation of the Point Fermin Lighthouse and is located west of the lighthouse.
23. Lighthouse fence (1997): The wood picket fence is approximately four feet tall, and it separates the light station from the larger 37-acre, city-owned Point Fermin Park in which the district is ensconced.
24. Point Fermin Park wall (ca. 1990): The concrete wall marks the southern edge of Point Fermin Park. It was constructed in ca. 1990 and replaced an earlier park wall.

25. Light standards (type 1) in Point Fermin Park (ca. early 1990s): An unconfirmed number of electric light standards were installed as part of the rehabilitation of Point Fermin Park in the early 1990s. The concrete standards are approximately 18 feet tall and feature Victorian Era-inspired details.
26. Light standards (type 2) near the parking lot (2003): Three electric light standards were installed as part of the 2002-03 rehabilitation of Point Fermin Lighthouse and are located at the western edge of the parking lot. The metal standards are approximately 24 feet tall and are raised on concrete bollards.
27. Chain-link fence (2003): The chain-link fence was erected in 2003. The fence encloses the two base end stations, the Naval Detection Defense Station, the wind breaker wall, and the foundation of the signal beacon.
28. Light standard (type 3) near the Naval Detection Defense Station (date of installation unknown, but before 1965): One electric light standard was installed before 1965 near the Naval Detection Defense Station. It is located at the northeast corner inside the chain link enclosure and northeast of U. S. Army Base End Station B1/5. The metal standard is approximately 14 feet tall.
29. Foundation of the non-extant Radio Direction Finder Building (1920) and the non-extant Los Angeles Fire Department Lookout Post (ca. 1950): The Radio Direction Finder Building was demolished in ca. 1948. Only the foundation of the building remains extant today. Around 1950, a one-room, wood-framed building was constructed on top of the foundation, the Los Angeles Fire Department Lookout Post; however, it burned to the ground in September 2020. The extant foundation of the non-extant Radio Direction Finder Building and the non-extant LAFD Lookout Post is located outside the chain-link fence to the west.
30. Wind breaker wall (exact date unknown; built after 1942): The wind breaker wall is L-shaped in plan and located northwest of the Naval Detection Defense Station. The structure is approximately 35 feet in total length, and it is approximately six feet tall. It wood-frame construction consists of a sill, a double top plate, posts and horizontal bracing between the posts. The wind breaker wall sits on a low stone foundation.
31. Foundation of signal beacon (exact date unknown, but before 1965): The foundation of a former signal beacon is located between U.S. Army Base End Station B1/6 and the Naval Detection Defense Station. The concrete foundation is roughly circular in plan. It is known that a light tower for a signal beacon existed on top of the foundation as late as 1965, but archival research could not determine when exactly the light tower was either constructed or demolished. Because the light tower has been demolished, the remaining foundation that once supported it lacks adequate integrity to convey its significance.

32. Los Angeles Fire Department weather station (2001): The automated weather station is sited at the farthest southwest point of Point Fermin. Instruments are mounted on a three-legged metal stand, and a camera is mounted on a shorter metal post nearby.

Detailed descriptions of the contributing buildings are provided here as are also more detailed information about non-contributing buildings and structures within the district, as follows:

1. Point Fermin Lighthouse – Contributing Building
Point Fermin Lighthouse was constructed in 1874 as a light tower with an attached two-story, wood-frame residence for use by the lighthouse keeper situated directly beneath it. The wood-frame light tower rises three stories above the center of the residence below, and its total height is 59 feet above grade. The tower, itself, is square in plan while the residence below is rectangular in plan. The entire composition—both light tower and residence—was designed in the Stick Style, which was a popular architectural style during the Victorian Era. The building is oriented southwest towards both the tip of the rocky promontory on which it sits and the Pacific Ocean beyond.

The residence is capped by a cross-gabled roof with wood shingles. Each gable end features decorative wood trusses, and the eaves feature carved rafter tails and decorative brackets. The building is clad in horizontal wood shiplap joint siding on the portion of the building that serves as a residence, while the gable ends and the tower feature vertical channel siding.

The building features multi-lite, wood-sash windows on the two floors of the residence and the lower two floors of the light tower, and many of the windows feature pent hoods with wood shingles. The main entry is composed of a paneled wood door with a multi-lite transom. There are two paneled wood doors with transoms on the north (rear) façade; the door in the center of the north façade is capped with a gabled hood, and the door on the east end of the façade is capped with a shed hood.

There is a full-length porch across the primary (south) façade that features turned wood posts with diagonal bracing. To the east of the main entrance, the porch is covered with a shed roof with wood shingles. To the west of the main entrance, a wood balcony at the second floor covers the porch. The balcony is accessed by an exterior staircase on the west façade. The entry porch and the balcony feature wood balustrades with jigsaw-cut boards. There are two brick chimneys located on the building's west façade that are expressed primarily to the interior and one brick chimney on the east façade, which is also expressed primarily to the interior of the building. The building also has a concrete and brick basement.

The building is of redwood construction, and the interior board floors are of Douglas fir. Interior wood details include wainscots, picture molding, and paneled doors with molding around the frames. There are four fireplaces with carved wood mantels, brick surrounds, and ceramic hearths. The first floor of the residence contains a drawing room in the southwest corner, a bedroom in the northwest corner, and a kitchen on the east side with a pantry to the north. On the second floor, there is a living room in the southwest corner, a small bedroom in the center, a large bedroom—which originally was a kitchen with a pantry— on the east side, and a third

bedroom in the northeast corner of the building. The stairs that lead to the light tower are located in the center of the north side of the residence.

Character-defining features of the lighthouse include the following:

- Light tower with gallery and paired brackets;
- Lantern with glazing on all sides and a spherical copper roof;
- Steeply pitched, gabled roofs with decorative trusses in the apex of the gables;
- Double-hung, wood-sash windows in a variety of configurations with bracketed hoods, wide board trim, and projecting sill;
- Three red brick chimneys;
- Horizontal shiplap siding and vertical sawtooth siding;
- Overhanging eaves with exposed rafter tails and brackets;
- Full-length porch and balcony on south façade with diagonal crossed brackets; and
- Fourth-order Fresnel lens.[3] The lens, which was first installed in the light tower in 1874, was removed sometime in 1899. Currently, there is a lens on display on the first floor of the Lighthouse Museum; this lens is the third and last lens to serve the lighthouse in the period of time spanning from 1912 to 1941.[4].

2. Original Storehouse – Contributing Building
The building that originally functioned as a store house used by the lighthouse keepers has been converted for use as both a restroom and a kitchenette/storage space for museum staff. The building is located northwest of the lighthouse. It is one story in height, measures 40 feet by 20 feet, and it is capped by a side-facing gable roof with wood shingles. The building is clad in wood shiplap siding and sits on a non-original reinforced concrete foundation. On the north end of the west (primary) façade are a large carriage-style wood garage door and a paneled wood door; on the south end of the façade are three paneled wood doors. All fenestration on the west façade was added after the City of Los Angeles began leasing the light station property in 1925, and the four paneled wood doors were added in 2003.[5] There is a pair of paneled wood doors and a wood-sash casement window on the east (rear) façade.

Character-defining features of the original storehouse include the following:

- One-story height;
- Gable roofs;
- Horizontal wood shiplap siding;
- Paneled wood doors; and

[3] "Memorandum of Agreement," 4-5.
[4] "Point Fermin's 4th Order Light and Lens," interpretive panel on display at the Point Fermin Lighthouse Historic Site and Museum, by Kristen Heather, accessed December 11, 2018.
[5] A photograph of this façade prior to the 2003 rehabilitation is included in James Hill & Associates with M2A Milofsky & Michali Architects and P2S Engineering, *Point Fermin Lighthouse Historic Structures Report*, prepared for the City of Los Angeles Department of Parks and Recreation, April 1999, 11.

- Wood-sash windows with wide board trim.[6]

3. Original Coal House and Privy – Contributing Building
The building that originally functioned as a coal house and privy is currently used as an office and gift shop. In 1912, it was relocated from the rear yard north of the lighthouse to its present location, which abuts the south wall of the original storehouse. It is slightly shorter than the original storehouse and set back from that building's west façade. The original coalhouse is rectangular in plan, measures 24 feet by 16 feet, is capped by a side-facing gable roof with wood shingles, and is clad in wood shiplap siding. The west façade features a pair of partially-glazed paneled wood doors, a wood-sash casement window, and a single partially-glazed door. There is a paneled wood door and a ribbon window on the east façade, and the south façade features a wood hung window as well as an additional window that is smaller in size.

Character-defining features of the original coal house and privy include the following:

- One-story height;
- Gable roofs;
- Horizontal wood shiplap siding;
- Paneled wood doors; and
- Wood-sash windows with wide board trim.[7]

4-6. Three Cisterns – Contributing Structures
It is unclear exactly when the three cisterns were built. A U.S. Lighthouse Board Report noted that one cistern was built in 1880; however, archival research has not determined the construction dates of the other two cisterns.[8] Two of the three cisterns are constructed of brick with domed tops over cylindrical underground tanks. The third cistern has a metal top, rather than a brick dome, that sits flush with the ground. The cisterns are approximately ten feet deep and were designed to capture rain water collected from the lighthouse's gutter system, which diverted water into underground metal pipes that emptied into the cisterns. Water would then be pumped from the cisterns into the lighthouse keeper's residence as delivered by a hand pump. Each of the two cisterns in closest proximity to the lighthouse have the capacity to store 7,000 gallons of water, and the cistern located a farther distance away and to the northeast of the lighthouse has the capacity to store 10,000 gallons. Each of the three cisterns is described in greater detail below:

a. *Cistern with the small brick dome*. The cistern with the small brick dome is a below-grade brick cistern located on the south end of the district and to the east of the entry porch. The brick dome, which caps the cistern and sits several inches above grade,

[6] "Memorandum of Agreement," 5.
[7] "Memorandum of Agreement," 5.
[8] An 1880 U.S. Lighthouse Board Report showed a new 5,000-gallon capacity cistern had been built at the light station. An 1881 U.S. Lighthouse Board Report mentioned that rainfall was never sufficient at Point Fermin in any one year to fill the cisterns indicating more than one cistern existed. From "Notes by Kristen Heather." These records are held at the National Archives in Washington, DC.

measures approximately five feet in diameter. The bricks that comprise the dome are laid in a radial brick pattern with tapered mortar joints. The interior of the cistern was historically accessed by a metal manhole cover placed in the center of the brick dome; however, this cover has been welded shut.

b. *Cistern with a metal cover*. This cistern is also located to the east of the lighthouse and it sits approximately 25 feet north of the cistern with the small brick dome. The cistern is capped with a metal manhole cover and this sits flush with the ground.

c. *Cistern with the large brick dome*. The cistern with the large brick dome has the largest visible area of the three cisterns. It is located to the northeast of the lighthouse. It measures roughly 10 feet in diameter and the dome rises 18 inches above grade. Like the cistern with the small brick dome, the bricks that comprise the large dome are laid in a radial brick pattern with tapered mortar joints and it has a welded metal manhole door that provides access to the interior of the cistern at the top.

Character-defining features of the three contributing cisterns include the following:

- Domed brick caps with cementitious parge coat;
- Steel manhole lids.[9]

7. Domestic Yard – Contributing Site

An enclosed domestic yard has surrounded the lighthouse since at least the mid- to late 1870s, the earliest known date of a wood picket fence existing in this location. The construction of the fence that enclosed the domestic yard was likely concurrent with that of the lighthouse in 1874, or it was constructed shortly afterward, as based upon evidence documented in historic photographs of the site. The domestic yard was for the use of the lighthouse keeper. Although archival research did not confirm every historical use of the domestic yard, it is known that it did contain a windmill, tower, and water tank beginning in 1907 that provided water pressure for the lighthouse's new indoor plumbing, and these structures were in use for approximately a decade.[10] In 1884—and again in 1913— the lighthouse keepers planted shade trees, grass, and flowering plants around the lighthouse.[11]

Today, the domestic yard is enclosed by a replacement lighthouse fence (a non-contributing feature) that approximates the location of the original wood picket fence that enclosed the domestic yard as early as the mid- to late 1870s. The domestic yard is characterized by expanses of lawn segmented by concrete walkways. There is a front yard to the south of the lighthouse, a rear yard to the north, and a side yard to the east. The three cisterns are located in the domestic yard.

