

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Pilot

other names/site number N/A

## 2. Location

street & number MARITIME MUSEUM OF SAN DIEGO 1492 N. Harbor Dr.  not for publication

city or town San Diego  nity

state California code CA county San Diego code 073 zip code 92101

## 3. State/Federal Agency Certification

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

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national     statewide     local

\_\_\_\_\_  
Signature of certifying official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
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)

**Category of Property**  
(Check only **one** box)

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

Transportation: Water related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Transportation: Water related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

Other: Pilot Boat

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

foundation: \_\_\_\_\_

walls: wood

\_\_\_\_\_

roof: wood

other: wood

\_\_\_\_\_

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**Narrative Description**

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(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

*Pilot* is a 52 foot, diesel powered motor vessel of traditional, wooden, plank on frame, round bottom construction. She was specifically designed to deliver San Diego Harbor pilots to and from large ships arriving to and departing from San Diego Bay in all conditions and weather. Constructed in 1914, *Pilot* is San Diego's first powered pilot boat and during the majority of her career served as the single and principal maritime link between naval and commercial shipping and the Port's maritime facilities. *Pilot's* continuous operation was punctuated by normal maintenance periods and occasional incremental replacement of equipment, structural components, and machinery as warranted by active use. During the Second World War *Pilot* was incorporated into the US Coast Guard/Navy as part of the defensive network of San Diego Bay and today carries on her stack the six chevrons recognizing three years of wartime service which was awarded by the Secretary of the Navy, James Forrestal, in 1946. In 1998 ownership of *Pilot* was transferred to the Maritime Museum of San Diego and in 2001 *Pilot* completed an extensive restoration funded partially through the National Maritime Act for historic preservation. *Pilot* is listed on the International Register of Historic Ships compiled by the World Ship Trust and is recognized as part of the international fleet of historic naval vessels by the Historic Naval Ships Association. Today *Pilot* serves as a platform for the Museum's educational programs including "Economic and Ecological History of San Diego Bay" and provides narrated historic tours for approximately 35,000 members of the general public annually. She continues her active official career as a San Diego pilot boat in delivering San Diego pilots to visiting historic vessels such as *Lane Victory*, *Jeremiah O'Brien*, visiting tall ships such as *Gloria*, *Kayio Maru*, and *Cuatemoc*, and annually to the Museum's 1863 bark *Star of India* when that ship goes to sea. *Pilot* also delivers the wreath in memory of sailors lost at sea as part of the annual National Maritime Day commemoration, as well as on the commemoration of the anniversary of the attack on Pearl Harbor. We believe that in her active life of 1914 to present, *Pilot* has enjoyed the longest continuous career of any working watercraft in the western hemisphere.

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**Narrative Description**

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**Setting:**

The *Pilot* is located at the Maritime Museum of San Diego. MMSD consists of a unique collection of historic vessels, including the 1863 bark *Star of India* the 1898 ferryboat *Berkeley* and the 1904 steam yacht *Medea*. The *Star of India* and the *Berkeley* are currently listed on the National Register of Historic Places. The Museum is located on the Embarcadero in downtown San Diego. It is a popular museum with locals and tourists alike.

**Description:**

*Pilot* was built in 1914 in the San Diego shipyard of Manuel Goularte, which was located about 1000 feet to the west of her present berth at the Maritime Museum. Her heavy construction is typical for highest standards and best materials in the period and reflects the traditional craftsmanship and maritime heritage of her Portuguese- American master builder. *Pilot's* occupation required that she withstand both the rigors of operation in the rough seas often encountered during winter storms at the entrance of San Diego Bay and its once notorious bar, and the daily shocks of coming along side large vessels in rough conditions underway to deliver her pilots. Oral histories mention experiences of surviving catastrophic "rollovers" and "pitch poling" in heavy seas, encounters that reflect the quality of her construction, seaworthy design, and the faith placed in her by generations of pilots and crews. In the words of master pilot Capt Ed Silva, "I knew she would always bring me home." Operationally, her maneuverability when close in and alongside big ships and her platform stability during the extremely dangerous moments when pilots were transferred to or from big ships on dangling Jacobs ladders were among her most important attributes.

The *Pilot* appears in the List of Merchant Vessels of the United States, 1915, page 297, #212436.

