Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California

ADP No. 110518-060

Agreement No. 10-2922

PD No. 5

Prepared for:

CDM

Prepared by:

SWCA Environmental Consultants

December 2011

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MANAGEMENT SUMMARY/ABSTRACT

Purpose and Scope: This report contains results of the built environment evaluation conducted for properties on Terminal Island, located at the Port of Los Angeles in the city and county of Los Angeles, California. Under contract to CDM, SWCA Environmental Consultants (SWCA) prepared a built environment evaluation report to identify built environment resources on Terminal Island to assess whether properties are eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a City of Los Angeles Historic-Cultural Monument (HCM) or Historic Preservation Overlay Zone (HPOZ). The scope of work for this project includes an initial windshield survey of the entire project area, including inspection of all buildings, structures, and associated features, followed by an intensive-level survey of properties on Terminal Island. Property research for the project includes a review of previous built environment studies conducted on Terminal Island, archival research, and completion of a draft and final report detailing the results of the intensive survey and subsequent property evaluations, as well as a historic context statement. Finally, data and maps collected through field surveys, research, and the significance evaluations will be submitted to the City of Los Angeles Office of Historic Resources (OHR) for review and approval.

Dates of Investigation: SWCA conducted the initial windshield survey of Terminal Island on August 3, 2011, followed by intensive-level surveys on August 24 and October 4, 2011. SWCA conducted archival research and preparation of the historic context throughout the months of July, August, and September 2011. Finally, SWCA completed and submitted a draft report in November 2011 and a final report in December 2011.

Summary of Findings: As a result of the built environment surveys, 48 properties were identified within the project area. Of these, 16 were recorded and evaluated for NRHP and CRHR eligibility, as well as local designation as a City of Los Angeles HCM or HPOZ. Of the 16 properties evaluated for historic significance, four appear to be eligible for listing in the NRHP as an individual property (status code 3S); one appears to be eligible for listing in the CRHR as an individual property (status code 3CS); one appears to be eligible for local listing or designation (status code 5S3); and 10 were found to be ineligible for the NRHP, CRHR, or for local designation (status code 6Z). The remaining 32 properties were exempt from further evaluation for one of two reasons: (1) the property was recently evaluated for historic significance (within the past five years); or (2) the property is of the recent past and not enough time has passed to adequately evaluate it for historic significance.

Investigation Constraints: Some of the properties evaluated as part of this study required permission to access. While most of the intensive-level survey was completed on August 24, 2011, additional survey was required on October 4, 2011, to photograph and evaluate those properties that could not be accessed in August. These constraints did not affect adequacy or completion of this evaluation report.

Management Recommendations: SWCA recommends that the results of this study be used to guide future planning efforts that may impact Port of Los Angeles–owned properties on Terminal Island. It is further recommended that Port of Los Angeles-owned properties on Terminal Island be subject to updated survey and evaluation overtime, and that more recently constructed properties continue to be identified and considered in the planning process. If a survey is more than five years old, it should be updated to determine if any historical resources have become eligible or ineligible due to changing circumstances or new documentation. Because the Port of Los Angeles Land Use Plan is anticipated to be in effect until the year 2030, any associated projects that have the potential to impact historical resources should be identified and considered early on in the planning process.

Disposition of Data: This report and any subsequent related reports will be filed with CDM; the Port of Los Angeles Environmental Management Division; the City of Los Angeles OHR; the South Central Coastal Information Center (SCCIC) at California State University, Fullerton; and SWCA's Pasadena office. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena, California, office.

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INTRODUCTION

Under contract to CDM, SWCA Environmental Consultants (SWCA) conducted a built environment survey of to identify, record, and evaluate historic buildings, structures, and features on Terminal Island at the Port of Los Angeles that may be eligible for inclusion in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), eligible as a City of Los Angeles Historic-Cultural Monument (HCM), or eligible for consideration as a Historic Preservation Overlay Zone (HPOZ). Terminal Island is located at the Port of Los Angeles, in the city and county of Los Angeles, California.

This study was completed under the provisions of the California Environmental Quality Act (CEQA). Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1 were also used as the basic guidelines for this cultural resources study. PRC Section 5024.1 requires the identification and evaluation of cultural resources to determine their eligibility for listing in the CRHR. The CRHR is a listing of the state's historical resources and indicates which properties are to be protected from substantial adverse change, as defined in CEQA, to the extent prudent and feasible. Because it is anticipated that the results of this study will be used for future projects subject to federal laws and regulations, this study was also prepared in accordance with the Advisory Council on Historic Preservation regulations, revised January 11, 2001, for the identification of historic properties, as required by 36 Code of Federal Regulations (CFR) Part 800, and the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

The project team was led by SWCA Cultural Resources Project Manager, Samantha Murray. The built environment field surveys were conducted by SWCA architectural historians Samantha Murray and Steven Treffers. Archival research, development of the historic context, and preparation of this report was conducted by SWCA architectural historians Steven Treffers, Mary Ringhoff, Samantha Murray, Jan Ostashay, and Shannon Carmack. All figures in this report were prepared by Geographic Information Systems (GIS) Analyst Jennifer Roschek. Technical editing of this report was conducted by Heidi Orcutt-Gachiri. Finally, this report was reviewed for quality assurance/quality control (QA/QC) by SWCA Senior Architectural Historian Jan Ostashay. All project personnel meet the Secretary of the Interior's Professional Qualification Standards (PQS) for architectural history.