[9] "Memorandum of Agreement," 5.
[10] Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* prepared for U.S. General Services Administration, July 1, 2014, 63.
[11] Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* 87.

8. Battery Osgood-Farley – contributing building

Battery Osgood-Farley was constructed between the years of 1916 and 1919. It is built on a bluff overlooking the Port of Los Angeles. The building is not orthogonally aligned to the cardinal directions, but instead it has an orientation that is skewed relative to them. The building consists of a symmetrical arrangement of two concrete gun pits on either side of a massive semi-subterranean concrete bunker, which is located in between the two gun pits. The bunker is sunken into the landscape on one side and is, therefore, not visible from the coast that lies to the west. The central bunker includes several rooms for powder and shell storage, target plotting, electric power generation, oil rooms, and corridors for transportation of ammunition to the gun pits. Although the building was constructed as a single entity (a two-gun emplacement), each gun within the building complex was originally designated as a separate tactical battery (i.e. Battery Osgood and Battery Farley). Therefore, the northwest side of the building is named Battery Osgood, after the gun that is located in the gun pit on that particular side of the building; likewise, the southeast side of the building is named Battery Farley after the gun that is located in the eastern gun pit. The building has some bilateral symmetry to it to accommodate Battery Farley to the northwest, and Battery Osgood to the southeast. Located on top of the semi-subterranean central bunker are located two Battery Commander Stations, one corresponding to each of the two batteries located on each side of the building. Each station consists of a small concrete room with steel shuttered viewing slits facing out to sea. Historically, the viewing slits provided views of the ocean and, potentially, of enemy vessels at sea. Information observed from each of the Battery Commander Stations was then communicated to those manning equipment in two different Plotting Rooms, which were located on both the east and west sides of the building in order to serve the gun pit with which each one was associated. Access to the Battery Commander Stations are provided by stairwells located to each end of the central bunker.

As previously stated, there is a gun pit located on either side of the semi-subterranean central bunker. Each gun pit consists of a stepped semi-circular depression where a rifled cannon on a "disappearing carriage" was mounted.[12] Disappearing carriages made it possible for guns to remain behind parapets until their muzzles rose over the crest to fire. The resulting recoil would knock the guns back into the pits for reloading.[13] Above the gun pit there was a 14-foot-high concrete parapet and blast apron. The disappearing carriage also had a 20-ton lead counterweight suspended in a 20-foot-deep well in the center of the gun pit to counter balance the weight of the gun. There was a built-in mechanical number indicator at the top step of the gun pits which displayed coordinates to the gunners so they could adjust the aim of the gun. This was connected to the battery's plotting room where plotters calculated firing angles using triangulation from measurements taken at the base end stations.

Located immediately to the northeast of the central bunker is a paved courtyard that is defined by the central bunker's northeast-facing exterior walls and the southwest walls of the latrine and

[12] Charles L. McNeill, "Battery Osgood-Farley," (Request for Historic-Cultural Monument Declaration, Los Angeles, 1991), 2.

[13] Brian B. Chin, *Artillery at the Golden Gate: The Harbor Defenses of San Francisco in World War II* (Missoula, MT: Pictorial Histories Publishing Company, Inc., 1994), 3.

storage wing. This building wing is a single-story and constructed of concrete. It originally contained latrines, storerooms and officer's rooms, and today it functions as offices and storage for the building, which functions as a public museum that interprets the military history of the property. The paved courtyard also connects the Battery Osgood-Farley to the main vehicular access road, which today is named Osgood Farley Road. Originally, the courtyard served as a staging area for the unloading of goods arriving to the battery as carried there by vehicles. Adjacent to the paved area, a crane once projected from the ground, and this was used to unload artillery shells weighing up to1,560 pounds; however, the crane is no longer extant today.

Landscaping around the area of the Battery Osgood-Farley today consists of both low-lying native vegetation as well as planted trees and grass, reflecting its current use as a public museum that is located in a city-owned park. There are deciduous trees planted along Osgood Farley Road, which have been there since at least 1947, as based on historic aerial photography. When exactly they were planted there remains unknown. However, it is highly likely that it was after the conclusion of World War II as, the evidence from historic photographs suggests that historic vegetation consisted mostly of naturally-occurring low-lying shrubbery, as the battery was designed to blend into the landscape so that it was not visible to enemy vessels located at sea.

The integrity of Battery Osgood-Farley is high. The setting and location is still intact as it still sits on the hillside and is relatively isolated from other buildings located within the larger park that ensconces it today. The design, materials, and workmanship remain intact as there were no additions to the original battery since its construction. The feeling and association of the battery were affected when many of the weapons at the battery were sold for scrap metal in 1946 following their deactivation two years earlier in 1944, shortly before the conclusion of World War II. In the intervening years since the conclusion of World War II, the use of the battery has changed to a public museum, as operated by the City of Los Angeles' Department of Recreation and Parks, which interprets the history of the site. In its use as a museum, its association with coastal defense during a period of time spanning from WW1 through WWII remains strong. The Battery Osgood-Farley is the only intact example in the continental United States of an unmodified 14-inch disappearing carriage gun emplacement as built in what is known as the Taft Board style.

Character-defining features of the Battery Osgood-Farley include the following:

- Concrete construction;
- Large metal hung windows with security bar covers;
- Heavy iron doors with large strap hinges and bolts;
- Two Plotting Rooms;
- Truck galleries with tracks on the ceiling and power board;
- Power Room;
- Radio Switch Room;
- Stairs on either side of the central bunker leading up to the two Battery Commander Stations on either side;
- Two Gun Pits and stairs leading to the pits;

- Tunnels;
- Large, rounded bunker walls; and
- Number displays within the stairs.

9. U. S. Army Base End Station B1/5 - contributing structure
This is one of two base end stations, or fire control stations, on the site; the other is known as "U.S. Army Base End Station B1/6." The two base end stations are located in the southern portion of the historic district on the rocky promontory known as Point Fermin. They are approximately 73 feet apart from each other in space. They were completed in July 1920, and both base end stations are one story in height and semi-subterranean. They were meant to be invisible when the rocky promontory on which they sit was viewed from the nearby ocean waters. They are cubic in their proportions, each one measuring 6 feet in length, width, and height. The base end stations are accessed from an iron hatch that is mounted to the top of each structure, and hinges to this hatch are embedded in the concrete material that surrounds each door. The interior space is accessed by a steel run ladder that is set into the east interior wall. The east and south elevations, which face the ocean, were constructed with wide observation slits located in portions of the wall that sit above the level of the ground. These observation slits are protected by hinged iron shutters. However, the openings of these observation slits are currently infilled with brick. The interior of each of these base end stations has a raised concrete pad that is integral with rest of the concrete floor pad that surrounds it. The raised concrete pads originally were constructed to support a depression position finder, which is no longer extant today. The depression position finder was used to help triangulate the location of an enemy vessel at sea and to help others at one of the three nearby battery complexes (including Battery Osgood-Farley) to aim the battery's guns towards the enemy target. The base end stations have fair integrity. The observation windows have been bricked in at an unknown date. The metal shutters have rusted and fallen off of the structures. The metal hatches have also rusted beyond repair. The depression position finders have been removed, but the 8-sided concrete bases upon which they once sat are still extant.

The character-defining features of the U.S. Army Base End Station B1/5 include the following:
- Wide observation slits protected by hinged iron shutters (currently infilled with brick);
- Iron hatch mounted to top of each structure with hinges embedded in concrete;
- Steel run ladder set into interior wall;
- Raised concrete pad that once supported the now-removed Depression Position Finder; and
- Painted signs on wall used as directional references

10. U.S. Army Base End Station B1/6 - contributing structure
This is one of two base end stations, or fire control stations, on the site; the other is known as "U.S. Army Base End Station B1/5." The two base end stations are located in the southern portion of the historic district on the rocky promontory known as Point Fermin. They are approximately 73 feet apart from each other in space. They were completed in July 1920, and both base end stations are one story in height and semi-subterranean. They were meant to be invisible when the rocky promontory on which they sit was viewed from the nearby ocean

waters. They are cubic in their proportions, each one measuring 6 feet in length, width, and height. The base end stations are accessed from an iron hatch that is mounted to the top of each structure, and hinges to this hatch are embedded in the concrete material that surrounds each door. The interior space is accessed by a steel run ladder that is set into the east interior wall. The east and south elevations, which face the ocean, were constructed with wide observation slits located in portions of the wall that sit above the level of the ground. These observation slits are protected by hinged iron shutters. However, the openings of these observation slits are currently infilled with brick. The interior of each of these base end stations has a raised concrete pad that is integral with rest of the concrete floor pad that surrounds it. The raised concrete pads originally were constructed to support a depression position finder, which is no longer extant today. The depression position finder was used to help triangulate the location of an enemy at sea and to help others at one of the three nearby battery complexes (including Battery Osgood-Farley) to aim the battery's guns towards the enemy target. The base end stations have fair integrity. The observation windows have been bricked in at an unknown date. The metal shutters have rusted and fallen off of the structures. The metal hatches have also rusted beyond repair. The depression position finders have been removed, but the 8-sided concrete bases upon which they once sat are still extant.

The character-defining features of the U.S. Army Base End Station B1/6 include the following:

- Wide observation slits protected by hinged iron shutters (currently infilled with brick);
- Iron hatch mounted to top of each structure with hinges embedded in concrete;
- Steel run ladder set into interior wall;
- Raised concrete pad that once supported now removed Depression Position Finder; and
- Painted signs on wall used as directional references

11. Radio Compass Station Generator Building (also known as the DoD Generator and Transformer Bunker)—contributing building

The Radio Compass Station Generator Building was built in approximately 1923 according to a 1923 Navy Department Appropriation Bill[14] As its name indicates, it was constructed to serve as a Radio Compass Station. The building is located in the southern portion of the historic district on a rocky promontory overlooking the Pacific Ocean. The building is situated between the Point Fermin Light Station to the east and U.S. Army Base End B1/5 to the west. The building is a concrete one-story structure that is partially subterranean. It was constructed to provide services to Navy ships trying to reach Los Angeles Harbor as it could help them to determine their location at sea. A ship would call the radio compass station using Morse Code in a specific wavelength and staff at the radio compass station would maneuver a loop antenna to pick up the ship's signal. The antenna could then be rotated to establish the strongest signal, and this would help the operators determine which the direction the ships signal was coming from.[15] The building has a flat roof with overhanging eaves and exposed rafter tails hidden by a thin fascia board. Its primary façade, which faces northeast, has a metal door accessed by a stairway and

[14] Subcommittee of House Committee on Appropriations, *Navy Department Appropriation Bill for 1923*, Sixty-Seventh Congress, Second Session (Government Printing Office, Washington, DC, 1922), 414.

[15] "Point Reyes Radio Compass Station, Barracks," (HABS No. CA-2898, Seattle, WA, accessed December 17, 2018), pg. 3-4.

walkway with retaining walls on either side. A window opening located to the left of the door was likely original, but it has been filled in with concrete.

The character-defining features of the Radio Compass Generator Building include the following:

- One story, partially subterranean; and
- Concrete construction

12. Naval Detection Defense Station - contributing building

The Naval Detection Defense Station was built approximately in 1942. During World War II, the U.S. Navy constructed a radio station and barracks on the bluff just west of the light station.[16] It is a semi-rectangular building one story in height with an exposed basement level. The building is oriented in a generally north-south direction; it is not orthogonally aligned to the cardinal directions, but instead it is skewed in its placement relative to them. It sits on a piece of land that slopes down to the north. The building, which measures 23 feet by 53 feet long, is clad in horizontal drop siding over diagonal redwood sheathing. It has a side-facing gabled roof with slightly overhanging eaves. On the north elevation, there are two entrance doors; one provides access to the first story and the other, which is located on the west side of the north elevation, provides access to the western portion of the basement. The western portion of the basement was covered in vinyl siding around 1965; however, the rest of the basement appears to be original.[17] There is a built-in desk in the basement that has depressed cavities customized for radio equipment, which strongly suggests that at some point in time the basement served a communication function. However, the functional use of the basement remains unknown. On the south elevation of the building, there is an entrance door that is accessed by a wood deck, which was added in 1965.[18] On the east side of the building, there is a five-sided observation room where one could observe a 180-degree view of the Los Angeles Harbor. Originally, a chimney that provided smoke ventilation for a fireplace to the building's interior was located on the west side of the building; however, it is no longer extant as it was demolished in 2004. None of the original windows remain; they recently have been replaced with vinyl sliding windows. There are some indications that the building also was subject previously to some minor alterations on the west end, as there is evidence there of change; this includes a large step in the concrete foundation walls, splices in the wood trim, and variations in siding materials and window trims. No building records were located that could provide more evidence in regard to the extent that the building has been altered over time, or when such alterations occurred. Nonetheless, the building appears to have a moderately strong level of integrity, despite evidence of some relatively minor modifications. The building's likely purpose was to provide communications between the coast and the Upper Reservation of Fort MacArthur. The observation room, which is still intact, was manned at all hours of the day for information that would be relayed to the three

[16] Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 65.