She is 52' LOA with a beam of 13'9", low freeboard and a draft of 5'9". Her displacement is 19 tons. The hull was originally planked with 25 foot strakes of Port Orford cedar, iron fastened to frames of Douglas fir. The frames are 2&1/4"x 2&3/4" on 12" centers. Her original engine was refitted with a 105 hp Viking diesel engine in 1948. This engine was replaced with a Caterpillar 3408 in 1966, which remains in use today. It has a cruising speed of 8-10 knots, with a range of 400 miles. There is one watertight bulkhead, between the forward end of the engine compartment and the wheelhouse. The propeller is a single 3 blade and the rudder is a wood blade.

The forward deckhouse is 10' long and 6' wide, with a skylight on it. Below this deck house is a hold with 2 bunks, storage, and a head. This hold is accessed through the wheelhouse. The skylight on the forward deckhouse was recycled from the 1888 San Diego steam tug *Santa Fe* and remains in place today.

Aft of the wheelhouse is the exhaust stack, extending 9' above the deck. Aft of the stack is another deckhouse 10' long and 6' wide covering the engine compartment. A single hatch in the aft end of this deckhouse accesses the hold below.

The original wheel house had a "box like" construction, (see photos) which was enlarged by the Coast Guard/ when they commandeered the *Pilot* for wartime service in 1943. This 1943 configuration is the current state of the wheelhouse. It is 10' long and 6' wide. The boat was original built without a rail around the deck, but a railing was installed sometime in the 1920's.

Condition and changes:

*Pilot* underwent a major restoration which was completed in 2001. It was painstakingly restored to it's 1943 configuration, with careful attention paid to retain it's historical details. New laminated frames of Douglas fir were carefully installed one by one, to replace rotten frames. Much of the Oak stem was rotted, and was replaced with Douglas fir, due to the unavailability of appropriately dimensioned oak. About 30% of the hull planking had to be replaced, and specially ordered Spanish cedar was used to match as close as possible the original cedar planks. The wheel house was extensively rebuilt with Douglas fir recycled from old buildings. The rotted fir deck was replaced with marine grade plywood and epoxy coating, then covered with a weatherproof nonskid coating. She continues to display her traditional livery and color scheme as a pilot boat and when delivering pilots still flies the international "hotel" signal signifying her continuing career in that function.

. The only real change in its appearance is the addition of benches around the stern to facilitate passengers.

**Integrity:** It maintains the integrity of:

**Location and setting:** Located on San Diego Bay where she spent her entire working life. She is berthed about 300 yards from where she was built. The Maritime Museum is the perfect setting to display such a vessel.

**Design:** Her hull design is identical to when she was built, the wheel house was expanded in 1943. Otherwise she is identical in design as she was during her many years as a working pilot boat.

**Materials and workmanship:** She was restored to her original specifications, with the highest level of workmanship and materials available. Every attempt was made to duplicate original materials where possible. She is a very sea worthy and capable vessel. She is fully coast guard certified as a passenger boat and a pilot boat, a role she still occasionally serves when visiting historic vessels enter San Diego Bay

**8. Statement of Significance**

**Applicable National Register Criteria**

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

- 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.
- 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

- 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)

Property is:

- A Owned by a religious institution or used for religious purposes
- B removed from its original location.
- C a birthplace or grave.

Name of Property \_\_\_\_\_

County and State \_\_\_\_\_

- 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

**Period of Significance**

1914 - 1996

**Significant Dates**

1914 - 1946

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Manuel Goularte

**Period of Significance (justification)**

*Pilot* was in continuous use as San Diego's harbor pilot boat from 1914 until 1996. It's most significant period was 1914-1959.

**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

The 1914 *Pilot* boat qualifies for the National Register under criteria A.

**Criteria A:** From her launching in 1914 to her removal from regular service in 1996, the *Pilot* enjoyed an active career as San Diego's only pilot craft - assisting almost every one of the thousands of major commercial ships to enter or leave the Harbor during that time. Up until 1990 it also provided Harbor Pilots for Naval vessels as well. Generations of San Diego harbor pilots steamed *Pilot* out to sea in all weather conditions to meet the incoming merchantmen which, in turn, provided the flow of cargo and passengers to support the development of a rising urban seaport. It is the oldest operational pilot boat in the United States, and is still licensed by the Coast Guard to serve as a pilot boat.