[17] Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 73.

[18] Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 35.

batteries located on the Upper Reservation of Fort MacArthur.[19] Therefore, even though it has been subject to some alterations over time, it still retains enough integrity to be considered a contributor to the district.

The character-defining features of the Naval Detection Defense Station include the following:

- One-story rectangular building with exposed basement;
- Horizontal drop siding over diagonal redwood sheathing;
- Side-facing gabled roof with slightly overhanging eaves;
- A five-sided observation room where one could observe a 180-degree view of the Los Angeles Harbor;
- Built-in desk in the basement that has depressed cavities customized for radio equipment; and
- In-floor hatch, as located in a closet on the first floor, that provides access to the basement level

Other Ancillary Buildings, Sites, Structures, and Objects

The historic district includes a number of ancillary features that do not contribute to the district's significance, as listed in detail in the section above and as referenced here by the number assigned to them in that list. (See the attached sketch map for the locations of non-contributing features.) These non-contributing features include a number of structures that, at first glance, appear to belong the period of significance, but that archival research indicates most likely do not. The arbor (#20 in the list of non-contributing features provided above) may have been constructed as early as 1925; however, as based on photographic evidence, it was likely constructed much later. The arbor does not appear in the 1924 photograph of the Point Fermin Light Station prior to the initial City of Los Angeles lease for part of the site. It is possible that it may have been constructed toward the last years of the period of significance—in 1926 or 1927—but is not strongly associated with the light station functions and is, therefore, not considered a contributing feature. Like the arbor, the storage shed (#21) also does not appear in a 1924 photograph of the light station. No evidence of the storage shed existing on the site and in that location appears in any archival or photographic materials until 1965, when a U.S. Coast Guard map depicts a ca. 1919 concrete oil house in the vicinity of a rectangular structure that is similar in shape and location to the storage shed. Based on the absence of any documentation of the shed's existence up until that point, it appears highly likely that the storage shed was constructed after the period of significance for the historic district. In regard to the wood picket fence (#23) that surrounds the lighthouse today, a wood picket fence has surrounded the lighthouse since at least 1874; however, the current fence was constructed in 2007 and in a different location from the earliest fence. Therefore, it is also considered a non-contributing feature of the district. Other features are known to date outside of the district's period of significance; these include the parking lot (#22) and the light standards (type 2) that are adjacent

[19] Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 36.

to it (#26). While these features do not contribute to the significance of the historic district, they are compatible with the historic lighthouse and its associated features.[20]

The features constructed as part of the development of Point Fermin Park are not associated with either the Point Fermin Light Station or the Battery Osgood-Farley; therefore, they do not contribute to the significance of the district. These include the seven verandas (#13-19), the Point Fermin Park wall (#24), and the light standards (type 1) in Point Fermin Park. Likewise, the chain link fence (#27) that today surrounds some of the buildings that exist in the southern part of the district, as associated with Battery Osgood-Farley, was constructed well after the period of significance, in 2003. There are also a few elements located within the district about which little is known, but that do not appear to be associated with either the Point Fermin Light Station or the Battery Osgood-Farley. A wall was constructed to serve as a wind break (#30) at an unknown date sometime after 1942, and a light standard (type 3, #28) was installed by the Radio Compass Generator Building sometime before 1965. However, as a previous research effort conducted at the site determined, the wall and light standard "are not associated with the U.S. Navy presence at Point Fermin, or with the U.S. Army presence.[21] Finally, a Los Angeles Fire Department Weather Station (#32) at Point Fermin is also non-contributing; it was likely installed at Point Fermin Park because it is city-owned land, and it was constructed outside the period of significance in 2001.

There are, however, some elements within the district that were built during the period of significance but that are, nonetheless, non-contributing features. The foundation for the Radio Direction Finder Building (#29), was built during the period of significance; however, the building that sat on top of the foundation was demolished sometime after 1947. Subsequently, a Los Angeles Fire Department (LAFD) Lookout Post was built on top of the existing foundation; however, this LAFD Lookout Post recently burned to the ground in September 2020 so that, once again, all that remains is the foundation for the non-extant Radio Direction Finder Building. The foundation of the non-extant Radio Direction Finder Building is non-contributing to the district as it does not retain sufficient integrity to convey its significance. There is also an extant foundation for a non-extant signal beacon (#31) that appears as if it may have been built during the period of significance (all that is known is that it was constructed sometime before 1965). However, it does not retain sufficient integrity to convey its significance, if any, since all that remains is the foundation.

Integrity

The contributing resources that comprise the Point Fermin Historic District possess integrity, despite some changes over time. These changes include the relocation of the original coal house at the Point Fermin Light Station building complex to its present site in 1912, which occurred during the period of significance. There have also been changes to the setting of the district over time; the southern portion of the district in which buildings are located related to both the Point Fermin Light Station and the Battery Osgood-Farley no longer functions to support either

[20] Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* 93-94.

[21] Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 102.

maritime navigation or a defensive military purpose; instead, it has been operated as a public park—Point Fermin Park— by the City of Los Angeles since 1927; likewise, the northern area of the district in which the main part of the Battery Osgood-Farley building complex is located no longer serves a defensive military purpose; instead, it also has been owned and operated as a public park—Angels Gate Park—by the City of Los Angeles since 1979. The park-like landscaping elements that have been added in the vicinity of both the Point Fermin Light Station and the Battery Osgood-Farley do not help to convey the significance of these resources; however, neither do they significantly detract from them. There is also a relatively recent 2003 rehabilitation project that occurred at the Point Fermin Light Station building complex which resulted in some alterations to the building complex; however, the project was executed in conformance with the Secretary of the Interior's Standards for Rehabilitation. Although integrity of setting and feeling has diminished over time, the Point Fermin Light Station and Battery Osgood-Farley Historic District retains a sufficient degree of integrity to continue to convey its significance.

Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

x A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

B. Property is associated with the lives of persons significant in our past.

x C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

A. Owned by a religious institution or used for religious purposes

B. Removed from its original location

C. A birthplace or grave

D. A cemetery

E. A reconstructed building, object, or structure

F. A commemorative property

G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance: (Enter categories from instructions.)
Maritime History
Military
Transportation
Architecture

Period of Significance
1873-1944

Significant Dates
1874 – date at which construction upon Point Fermin Lighthouse was completed and the building became operational;
1914 – date at which Fort MacArthur was established
1919 – date at which Battery Osgood-Farley's construction was completed

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Pelz, Paul Johannes
U.S. Army Corps of Engineers, Los Angeles

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Point Fermin Historic District is eligible for listing in the National Register under Criterion A because the two complexes of buildings and structures that comprise it are associated with both the history of California maritime transportation and the development by the military of California's coastal defenses. The first phase of Point Fermin's built development was in the late nineteenth century when it was constructed with a light station, a complex of buildings that are built to provide support to a lighthouse, which serves a protective function in providing a beacon to vessels at sea. The construction of the lighthouse at Point Fermin (with attached lighthouse keeper's residence) in 1873 was the first in the Los Angeles area, and it followed the first wave of lighthouses built following the Gold Rush. This wave of construction activity was a result of significant increases in maritime traffic along the California coast. The Point Fermin Lighthouse (which was individually listed on the National Register in 1972 and is only one element of a larger light station complex) is believed to be one of the first projects of the federal government in the region and one of the oldest extant buildings in San Pedro.[22] In addition to the lighthouse, the light station includes seven other contributing resources, as follows: the original coal house and privy (the present-day office and gift shop for a public museum, which operates inside of the lighthouse), the original storehouse (the present-day restrooms and kitchenette/storage space for use by museum staff), three brick cisterns, and a domestic yard. In the early twentieth century, Point Fermin was developed to accommodate a second use—a military use—with the establishment of Fort MacArthur on October 31, 1914. Fort MacArthur was intended as a permanent harbor defense installation, and it was comprised of three different parcels of land – the original section, later known as the "Middle Reservation"; an area on Point Fermin, later known as the "Upper Reservation"; and a small plot on Terminal Point called Deadman's Island. Two years after the establishment of Fort MacArthur, in 1916, the construction of three coastal defense batteries, as located on the Upper Reservation, began. A fourth coastal defense battery also was constructed at this time as located on a small piece of land between Terminal Island and Deadman's Island in the Los Angeles Harbor; however, this fourth battery was demolished by the mid-1920s with the widening of the main channel to the Los Angeles Harbor. The construction of the Battery Osgood-Farley, which is the only one of the three batteries on the Upper Reservation that remains completely intact, is representative of this second phase in Point Fermin's development. The Battery Osgood-Farley (which was individually listed in the National Register in 1974 under Criterion A for its association with the nation's military defense system) is historically significant for its association with the Taft Board in evaluating shoreline defenses and also as one of the many coastal defense batteries that were built as important components of the nation's military posts that were constructed for coastal defense in that era. The Battery Osgood-Farley building complex includes not only the battery, itself, but also four other contributing resources, as follows: two base end stations, a Radio Compass Generator Building, and a Naval Detection Defense Station. The period of significance for the Point Fermin Historic District spans from 1873 to 1944, which spans the period of time from when Point

[22] Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* 92.

Fermin was first developed for maritime navigation until the time that the second phase in Point Fermin's development—when it was used for a military purpose as a permanent harbor defense installation— concluded with the decommissioning of Fort MacArthur's defensive coastal batteries in 1944, shortly before the end of World War II.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Areas of Significance: Maritime History, Transportation, and Architecture

In 1849, Congress launched the U.S. Coast Survey of California in response to the increased maritime traffic along the Pacific Coast that followed the Gold Rush, which began in 1848. The purpose of the survey was to scout out potential sites for new lighthouses. Although Point Fermin was not one of the 16 sites identified, Phineas Banning, a local shipping merchant and a partner in the Alexander & Banning Shipping Company, petitioned Congress as early as 1854 for a lighthouse in proximity to the small San Pedro Harbor, which served a mostly rural Southern California. Banning eventually owned the majority of the waterfront and played a significant role in the harbor's development into the deep-water Port of Los Angeles.[23]

By 1858, $10,000 had been appropriated for the construction of a lighthouse and fog signal at Point Fermin, the southern tip of the Palos Verdes Peninsula which is in the former township of San Pedro and located west of Long Beach.[24] However, development of Point Fermin was postponed for nearly two decades while the American Civil War was underway and after multiple title claimants presented challenges for the federal government to condemn the land. In 1873, a three-acre plot of land located on the very tip of Point Fermin was reserved for development and maintenance by federal employees of the U.S. Lighthouse Board.[25]

Roughly concurrent to the land being set aside, plans were underway for a combined lighthouse and lighthouse keeper's residence to be constructed on the site. These plans were drawn by Paul J. Pelz, a draftsman of the Lighthouse Board, and the drawings were signed in December 1872 by George H. Elliot, the Engineering Secretary of the Lighthouse Board. The developed plans called for the erection of a square light tower to fit a fourth-order Fresnel lens, which would be used both to announce the entrance to the harbor and to warn against local hazards.[26] However,

[23] Ernest Marquez and Veronique De Turenne, *Port of Los Angeles: An Illustrated History from 1850 to 1945* (Santa Monica, CA: Angel City, 2007), 49.

[24] Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, IA-7; James Hill & Associates, *Point Fermin Lighthouse Historic Structures Report*, 5.

[25] "Lighthouse History," *Point Fermin Lighthouse Historic Site and Museum*, accessed December 27, 2018, http://www.pointferminlighthouse.org/history.html.

[26] James Hill & Associates, *Point Fermin Lighthouse Historic Structures Report*, 5. Three different fourth-order Fresnel lenses were used at Point Fermin Lighthouse from 1874 to 1941. The last lens was removed from the light tower sometime after World War II. It has been on display as a non-operational museum exhibit at the Lighthouse Museum since 2006. See "Point Fermin's 4th Order Light and Lens," interpretive panel on display at the Point Fermin Lighthouse Historic Site and Museum, by Kristen Heather, accessed December 11, 2018.

Pelz's design for a lighthouse was not unique to Point Fermin. Ultimately, six lighthouses were built according to his design, including Point Hueneme near Oxnard, California (demolished); East Brother in Richmond, California (extant); and Hereford Inlet in North Wildwood, New Jersey (extant).[27] While other lighthouses of Pelz's design remain extant, the Point Fermin Lighthouse is the only remaining wood-frame lighthouse constructed during the 1870s between San Francisco and San Diego, which represents a significant portion of California's coastline.[28]

California light stations were, of necessity, distinct from those constructed elsewhere in the country due to the state's unique geographical, climatic, and topographical features. Pelz's design for the lighthouse at Point Fermin was the culmination of nearly two decades of trial and error on the part of Lighthouse Board architects to determine the specific construction methods, techniques, and materials that were best suited to their particular locations.[29] For Point Fermin, a balloon-frame structure with brick infill and a brick foundation was selected. Balloon framing became outmoded by the mid-20th-century, when it was largely replaced with platform framing. The combined lighthouse and lighthouse keeper's residence were embellished with jigsaw-cut molding, turned posts, knee braces, rafter tails, and gable-end trusses as well as small areas of stickwork (decorative wood boards applied to the cladding) below the first-floor windows and at the fifth-floor lantern gallery and other details that are characteristic of Stick Style, which was a nationally popular style of residential architecture between the 1860s and 1890s. Stick-style design elements that identify the building as a lighthouse include the vertical orientation of the light tower, the second-floor balcony that overlooks the ocean, and the fifth-floor observation deck that repeats the decorative elements seen on the lighthouse keeper's residence below.

Construction on the Point Fermin Lighthouse began in 1873, shortly after Pelz's plans were completed. It became operational on December 15, 1874, and it was painted white to increase its visibility as a daymark.[30] The earliest ancillary facilities at the site were likely built at the same time in order to support lighthouse operations; however, archival research has not identified any records that list the light station's earliest ancillary facilities. According to historical notations contained in reports of the U.S. Lighthouse Board as well as lighthouse keepers' log books, it is believed that a stable and at least one cistern were constructed early in the development of the Point Fermin Light Station.[31]

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[27] Henrietta E. Mosley, *Point Fermin Lighthouse Families, 1874-1927* (Palos Verdes, CA.: Pacific Heritage Books, 2013), 7. Only four sister lighthouses are identified in Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, IA-8.

[28] William L. Olesen, Point Fermin Lighthouse Committee, "Point Fermin Lighthouse," National Register of Historic Places Inventory**,** Nomination Form, prepared July 11, 1971, listed June 13, 1972, 3.

[29] Jack Bookwalter, Research Historian, **S**onoma State University, "Light Stations of California," National Register of Historic Places Multiple Property Documentation Form, prepared October 16, 1989, received by the National Register on July 22, 1991, section F.II, 2.

[30] Olesen, "Point Fermin Lighthouse," 3. Lighthouses were historically painted different colors to distinguish them from one another and so that mariners could easily identify them during daylight hours. James Hill & Associates, *Point Fermin Lighthouse Historic Structures Report*, 9.

[31] The Point Fermin lighthouse keeper's log from November 1, 1875, mentioned the arrival of materials for an addition to the stable, and an 1880 U.S. Lighthouse Board Report showed a new 5,000-gallon capacity cistern and another addition to the stable were built at the station. An 1881 U.S. Lighthouse Board Report mentioned that rainfall was never sufficient at Point Fermin in any one year to fill the cisterns indicating more than one

Typical of light stations, a lighthouse keeper would be required to reside on the property on a full-time basis in order to oversee all operations. Because of the remote and rural nature of many lighthouse sites, the lighthouse keepers who manned them required a certain degree of self-sufficiency, as afforded by the various functions of ancillary structures.[32] Ancillary buildings and structures commonly found at California light stations include the following:

- Fog signal buildings that contained noise warning apparatus, which were often steam driven; fog signal buildings were usually simple and utilitarian, but occasionally reflected distinctive architectural styles;
- Compact, fireproof oil storage buildings that housed various types of fuel (e.g. whale oil, lard, kerosene) to illuminate the lantern lamps;
- Barns that housed animals and equipment. Until a light station was connected to nearby towns by roads, all fresh produce and meat for consumption by the keeper and his or her dependents would need to be produced on site;
- Cisterns (and, less commonly, catch basins) that collected fresh water for domestic consumption and to generate steam to operate the fog signal;
- Landings for boats that provided connection to the outside world;
- Funicular and incline railways that were used to haul supplies from boat landings to higher elevations;
- Workshops for carpenters and/or blacksmiths;
- Storage buildings;
- Coal sheds; and
- Garages[33]

In 1874, the first lighthouse keeper appointed to Point Fermin was Mary L. Smith, who was assisted by her sister Ella Smith. It was unusual that a woman was given the appointment of the initial keeper of a lighthouse. While many women worked in this role, they most often were promoted to lighthouse keeper after the death or retirement of a husband or father who had served in this capacity. This type of promotion often occurred due to the isolated nature of lighthouses; because they were typically remote places to live and work, it was simply easier to retain the services of a woman (or women) who was already used to living in a light station than to recruit and pay for a male replacement. In contrast to the typical female lighthouse keeper, the Misses Smith were unusual in that they were selected to perform the job from the outset and paid salaries that were competitive to those of their male counterparts. The sisters remained at Point Fermin until their joint retirement in 1882.[34]

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cistern existed. From "Notes by Kristen Heather." These records are held at the National Archives in Washington, DC.

[32] Bookwalter, "Light Stations of California," section F.II, 3.

[33] Bookwalter, "Light Stations of California," section F.II, 2-10.

[34] Kristen Heather, Curator, Point Fermin Museum, telephone interview by Page & Turnbull, September 27, 2013; Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, section IB 1-2.

From 1882 to 1904, the post of lighthouse keeper was filled by George N. Shaw. A document dating from the time that he was tenured at the light station offers the earliest concrete evidence that there were ancillary facilities in place to support the light station's operations. A 1893 topographical survey of the Point Fermin Light Station describes the presence on the site of a "double coal house and privy" (the present-day gift shop and office) and three extant "round brick cisterns with arched tops and iron manhole rings and covers" within the boundaries of a wood picket fence (the original fence is no longer extant). West of the fence were a storehouse (the present-day restrooms and a kitchenette/storage space for use by museum staff) and a stable with a poultry house neither of the latter which remains extant today. A board fence, which is no longer extant, extended the length of the light station's northern boundary. The topographical survey was accompanied by photographs that depicted the landscape around the light station as comprised mainly of grassland punctuated with cypress trees that were planted along the northern fence line. Photographs also showed other types of trees and plantings located within the picket fence that formerly surrounded the light station.[35]

By 1896, other ancillary structures had been built on the site, as indicated by entries contained in the lighthouse keeper's log book. These entries mention a barn, carriage house, cleaning warehouse, oil room, and chicken house existing at the light station during a period extending from 1896 to 1905; however, none of these buildings remain extant today.[36] In 1907, a windmill, tower, and tank were constructed north of the lighthouse to generate water pressure and deliver water from the cisterns to the lighthouse's new indoor plumbing.[37] An oil house was constructed in 1908, and this was demolished at a date that remains unknown.[38] In 1912, the original coal house and privy—which is today used as a gift shop and an office to serve staff of the lighthouse, which functions as a museum—was moved to its current location adjacent to the original storehouse (present-day restrooms and a kitchenette/storage space for use by museum staff).[39] By 1917, the windmill, tower, and tank had been removed.

Until the completion of the San Pedro Breakwater—an 8.5-mile protective barrier between the harbor and the ocean that was constructed in 1911—Point Fermin acted as a natural entrance into the Los Angeles Harbor. However, in the two decades that followed the completion of the breakwater, two other lighthouses were constructed and began operating nearby. One was the Los Angeles "Angel's Gate" Lighthouse, the construction of which began in 1912. The intent in

[35] 1893 topographic survey of Point Fermin Light Station. Included in Box 13, NC-31, E-66, HM-1999. Point Fermin (CA 60). Records of the U.S. Coast Guard, Lighthouse Service, Lighthouse Site Files, 1790-1939, Record Group 26. National Archives Building, Washington, DC. Courtesy of and with annotated notes from Kristen Heather, Curator, Point Fermin Lighthouse Historic Site and Museum, provided to Page & Turnbull in April 2014.

[36] December 1896, April 1898, June 1905, July 1905, and November 1905 lighthouse keeper's journals, from notes taken from the original keeper's Log Books from 1874 to1927 located in the National Archives in Washington, DC, by Kristen Heather, Curator Point Fermin Museum, provided to Page & Turnbull in April 2014.

[37] "Point Fermin Lighthouse Cisterns," information sheet provided to Page & Turnbull by Kristen Heather, Curator, Point Fermin Lighthouse Historic Site and Museum on April 29, 2014.

[38] January 16, and March 17, 1908 lighthouse keeper's logs, in notes provided by Kristen Heather to Page & Turnbull in April 2014.

[39] December 9 and 10-14, 1912 lighthouse keeper's log, in notes provided by Kristen Heather to Page & Turnbull in April 2014.

constructing this new lighthouse, which was built with appropriations from the U.S. Congress, was to mark the outer end of the newly erected San Pedro Breakwater in the Los Angeles Harbor. The other was the Point Vicente Lighthouse, which was built in Rancho Palos Verdes and located less than 10 miles to the northwest of Point Fermin. As early as 1911—when funds were appropriated by Congress for the construction of the Angel's Gate Lighthouse—the obsolescence and imminent demolition of the Point Fermin Lighthouse was the subject of some public discussion as reported in newspapers of the time.[40] However, the Point Fermin Lighthouse remained in operation throughout the duration of the Point Vicente Lighthouse construction, which concluded in 1926.

The Point Fermin Lighthouse ultimately was not demolished, and by 1923, a city park had been created around it. In 1925, the lighthouse's oil lamps were replaced with an electric light that required much less maintenance; eliminated the need for the routine cleaning, polishing, and lighting of the lamps; and was visible from 18 miles away.[41] The federal government, which owned the Point Fermin Lighthouse, first leased a portion of the land upon which the lighthouse sits to the City of Los Angeles in 1925. Two years later, in 1927, the lighthouse and its ancillary buildings were leased to the city for use as a public park. At this time, the lighthouse keeper—who resided in the lighthouse and was an employee of the Federal Government—was replaced by the park superintendent, an employee of the city. It then became the park superintendent's charge to reside at the lighthouse and to "clean the lenses of the light and report failure of the light to the Federal superintendent of lighthouses in San Francisco."[42] Around the time of the city's lease of the lighthouse and its ancillary buildings, a decorative wood picket fence was constructed around the immediate lighthouse property; this was later demolished at an unknown date. The extant wood arbor and fence were constructed west of the lighthouse sometime between 1925 and 1965.