The years since 1914 constitute virtually the entire rise of San Diego as a world center for maritime and military enterprises and concur precisely with the career of this vessel. San Diego possesses very few artifacts that link it to the maritime past of the early 20th century. *Pilot* is not only one of the few such items remaining, but arguably the most significant and evocative. No other single artifact in existence can be linked so directly to the economic and military rise of the region and the diverse culture supported by its economy.

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**Narrative Statement of Significance** (provide at least **one** paragraph for each area of significance)**Criteria A**

*Pilot* was designed and built in San Diego for one purpose, to deliver harbor pilots to sea going vessels. She served that purpose for 82 years. She was San Diego's first propeller driven pilot boat, assisting thousands of ships coming in and out of San Diego harbor. Her history links the last days of square riggers to modern cruise ships and aircraft carriers.

In 1914 senior pilot Captain Peter Johnson contracted with Manual Goularte to build the *Pilot*. Goularte's shipyard was located in San Diego at 1964 Atlantic Ave, which is now Harbor drive. This is at the foot of Hawthorne St. two blocks away from the Maritime Museum's current location. Incidentally, Captain Johnson was also the only harbor pilot in San Diego history to be killed in action, after falling from the jacob's ladder while boarding a cargo ship in November 1925.

She is a part of San Diego Naval history, delivering harbor pilots to every manner of navy ship for many years. Aircraft carriers, destroyers, frigates, cruisers, battleships, colliers, troop transports and oilers all took on harbor pilots from this little vessel. Virtually the entire history of the Navy's presence in San Diego, which began in 1917, is paralleled by the *Pilot's* service to it. Starting in 1924 she regularly delivered harbor pilots to the USS *Langley*, the first aircraft carrier in the US fleet, which was stationed in San Diego and played a critical role in the development of naval aviation.

In 1943 she was commandeered by the Coast Guard for wartime service both as a pilot boat and a patrol boat. She was then taken over by the Navy to serve in that same capacity. During the Second World War she delivered harbor pilots to many of the most significant naval vessels to serve in the Pacific, including the *Pennsylvania* BB-38, both *Yorktowns*, CV-5 and CV-10, President Roosevelt's flagship and flagship of the 5<sup>th</sup> fleet the *Indianapolis* CA-35, the *Valley Forge* CV-45, The *Essex* CV-9, the *Enterprise* CV-6, the *Franklin* CV-13, the *Arizona* BB-39, the *Lexington* CV-16, the *Saratoga* CV-3 and countless others. Today most all these historical vessels are gone, but the *Pilot*, which literally touched so much of history, remains.

In 1946 she was returned to civilian service, and in gratitude the Secretary of the Navy, James Forrestal, authorized *Pilot* to officially display six chevrons on her stack in recognition of her wartime service. She displays these chevrons to this day.

It should be noted that the *Pilot* delivered a harbor pilot to the USS *Constitution*, when this most revered of all naval vessels visited San Diego in January of 1933 and November of 1934. It also delivered a pilot to the English battlecruiser H.M.S. *Renown* in April 1920 when England's Prince of Wales visited San Diego.

**Historic context information** (if appropriate)

San Diego's rise to prominence and viability as an economic center has historically relied and continues to rely fundamentally on the multiple, diverse, and interrelated uses of its bay. Today San Diego bay is home to one of the largest concentrations of conventional naval power in all of history and a national center for every branch of naval endeavor including naval aviation, submarine, antisubmarine, surface, amphibious, special warfare, communications, IT, naval research, and naval technology development. According to the most recent study by the San Diego Military Advisory Council, naval related employment represents 23.1% of regional employment and direct DOD spending contributes \$16.1 billion to the regional economy annually. In addition, a recent report by the San Diego World Trade Center identifies San Diego as possessing the world's large cluster of maritime based companies as well as the world's largest base of research into marine technology and oceanography by universities and research institutes. San Diego functions as a national center for specialized maritime commerce, shipbuilding and repair, recreation, fishing, and ocean related tourism. Exclusive of military functions, maritime activity employs 28,000 people and contributes \$7 billion to the regional economy. Yet, from the perspective San Diego Bay's early history right up to *Pilot's* beginnings in 1914, none of

this would have seemed remotely likely.