During World War II, the U.S. Navy occupied the lighthouse, which was painted "wartime green," and a radar shack was added to the light tower and was informally referred to as the "chicken coop." The Navy also constructed a radio station and barracks on the bluff immediately south of the light station.[43] Shortly after the bombing of Pearl Harbor on December 7, 1941, the coastal lights at Point Fermin Lighthouse and all other lighthouses were extinguished as a security measure to protect against enemy invasion. On December 7, 1941, the light at Point Fermin Lighthouse was turned off for the last time; henceforth, it was not used for navigation purposes.[44]

Following the conclusion of World War II in 1945, the City of Los Angeles regained its lease of the lighthouse from the federal government and resumed using it as a residence for the park superintendent. However, by the late 1960s, the city proposed demolishing the lighthouse. In

40 "Old Lighthouse to Be Wrecked." *Oakland Tribune*, November 15, 1911.
41 Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, IB-4; Olesen, "Point Fermin Lighthouse," 3.
42 "Park Board Will Tend Lighthouse," *Los Angeles Times*, December 25, 1926.
43 Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* 65.
44 Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, IB-4.

response, two private citizens—William Olesen and John Olguin—established the Point Fermin Lighthouse Committee to advocate for preservation of the building. In 1972, their efforts came to fruition when the lighthouse was listed individually on the National Register. They also spearheaded the effort to remove the "chicken coop" radar shack and restore the light tower in advance of the lighthouse's centennial in 1974.[45]

In 2002-03, the light station underwent a major rehabilitation project so that it could function as a public museum that would interpret the history of the site. The rehabilitation project was carried out in conformance with the Secretary of the Interior's Standards for Rehabilitation. The work included a seismic retrofit and reroofing of the lighthouse and ancillary buildings and the installation of modern plumbing, electrical, safety, and HVAC features. The original storehouse was dismantled and reassembled following the construction of a new reinforced concrete foundation and floor slab. The coal house was removed from its foundation in one piece and replaced on the new foundation. The buildings were adaptively reused to function as restrooms and a kitchenette/storage space for use by museum staff (original storehouse) and gift shop/staff office (original coal house and privy).[46] The parking lot located immediately west of the lighthouse was paved at this time; it was previously an unpaved area used as a maintenance yard by the Department of Recreation and Parks. On November 1, 2003, the lighthouse was opened to the public under the management of the Department of Recreation and Parks for the City of Los Angeles, and it continues to operate as a public museum to the present day.

Area of Significance: Military

In the late 1800s, when the light station at Point Fermin was constructed, the west coast of the United States had a long shoreline that was dotted with similar light station building complexes to provide protection as beacons to friendly vessels at sea. However, the nation also had a weak navy, and, increasingly, the perception grew that the United States was at risk of an overseas attack. Therefore, while the concern about protecting ships at sea from collision remained, there also was a renewed impetus to implement defensive measures on the coastline to respond to vessels that constituted a threat to the nation. As a result, the United States Navy instituted a new construction program in an effort to counteract the perceived weaknesses in its defense systems. This new construction program entailed the constructions of both ships and buildings. The Navy's new ships were now designed to be offensive rather than defensive, as they were in the past. Therefore, the nation's ports required new means of protection in order to free up the Navy's resources as it redefined its mission to be offensive rather than defensive.[47] The new construction program that developed out of this initiative would eventually result in the establishment of Fort McArthur approximately twenty years later, in 1914, and the construction of three batteries—including Battery Osgood-Farley—during a four year period spanning from 1915-1919 in the portion of the fort that became known as the Upper Reservation, which was located at Point Fermin; the batteries were constructed in order to provide defensive protection to the Harbor of Los Angeles and its port, which lie immediately to the east of the rocky

[45] Page & Turnbull, *Point Fermin Light Station Historic Resource Analysis,* 65.
[46] Historic Resources Group, *Point Fermin Lighthouse Historic Structures Report*, IB-9.
[47] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 9.

promontory and had greatly increased in importance to the City of Los Angeles in the preceding decades.

The intervening years leading up to the construction of the Battery Osgood-Farley at Point Fermin were eventful ones in which policy regarding the new military stance regarding enhanced protection of the nation's coastline was first made and then the mechanisms to implement it were put into place. In 1885, an act of the U.S. Congress created the Endicott Board to develop a national harbor defense policy. Subsequently, President Cleveland appointed a joint Army, Navy and civilian board to evaluate proposals for new defenses along the shorelines. The board was named after its chairman, Secretary of War William C. Endicott.[48] The board soon recommended a $127 million construction program, and as a result of the new national harbor defense policy created by the Endicott Board, the government began constructing coastal defenses in 1890. These coastal defenses, which included defensive gun batteries, were built in 29 harbors deemed important to the nation, including those located in San Diego, San Francisco, the Columbia River, and the Puget Sound. In 1905, President Theodore Roosevelt created a second board as headed by Secretary of War William N. Taft. The intent of creating this new board, called the Taft Board, was to review the original program, to make technical improvements to it, and to continue building defensive gun batteries.[49] Most fortifications built by this board were in new territories such as Cuba, the Philippines, Panama and Hawaii. Fort MacArthur in San Pedro, to which the Battery Osgood-Farley belongs, was the only one constructed in the continental United States.[50]

Fort MacArthur also was the last of the great forts developed in California, and it included Battery Osgood-Farley, Battery Leary-Merriam, Battery Barlow-Saxton, which were all built on the Upper Reservation of Fort MacArthur.[51] A fourth coastal defense battery, Battery Lodor, also was constructed at this time as located on a small piece of land between Terminal Island and Deadman's Island in the Los Angeles Harbor; however, this fourth battery was demolished by the mid-1920s with the widening of the main channel to the Los Angeles Harbor. All of these coastal defense batteries were built in response to concerns about international conflicts, especially in the Far East. For instance, of growing concern to the United States at the turn of the twentieth century was the increasing defensive capabilities of other nations, such as the Japanese. In the Russo-Japanese War of 1904-1905 Japan handily defeated Russia with their superior navy.[52] Tensions in Europe were also rising due to increased nationalism and the formation of

[48] Brian B. Chin, *Artillery at the Golden Gate: The Harbor Defenses of San Francisco in World War II* (Missoula, MT: Pictorial Histories Publishing Company, Inc., 1994), 2.

[49] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 9.

[50] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 9.

[51] Justin M. Ruhge, *The Military History of California: The Chronicle of California's Historic Presidios, Forts, Camps, Stations, Fields, Bases and Cannon. From the Pre-Spanish Occupation to the End of the Cold War, 1579-1974: The Defenders of the Western Front* (Lompoc, CA: Quantum Imaging Associates, 2005), 835.

[52] Charles L. McNeill, "Battery Osgood-Farley," (Request for Historic-Cultural Monument Declaration, Los Angeles, 1991), 2.

rival alliances, which culminated in the assassination in 1914 of Austrian Archduke Franz Ferdinand.

Furthermore, the city of Los Angeles was growing dramatically in the first decades of the twentieth century, and it grew, the Port of Los Angeles in the Harbor of Los Angeles, which is adjacent to the San Pedro peninsula, began to increase in importance. Construction of the port had commenced in 1890, and it took approximately twenty years to complete the port in its first phase of development; by 1910, the breakwater protecting the harbor entrance was completed. At the same time, the city of Los Angeles was growing exponentially. For example, between 1900 and 1910, the population of Los Angeles nearly tripled, growing from 102,479 to 319,198. With the growing population of Los Angeles, industry and commerce also grew, fueling economic growth. Increasingly, the city of Los Angeles relied on the flow of materials and products through the port at San Pedro, making it as important to the city as the harbors located on the Puget Sound and in San Francisco and San Diego were to their respective cities.[53]

In 1908, War Department planners recognized the growing importance of the port when they made plans for defense of the shoreline in San Pedro. Likewise, the previous year, in 1907, the United States Congress had created the Coast Artillery Corps (CAC), which was part of the United States Army, in order to run the nation's harbor defenses, as the importance of the nation's ports, in general, was recognized by many. Therefore, in 1909, the plans for the defense of the shoreline of San Pedro also were approved by the United States Congress, further setting into motion the eventual construction of both Fort MacArthur and its coastal defense batteries.

At the time that construction of a defensive fort at San Pedro was first conceived, available property already owned by the federal government was located too far inland to provide an effective site for the construction of defensive fortifications and coastal defense batteries. Therefore, in 1910, the federal government purchased additional property at Point Fermin in order to prepare for the construction of fortifications to guard the newly completed deep-water harbor facilities at the Port of Los Angeles.[54] Construction work on the defensive fortifications at San Pedro began on October 31, 1914. That same year, the defensive fortifications were bestowed with the name Fort MacArthur; it was the Army's customary practice to name military posts after deceased military officers, and the installation in San Pedro was named after General Arthur MacArthur, Jr., who had died two years previously in 1912.

Construction on the batteries that would comprise a significant portion of the military fort would begin a year later, in 1915, and would be complete by 1919. As previously mentioned, Fort MacArthur would include a total of four batteries. Three of the batteries were located on the Upper Reservation and a fourth was located on a small piece of land between Terminal Island and Deadman's Island in the Los Angeles Harbor. However, neither the piece of land upon which the fourth battery was located nor the battery that once stood upon it—Battery Lodor—are

[53] Charles L. McNeill, "Battery Osgood-Farley," (Request for Historic-Cultural Monument Declaration, Los Angeles, 1991), 2.

[54] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 10.

no longer extant; they were removed in the mid-1920s when the main channel to the Los Angeles Harbor was widened. The three batteries that were constructed on the Upper Reservation of Fort MacArthur are named Battery Osgood-Farley, Battery Leary-Merriam, and Battery Barlow-Saxton. Battery Leary-Merriam, which is partially extant today and has compromised integrity, is located approximately 300 feet northwest of Battery Osgood-Farley. Battery Leary-Merriam was modified after it was decommissioned in 1944, and a new building now sits atop the main battery complex, which is currently the home of the Southern California Marine Exchange. Battery Barlow-Saxton is located approximately 1,350 feet north of Battery Osgood-Farley. Like Battery Leary Merriam, it is also only partially extant today and has similar issues in terms of its integrity.

Battery Osgood-Farley, as completed by 1919, was comprised of many different spaces that worked together to support the building complex's function of providing coastal defense to the shoreline in San Pedro, including two battery commander stations (one for each gun), two plotting rooms, a powder magazine, shell rooms, a radio room, and storage. The entire assemblage of spaces at the battery complex were interwoven with a system of corridors and tunnels. The guns that were an integral component of the defensive building complex arrived to the site in 1917. As previously mentioned, although the building was constructed as a single entity (a two-gun emplacement), each gun within the building complex was originally designated as a separate tactical battery (i.e. Battery Osgood and Battery Farley). Battery Osgood was named for Henry B. Osgood of the U.S. Army, who died in 1909. Likewise, Battery Farley also was named for a deceased member of the U.S. Army, Brigadier General Joseph P. Farley who died in 1912.[55] Hence, for many years, the building complex was bestowed with two different names, each name corresponding to the half of the complex that centered around one of the two guns. However, later, the battery was considered to be a single tactical unit, rather than two, and at that time the name Battery Osgood-Farley was adopted. Similar naming conventions also were at play at the nearby Battery Barlow-Saxton and Battery Leary-Mirriam.

The building program at Fort MacArthur accelerated with the United States' entry into World War I in April 1917. In that same year, the first regular Army unit was assigned to the Battery Osgood-Farley when the 4th Company, 38th Artillery transferred there.[56] This unit's first mission was to defend the harbors of Los Angeles by using Seacoast Artillery gun batteries and fortifications located along the California, from Ventura in the north to Laguna Beach in the south. Many temporary buildings and tents were rapidly erected so that the fort could be used as a training facility before sending men to France prior to the Armistice. The Battery Osgood-Farley was armed with 14-inch rifles; it was the first such battery on the west coast and the largest anywhere at the time.[57] The 14-inch disappearing carriage rifles weighed about 100,000 pounds and could fire a 1560 pound projectile fourteen miles out into the Catalina Channel that

[55] George L. Ealer, "Battery Osgood-Farley," (National Register of Historic Places Inventory-Nomination Form, Los Angeles, 1974), 3.

[56] George L. Ealer, "Battery Osgood-Farley" (National Register of Historic Places Inventory-Nomination Form, Los Angeles, 1974), 3.

[57] Justin M. Ruhge, *The Military History of California: The Chronicle of California's Historic Presidios, Forts, Camps, Stations, Fields, Bases and Cannon. From the Pre-Spanish Occupation to the End of the Cold War, 1579-1974: The Defenders of the Western Front* (Lompoc, CA: Quantum Imaging Associates, 2005), 838.

lay in the ocean to the southwest. In 1919, work on the fort concluded; the defensive system, as constructed, included a total of four 14-inch disappearing carriage rifles, eight 12 inch mortars, and four 3-inch rapid fire guns.[58] The seacoast artillery gun batteries Osgood-Farley and Leary-Merriam are the only batteries constructed in the continental United States as designed under the standards established by the Taft Board. All the others batteries were built under the standards established by the Endicott Board.[59]

In 1920, the two base end stations associated with the batteries at Fort MacArthur—U.S. Army Base End Station B1/5 and U.S. Army Base End Station B1/6—were constructed. These were located at the very tip of the rocky promontory known as Pt. Fermin, approximately one-half mile away from the three batteries constructed on the Upper Reservation, which were located more inland and away from the coast so that they were hidden and protected from observation by enemy vessels. The base end stations, however, needed to be located immediately by the coast so that those manning them could see any approaching enemy vessels and relay information about them to the men manning the guns in the batteries. The base end stations, which were essentially small rooms largely submerged into the ground, housed trigonometric position finding equipment to locate the exact position of enemy vessels at sea. They were located along a measured base line, and it was to their interiors that they contained the optical instruments for making observations of their targets. The optical instruments, which were known as depression position finders—were used to determine the vertical azimuth of the target from one of the two base end stations, and this information was then communicated to Battery Osgood-Farley for target measurements.

Base end stations were a relatively new development in the early twentieth century; prior to 1900, all position finding operations originated at the gun itself. However, with the use of telephone communication and the development of new instruments that allowed for accurate trigonometric position finding, the use of base end stations became possible.[60] Base end stations from this period typically were located along a measured base line as they were at Point Fermin, and they were usually constructed as square box-like structures with an entrance hatch provided on the top (as they also are at Point Fermin). Metal observation shutters were then located on the front and sides of the base end station, and the optical equipment was located to the interior. Although both U.S. Army Base End Station B1/5 and U.S. Army Base End Station B1/6 originally had depression position finders to their interiors, they are no longer extant today. However, the bases upon which they once sat are still extant. [61]

Base end stations were typically dispersed in different locations around a large military reservation so that they could provide the best field of fire on the shipping lanes and to make sure

[58] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 14.
[59] Frank H. Evans, "Upper Reservation of Fort MacArthur Historic District" (San Pedro, CA: State of California Department of Parks and Recreation, 2007), 11.
[60] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 27.
[61] "How Did Base End Stations Work?" *Fort MacArthur Museum*, accessed December 17, 2018, http://www.ftmac.org/BESWork.htm.

that the enemy vessels would have difficulty destroying all of them.[62] For this reason, U.S. Army Base End Station B1/5 and U.S. Army Base End Station B1/6 are located far from Battery Osgood-Farley and from other base-end stations that were located on the Upper Reservation of Fort MacArthur. Moreover, U.S. Army Base End Station B1/5 and U.S. Army Base End Station B1/6 were located in precise positions relative to one another that helped them to work together in tandem in order to triangulate enemy targets at sea for the batteries.[63]

The Radio Compass Station Generator Building (also known as the DoD Generator and Transformer Bunker) that sits in close proximity to the two base end stations was built between 1920 and 1924. As its name indicates, it was originally used as a radio compass station and generator building. The building housed equipment that was used to determine the direction of the source of a radio signal and this equipment was used most often to check the position of a ship or aircraft. This information was usually used for navigation into the Los Angeles Harbor as a way to prevent shipwrecks. During the 1920s, many radio compass stations similar to this one were built in close proximity to harbor entrances along the Pacific Coast, including Point Reyes Radio Compass Station.[64] The radio compass station at Pt. Fermin was used continuously for its original function throughout World War II. However, since 1983, it has been leased to the Los Angeles Police Department for use as a radio receiver station, and it continues to be used this way into the present day.[65]

Following the conclusion of World War I, national interest in and attention to navel forts diminished nationwide due to popular political themes of strict neutrality and isolation.[66] A shift was also underway to move away from heavy coastal defense to an antiaircraft and antisubmarine defense system, instead. This was because many of the old coastal batteries were vulnerable to air and submarine attacks.[67] Interest and attention to naval forts also diminished in the Los Angeles area and at San Pedro, where the unit at Fort MacArthur had worked to defend Los Angeles Harbor throughout the war. In 1924, Brigadier General Henry D. Todd, Commander of the Ninth Coast Artillery District, inspected the fort and concluded that the building complex was now outdated in terms of its military capabilities; it possessed too few big guns and they had too short a range. Subsequently, in 1925, new 14-inch railway guns were sent to Fort MacArthur. However, even with the addition of new guns, the batteries were quickly becoming obsolete in terms of modern warfare. Within a decade, in the 1930s, the United States War Department shifted from heavy coastal defense weapons to antiaircraft and antisubmarine

[62] M. Berhow and T McGovern, *American Defenses of Corregidor and Manilla Bay 1898—945* (Oxford: Osprey Publishing), 12.

[63] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 7.

[64] "Point Reyes Radio Compass Station, Barracks," (HABS No. CA-2898, Seattle, WA, accessed December 17, 2018), pg. 3.

[65] City Council, "Request for Authorization to Renew License for Point Fermin Radio Antenna Site," (City Council, Los Angeles, CA, 2006).

[66] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 23.

[67] Mark A. Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 23.

defense warfare. At this time, Battery Osgood-Farley was no longer considered modern armament and its guns had a slow rate of fire compared to the newer railway guns. Fire control methods used at Battery Osgood-Farley were slow and ineffective against high-speed ships. Furthermore, while the battery was camouflaged relative to enemy vessels located ships at sea, they were visible and indefensible from land and from the air. Therefore, antiaircraft defenses—such as anti-aircraft artillery guns—were incorporated into the building complex at Fort MacArthur in the 1920s and early 1930s.[68]

However, by the late 1930s, doubt began to circulate in the military regarding the effectiveness of the existing harbor defense armament guarding the United States, in general.[69] Regardless of this doubt, in 1940, the Army's Harbor Defense Board surveyed the state of existing defenses and proposed an updated construction program to better defend American naval installations and major harbors. The report proposed the construction of 27 new 16-inch gun batteries at 18 locations in the continental United States and the abandonment of 128 older batteries. Five new gun batteries and an extensive system of fire control stations were built along the coastline adjacent to Los Angeles Harbor.[70] It is unknown if any of these new batteries and fire control stations are located within Fort MacArthur, but none are located within the boundaries of this historic district.

After the attack on Pearl Harbor on December 7, 1941, Los Angeles was believed by many in the military to be a prime target if the Japanese were to direct their attention towards the West Coast. Therefore, the commanding officer of the Harbor Defense of Los Angeles immediately ordered all fortifications manned. All mobile gun batteries were moved into previously selected positions and ammunition was issued to all units stationed in the Los Angeles Harbor. In addition, 155 mm and 3 inch rapid-fire antiaircraft guns were moved to the Los Angeles defenses to protect them from new military airpower. The construction of tunnels and underground fortresses were planned to further protect defensive fortresses from attacks by air; however, only a few tunnels were actually constructed. By 1942, a number of attacks by Japanese submarines were carried out. For example, the *Absaroka*—a freighter loaded with lumber—was torpedoed off of Point Fermin, and the SS Montebello was sunk by torpedo off of San Simeon. Following the torpedo of the *Absaroka,* Battery "F" of the 105th Field Artillery Battalion, which was located at Long Point in nearby Rancho Palos Verdes, fired 10 rounds of smaller ammunition at what appeared to be an enemy submarine near Redondo Beach. However, none of Fort MacArthur's 14-inch guns went into action as there was no viable sighting of enemy ships off the coast of Los Angeles.

Subsequently, modern weapons were posted around Los Angeles Harbor, and the older batteries—which were deemed redundant and ineffective—became declared surplus. Therefore, in 1943, Battery Barlow-Saxton was inactivated. The next year, in 1944, Battery Osgood-Farley

[68] "The History of Fort MacArthur: Guardian of Angels Gate," Fort MacArthur Military Museum website, http://www.ftmac.org/Fmhist.htm. Accessed November 4, 2020.

[69] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 23.

[70] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 32.

and Battery Merriam-Leary were declared obsolete and they, too, were inactivated and then disarmed.[71] Battery Leary-Merriam's emplacement structure was converted into the Harbor Entrance Command Post and Harbor Defense Command Post to monitor all incoming traffic. At this time, the war was moving towards Japan and anxiety about Japanese attack on U.S. soil had abated.[72] During this period, facilities were installed at Fort MacArthur in order to train soldiers being sent abroad. These training facilities were then used to process soldiers back into civilian life after their service and at the war's conclusion.[73]

During World War II, the U.S. Navy took command of the late-nineteenth century Point Fermin Lighthouse that is located on the rocky promontory of Pt. Fermin and in close proximity to the battery-related military buildings in the southern part of the historic district, such as the two base end stations. At this point in time, the lighthouse was painted a "wartime green," and a radar shack, which was informally referred to as the "chicken coop," was added to the light tower.[74] However, the radar shack is no longer extant, as the lighthouse was subject to a restoration project in the 1970s that returned it to its original appearance.

The Navy also constructed a radio station and barracks building on the bluff immediately south of the light station sometime between 1942 and 1944.[75] The building, which was called the Naval Detection Defense Station , was constructed during World War II in order to "increase coastal navigation support for the Port of Los Angeles and to improve the monitoring of coastal defense during the war," and it also served to provide radio transmissions and communications.[76] According to the Eleventh Naval District, it was utilized as a radio communications station. The building may have been used to report and provide information to Fort MacArthur regarding any coastline action as enabled by its location overlooking the ocean and the observation room that afforded wide views of the coastline. Following the conclusion of the war, the building was transferred in 1946 from the Navy to the U.S. Coast Guard. Subsequently, in 1947, it was utilized by the Coast Guard as an Officers Quarters.[77] It remains extant on the site today, although it is now unoccupied.

Following the conclusion of World War II, most of the old armament at Fort MacArthur—including the big guns—was dismantled and sold for scrap. By the late 1940s, it had become

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71 Justin M. Ruhge, *The Military History of California: The Cronicle of California's Historic Presidios, Forts, Camps, Stations, Fields, Bases and Cannon. From the Pre-Spanish Occupation to the End of the Cold War, 1579-1974: The Defenders of the Western Front* (Lompoc, CA: Quantum Imaging Associates, 2005), 848.

72 Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 32.

73 Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 32-34.

74 Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 65.

75 Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 65.

76 Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 72.

77 Page & Turnbull, *Point Fermin Historic Resource Analysis*, prepared for the U.S. General Services Administration, July 1, 2014, 73.

clear that such coastal defense fortifications, such as Battery Osgood-Farley, were simply outdated in terms of their military use. Technologies such as airplanes and missiles—in addition to new amphibious landing techniques—helped to contribute to their obsolescence. In 1950, the CAC ceased to exist as a separate branch of the army, and old coast defense reservations were converted by the military to other uses or abandoned.[78] Fort MacArthur became the headquarters of the Army's air defenses in Los Angeles and ran a new system of Nike surface-to-air missiles for defense from 1950-1974.[79]

In 1985, Battery Osgood-Farley was converted to use as a museum to interpret the history of the larger Fort MacArthur site. Due to the late development of the Los Angeles Harbor, Fort MacArthur was one of the only coastal defense posts in the contiguous 48 states to receive a complete set of the late modern type of armament installed under the Taft Board fortification program rather than the earlier Endicott Board fortification program. All of the other Taft Board armaments were built in overseas possessions. As such, Fort Macarthur holds an important example of the only unmodified 14-inch Taft-era battery in the continental United States that is publically accessible, the Battery Osgood-Farley. Today, the Fort MacArthur Museum at the Battery Osgood-Farley showcases a number of spaces that have been furnished with equipment dating to the period in which the battery was operational, including a restored powder magazine, shell magazine, and two plotting rooms.[80] The other buildings and structures associated with the battery that are contributing features of the district are today unoccupied and inaccessible to the public, but the potential exists for them to become additional museum-affiliated spaces in order to provide a more extensive interpretation of the larger Fort MacArthur site that played a significant role in the coastal defense of California during the first half of the twentieth century.

[78] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 48.

[79] Mark A Berhow and David Gustafson, *The Guardian at Angels Gate: Fort MacArthur, Defender of Los Angeles* (San Pedro, CA: Fort MacArthur Military Museum, 2002), 48.