San Diego Bay was discovered by the Spanish expedition led by Juan Rodriguez Cabrillo in 1542, who claimed the entire region now encompassing the western coastal United States for Spain. Despite its unknown potential, the entire region was deemed so unpromising by reports from that first expedition and subsequent ones that Spain declined to occupy, colonize, or otherwise invest any effort in California until 1769, when provoked to defend its territorial claims by increasing British, French, and Russian incursions into the Pacific following the Seven Years War. San Diego's harbor was ideal for early attention as the first European settlement on what is now the West Coast of the United States. The village eventually established at what is now called Old Town was situated at the closest source of fresh water to the main protected anchorage, a spot behind Ballast Point that is today still referred to as "La Playa."

However secure this anchorage for the kinds of small sailing vessels prevalent to the mid-nineteenth century, San Diego bay in its natural state posed serious limitations for growth as a major seaport in subsequent years as maritime technology changed. The harbor mouth periodically closed by a dangerous bar and various and shifting "middle ground" shoals rendered most of the bay inaccessible to sailing craft of any size. Because underwater contours did not favor the construction of piers at the La Playa anchorage, commercial vessels were required to land and embark their cargoes by small boats directly from the beach and accessible from Old Town two miles away via the road now known as Rosecrans Street. But with the advent of steam navigation in the latter half of the 19<sup>th</sup> century, small steamships or tugs could maneuver the complex and shifting channel to reach further into the bay. At roughly the site of present day G Street, the proximity of deep water to the shoreline made the construction of piers feasible, and in turn these piers could be serviced by narrow gauge railroad, an early combination of maritime intermodal mechanization that served to shift the entire center of population and commerce from Old Town to the site of what is now downtown San Diego. Navigating the harbor bar and the ever changing channel required intimate knowledge of the bay and vessels arriving to the harbor entrance required pilots with specialized knowledge of those conditions. The history of their activities is not well documented, but it is believed that *Pilot* had two sail powered predecessors which served the purpose of delivering them to and from the ships.

Yet despite these technological advances, the bay remained for the most part a shallow backwater for maritime commerce and the small city of San Diego a reflection of its limitations. When the "Great White Fleet" arrived in 1906 at the instigation of city leaders as part of a strategy to lure the US Navy to San Diego, as had always been the case for ships of any size, the entire armada was forced to anchor offshore in Coronado Roads because the harbor channel was unnavigable to deep draft vessels. However, the construction of the Panama Canal presented to San Diego the dual geographical advantages of relative (to other west coast ports) proximity and a bay which with enough investment might be developed into a port. Beginning with the establishment of a naval coaling station at La Playa in 1912 and subsequent massive investment into dredging, breakwaters, and harbor and waterfront facilities both on the part of the city and the Federal Government, a major deepwater port gradually emerged as a growing center for naval activity, maritime trade, shipbuilding, and what would become for a while one of the world's largest fishing industries. These enhancements to San Diego's economic potential were concurrent with and partially a justification for a massive "city beautiful" investment in urban planning and the creation of some of the city's most culturally significant features. These include Balboa Park, the former site of the 1915 Panama Pacific Exposition and intended to highlight the city's anticipated prominence as the natural terminus of sea traffic between the US and the new Panama Canal. Almost immediately, the character of San Diego as a major city situated by the sea began to emerge.

Before the large scale improvements to the navigability of the Bay appeared, the need for pilots to guide large ships in and out of it was moot. Once they came into being, this function was an assumed and essential component of their purpose – and the purpose for which *Pilot* was built. While the Port and the major ships served by it constituted a continuing regional basis and powerful influence upon subsequent growth, infrastructural development, industrial trajectory, intellectual focus, cultural content, and urban design, neither time or technology altered the essential need for these ships to enter and leave port safely, at all hours and in any weather. As the population, personalities, landscape, facilities, and the ships themselves changed over the decades, all lines of development passed more or less unnoticed through a single prosaic nexus in the form of one little boat, which for the better part of a century, functioned as the sole and continuous conveyance of the skill and knowledge necessary to see these ships of every size, description, and power safely into and out of San Diego Bay in daylight and darkness, calm or storm. No other single object within the region is so directly connected in a physical way to the spectacular rise, over only four generations, of San Diego from a sleepy shallow water harbor to America's tenth largest city and one of the greatest seaports in maritime history. That her career, now more diversified, continues unbroken and that after almost a century she still delivers her pilots and brings them home safely when called upon to do so is arguably unprecedented. The recognition of *Pilot* as an appropriate addition to the national register is a statement that would not only recognize her own significance, but constitute acknowledgement