[80] Frank H. Evans, "Upper Reservation of Fort MacArthur Historic District," (San Pedro, CA: State of California Department of Parks and Recreation, 2007), 32.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
__X_ 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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
__X_ Federal agency
__X_ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

8. Geographical Data

Acreage of Property 35.23 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:
(enter coordinates to 6 decimal places)

1. Latitude: Longitude:
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

NAD 1927 or x NAD 1983

1. Zone: 11S Easting: 379890 Northing: 3731087

2. Zone: 11S	Easting: 380021	Northing: 3730903
3. Zone: 11S	Easting: 380020	Northing: 3730342
4. Zone: 11S	Easting: 380180	Northing: 3730244
5. Zone: 11S	Easting: 380091	Northing: 3730175
6. Zone: 11S	Easting: 380025	Northing: 3730241
7. Zone: 11S	Easting: 379583	Northing: 3730765

Verbal Boundary Description (Describe the boundaries of the property.)

The northwestern boundary of the historic district begins at the intersection of Osgood Farley Road and Leavenworth Drive, and it runs in a south-easterly direction along Leavenworth Drive. At the point where Leavenworth Drive begins to curve towards the east, the boundary begins to move due south, towards the ocean. When the boundary reaches Paseo Del Mar, it continues to move south, but it now follows along a man-made feature – a sidewalk that runs through Point Fermin Park. As it starts to approach the ocean, it veers to the east towards the coast. The boundary then wraps along the coastline, first in a westerly direction and then in a northerly direction. The boundary then moves inland, once again, from the coastline, moving in a northeast direction until it terminates at the point where Osgood Farley Road intersects with Leavenworth Drive.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the historic district were devised to include all buildings, structures, and sites associated with both the Point Fermin Light Station as well as the Battery Osgood-Farley building complex. The intersection of Osgood Farley Road and Leavenworth Drive is the point where the boundary begins, as this intersection is just north of the battery, and it is Osgood Farley Road that provides vehicular access to it. The boundary then runs along Leavenworth Drive, as this road provides one of the few distinct manmade features within the immediate area, which is encompassed within a large, 64-acre city-owned park, Angels Gate Park. The boundary veers southward at the point at which Leavenworth Drive begins to deviate from its southeasterly orientation in order to move in a more easterly direction, as this juncture also represents one of the few visible man-made features in the area. At this point, the boundary begins to move due south towards the ocean in order to capture the buildings that are set a distance of approximately a 0.5 mile from the battery in the southern portion of the historic district. Once the boundary hits Paseo del Mar, a sidewalk that traverses the length of Point Fermin Park provides a convenient man-made feature for the boundary to follow as it continues southward. The boundary veers eastward at the point at which it

intersects the historic boundary for the three –acre parcel that was originally established on the tip of the Point Fermin peninsula in 1873 as the reservation for the Point Fermin Light Station, so that the boundary will circumscribe not only all of the buildings associated with the light station but also encompass the original parcel of land associated with them. The boundary moves eastward until it meets the coastline, just as did the historic boundary for the light station. Once the boundary meets the coast, it follows the coastline in a westerly direction in order to encompass not only all of the buildings associated with the light station, but also all of the buildings related to the battery that today sit on the tip of the peninsula known as Point Fermin. As the coastline shifts northward, the boundary of the district continues to follow it until it reaches a point on the coastline that is northerly enough to sufficiently enclose the entirety of the battery building complex within the district boundary once the last segment of the boundary is completed. The boundary then moves in a northeasterly direction until it reaches the point where the boundary begins, the intersection of Battery Osgood-Farley and Leavenworth Drive.

9. Form Prepared By

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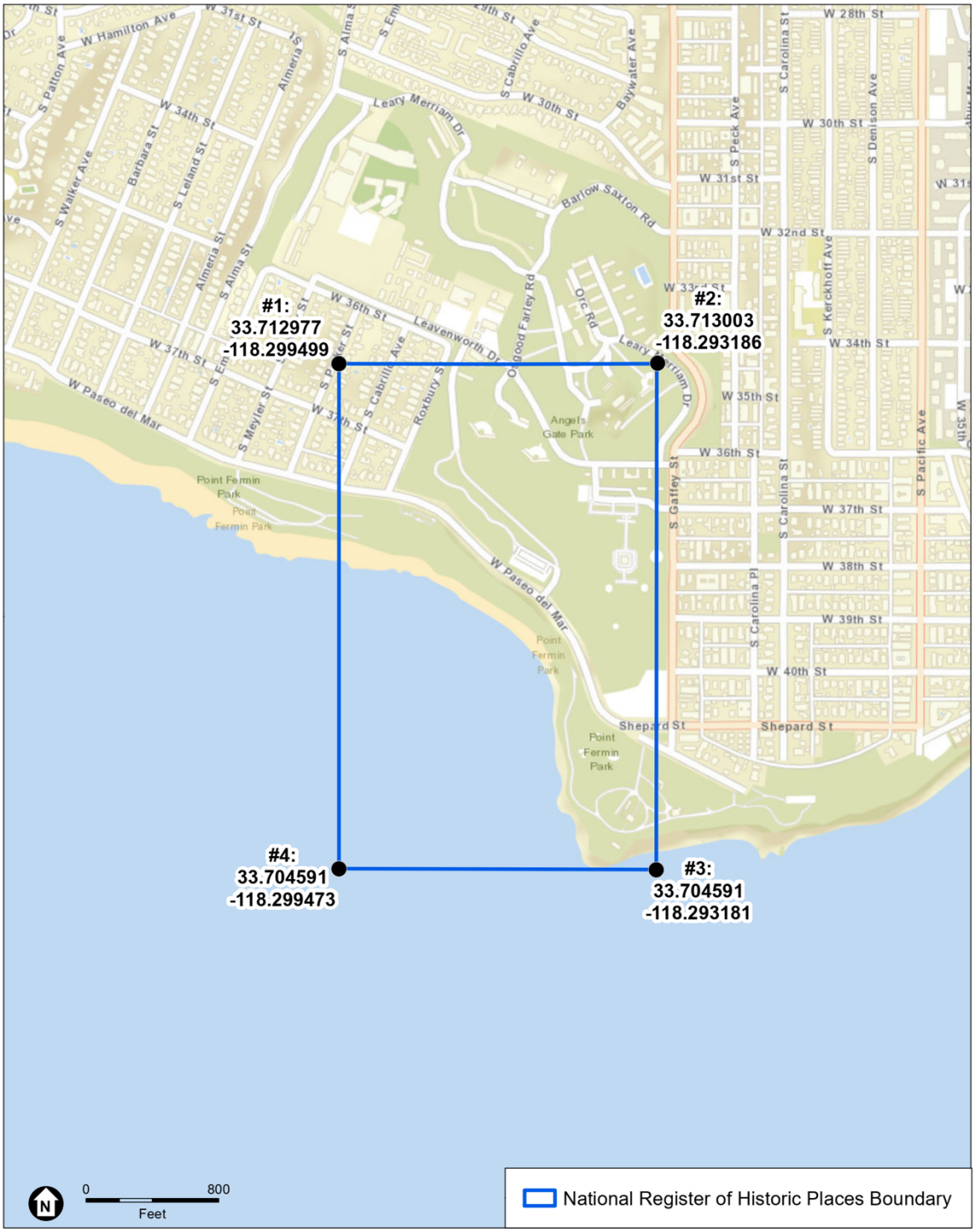
e-mail:_gharlan@esassoc.com_____
telephone:_(231) 599-4300_____
date: October 15, 2020_____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)



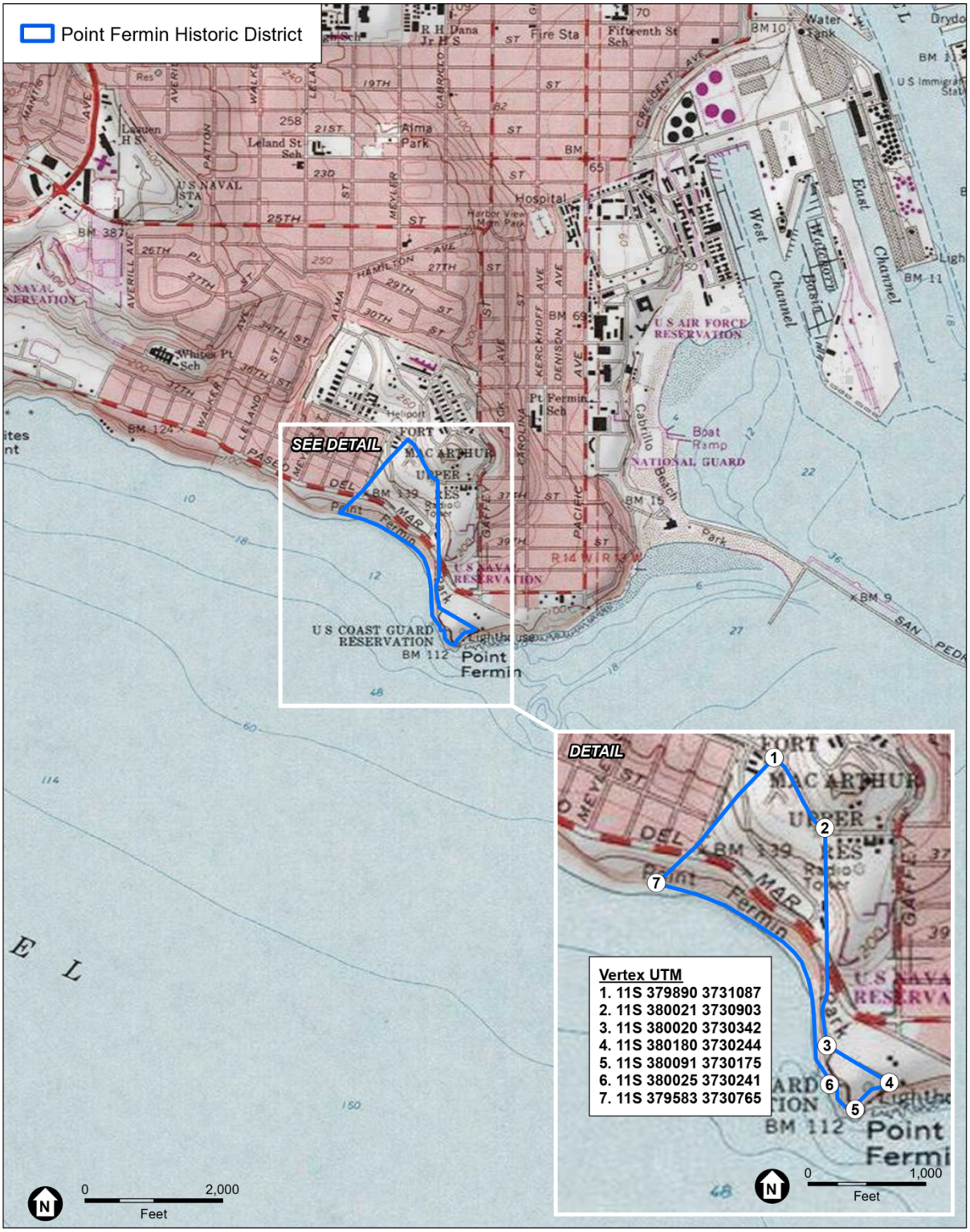
SOURCE: ESRI

Point Fermin Historic District

Location Map

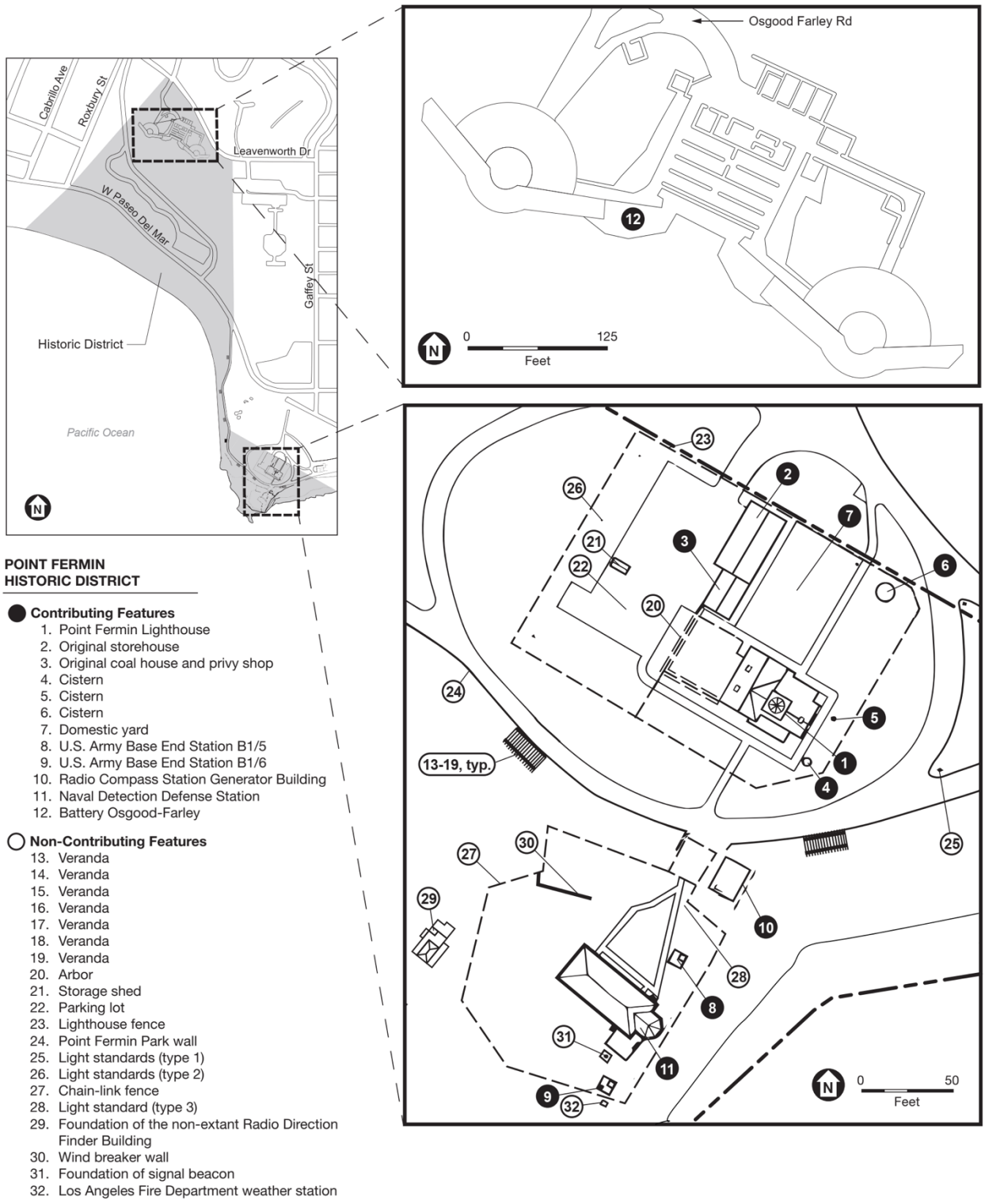
Point Fermin Historic District
Name of Property

Los Angeles, California
County and State



SOURCE: USGS San Pedro Topoquad

Boundary Map



POINT FERMIN HISTORIC DISTRICT

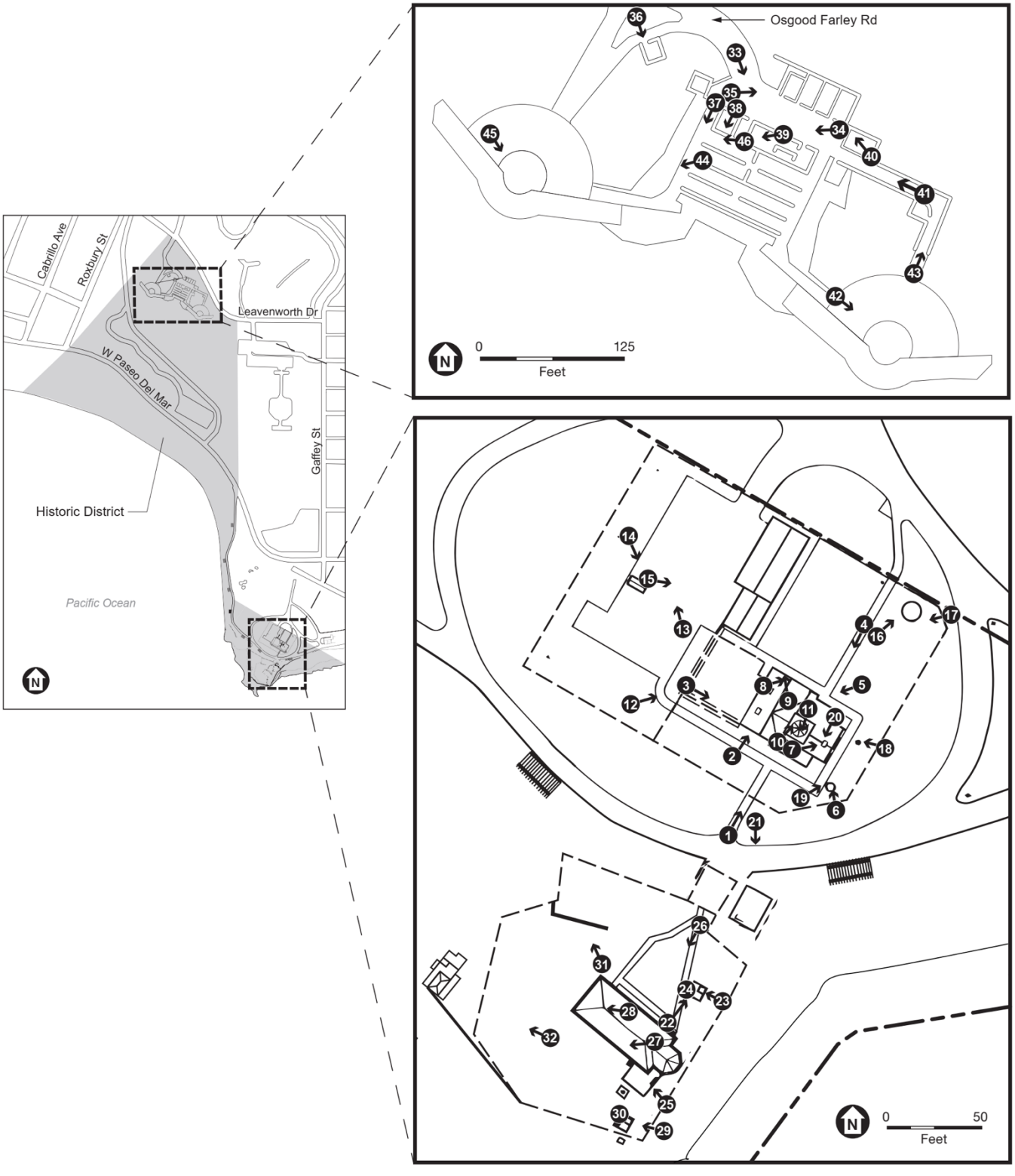
● Contributing Features

1. Point Fermin Lighthouse
2. Original storehouse
3. Original coal house and privy shop
4. Cistern
5. Cistern
6. Cistern
7. Domestic yard
8. U.S. Army Base End Station B1/5
9. U.S. Army Base End Station B1/6
10. Radio Compass Station Generator Building
11. Naval Detection Defense Station
12. Battery Osgood-Farley

○ Non-Contributing Features

13. Veranda
14. Veranda
15. Veranda
16. Veranda
17. Veranda
18. Veranda
19. Veranda
20. Arbor
21. Storage shed
22. Parking lot
23. Lighthouse fence
24. Point Fermin Park wall
25. Light standards (type 1)
26. Light standards (type 2)
27. Chain-link fence
28. Light standard (type 3)
29. Foundation of the non-extant Radio Direction Finder Building
30. Wind breaker wall
31. Foundation of signal beacon
32. Los Angeles Fire Department weather station

Sketch Map



Photograph Key

Photographs
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: Point Fermin Historic District

City or Vicinity: San Pedro

County: Los Angeles County State: California

Photographer: Hanna Winzenried and Gabrielle Harlan

Date Photographed: December 4, 2018 and December 11, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

List of Photographs:

All photographs show resources or other features of the Pt. Fermin Historic District, San Pedro, California.

1. View of the primary (south) façade of the Point Fermin Lighthouse, light standard, and lighthouse fence, facing northeast.
2. Detail view of the stick work on front-facing gable of the primary façade, facing northeast.
3. View of the side (west) façade of the Point Fermin Lighthouse, facing southeast.
4. View of the rear (north) façade of the Point Fermin Lighthouse, facing southwest.
5. Detail view of the light tower, view facing southwest.
6. View of the side (east) façade of the Point Fermin Lighthouse, facing north.
7. View of the kitchen inside the Point Fermin Lighthouse, facing east.
8. View of the fourth-order Fresnel lens on display inside the Point Fermin Lighthouse, facing northeast.
9. View of a bedroom in the Point Fermin Lighthouse, facing west.
10. View of the top of the stairs from the Point Fermin Light Tower, facing north.
11. View from the light tower, facing south.

12. View of the arbor, facing northeast.
13. View of the parking lot, lighthouse fence, and light standard at the parking lot, facing northwest.
14. View of the storage shed with the lighthouse in the background, facing southeast.
15. View of the west façades of lighthouse garage and office, facing east.
16. View of the cistern with the large brick dome, facing northeast.
17. View of the domestic yard to the north of the lighthouse, facing southwest.
18. View of the cistern with the metal cover, facing west.
19. View of the cistern with the small brick dome, facing northeast.
20. The point of Point Fermin as seen from the tower of the Point Fermin Lighthouse. The Radio Compass Station Generator Building is in the foreground, with the Naval Detection Defense Station in the center of the image. U.S. Army Base End Station B1/5 is located in between the two buildings, while a view of U.S. Army Base End Station B1/6 is obscured by the Naval Detection Defense Station. View facing southwest.
21. The Radio Compass Station Generator Building, front (north) and side (west) elevations, view facing south.
22. U.S. Army Base End Station B1/5, view facing northwest.
23. Interior of U.S. Army Base End Station B1/5 showing the base that once supported the now-removed Depression Position Finder.
24. Interior of U.S. Army Base End Station B1/5 with painted signage stating “Long Beach” painted upon the wall. The signage was used as a directional reference.
25. Naval Detection Defense Station front (south) façade, view facing northwest.
26. Naval Detection Defense Station rear (north) elevation, view facing southwest.
27. Naval Detection Defense Station interior view of radio room in the basement.
28. Naval Detection Defense Station interior view of the barracks and general living area.
29. U.S. Army Base End Station B1/6, view facing west.
30. The interior of U.S. Army Base End Station B1/6, showing the base of the now-removed Depression Position Finder.
31. Wind breaker wall, view facing northwest.
32. The LAFD Lookout Post, which is no longer extant as of September 2020, as it burned to the ground. The LAFD Lookout Post was built on top of the extant foundation of the non-extant Radio Direction Finder Building, view facing west.
33. The central bunker portion of the Battery Osgood-Farley building complex, view facing southeast.
34. The central bunker portion of the Battery Osgood-Farley building complex, view facing west.
35. The Latrine and Storage wing of the Battery Osgood-Farley building complex, view facing east.
36. The exterior of the Oil Room at the Battery Osgood-Farley building complex, view facing southeast.
37. The Truck Gallery in the Battery Osgood-Farley building complex, view facing south.
38. One of the two Plotting Rooms in the Battery Osgood-Farley building complex, view facing south.
39. The Power Room in the Battery Osgood-Farley building complex.

40. The Radio Switchboard Room in the Battery Osgood-Farley building complex.
41. The Rear Tunnel leading out to the Farley Gun Pit in the Battery Osgood-Farley building complex, view facing west.
42. The Farley Gun Pit in the Battery Osgood-Farley building complex, view facing southeast.
43. The entrance to the Rear Tunnel that leads to the Farley Gun Pit in the Battery Osgood-Farley building complex, view facing north.
44. The Osgood Gun Pit in the Battery Osgood-Farley building complex, view facing west.
45. The Osgood Gun Pit in the Battery Osgood-Farley building complex, view facing southeast.
46. The Osgood Battery Commander Station, view facing west.