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

that history is not entirely the purview of great battles and great men, but may sometimes turn on the smallest of players that may for generations, pass unnoticed.

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### 9. Major Bibliographical References

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**Bibliography** (Cite the books, articles, and other sources used in preparing this form)

- Mains'l Haul 36:2&3 spring/summer 2000 3-14
- Wooden Boat #155 July/August 2000 28-31
- Mains'l Haul 43:1&2 spring/summer 2007 16-27
- Mains'l Haul 28:4 summer 1992 12-14
- Journal of San Diego History 33:4 1987
- Captain Hilton Johnson oral history February 1969, SDMM Library.
- Captain Ed Silva oral history January 2000 SDMM Library
- Captain Lloyd Maland oral history February 1992 SDMM Library
- List of Merchant Vessels of the United States, 1915
- Ship logs of M/V *Pilot* SDMM archives
- Linder, Bruce: San Diego's Navy: An Illustrated History. Navel Institute Press, 2001
- 2010 SDMAC Military Economic Impact Study. [www.sdmac.org](http://www.sdmac.org)
- California and the Global Economy, San Diego World Trade Center:  
[www.sdwtc.org/trade-advocacy/economic-impact-reports](http://www.sdwtc.org/trade-advocacy/economic-impact-reports)

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- \_\_\_\_\_  
Name of repository:

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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### 10. Geographical Data

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**Acreage of Property** \_\_\_\_\_  
(Do not include previously listed resource acreage)



\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

Less than one

**UTM References**

(Place additional UTM references on a continuation sheet)

1 \_\_\_\_\_  
Zone Easting Northing  
11 3620366.100 483732.564

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

**Verbal Boundary Description** (describe the boundaries of the property)

N/A

**Boundary Justification** (explain why the boundaries were selected)

N/A

\_\_\_\_\_  
**11. Form Prepared By**

name/title\_ Scott Baldwin

organization MARITIME MUSEUM OF SAN DIEGO

date 12/10/2009

street & number 1492 N. Harbor Drive

telephone 619 234 9153

city or town San Diego

state CA

zip code 92101

e-mail [sbaldwin@sdmaritime.org](mailto:sbaldwin@sdmaritime.org)

\_\_\_\_\_  
**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all

photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** M/V Pilot

**City or Vicinity:** San Diego

**County:** San Diego

**State:** California

**1 of 5**

Photographer: Scott Baldwin

Date Photographed:11/18/2009

Description: CA-San Diego County -001. This is a contemporary photo showing the current state of the *Pilot*, located at the San Diego Maritime Museum.

**2 of 5**

Photographer: unknown

Date: 1914

Descripton: CA-San Diego County -002. This is a photo showing the *Pilot* soon after it was launched in 1914.

**3 of 5**

Photographer: unknown

Date: 1914

Descripton: CA-San Diego County -003. A photo of the *Pilot* delivering a harbor pilot to the square rigger *Desaix*.

**4 of 5**

Photographer: unknown

Date: 1933

Descripton: CA-San Diego County -004, A photo showing the *Pilot* in 1933, with the 4 harbor pilots posing on the foredeck.

**5 of 5**

Photographer: unknown

Date: 1944.

Description: CA-San Diego-County -005 A photo of the *Pilot* delivering a harbor pilot to the troop transport *USS Randell*

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

in 1944.

**All photographs are included on the archival CD in .tif format**

\_\_\_\_\_  
**Property Owner:**

(complete this item at the request of the SHPO or FPO)

name MARITIME MUSEUM OF SAN DIEGO

street & number 1492 N. Harbor Drive telephone 619 234 9153

city or town San Diego state CA zip code 92101

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.  
May Alcott Nieriker