Project Location and Description

The project area is located on Terminal Island at the Port of Los Angeles, in the city and county of Los Angeles, California (Figure 1). The project area includes all Port of Los Angeles–owned properties located within a portion of Terminal Island that is bounded by the East Basin and Cerritos Channel to the north; the Pacific Ocean (adjacent to the APM terminals) to the south; Los Angeles city limits to the east; and the Main Channel to the west (Figure 2). Land use within the project area consists primarily of container terminals, with smaller portions of land used for liquid bulk, dry bulk, break bulk, commercial fishing, maritime support, and institutional facilities (Figure 3).

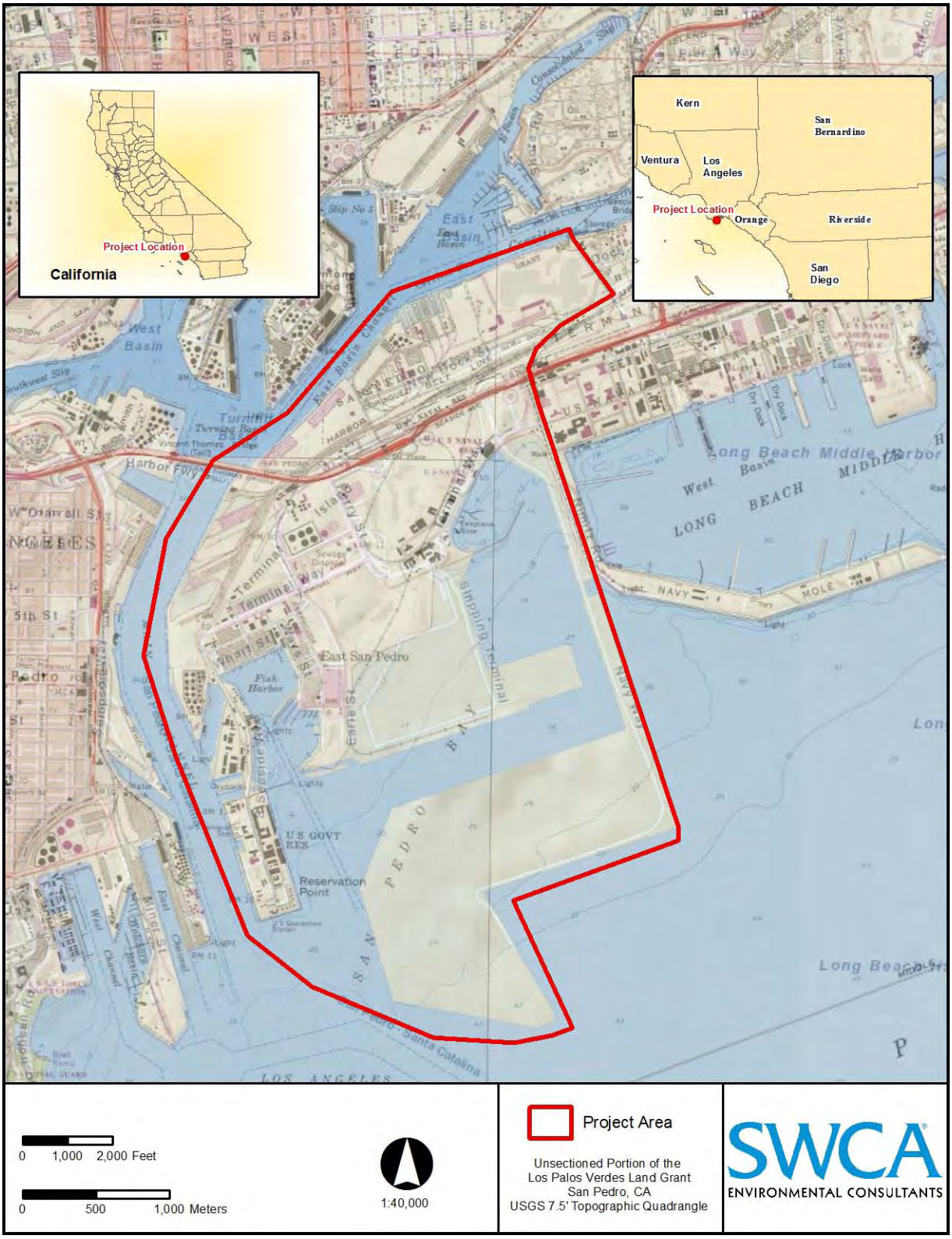


Figure 1. Project location map

Figure 2. Aerial map of the project area

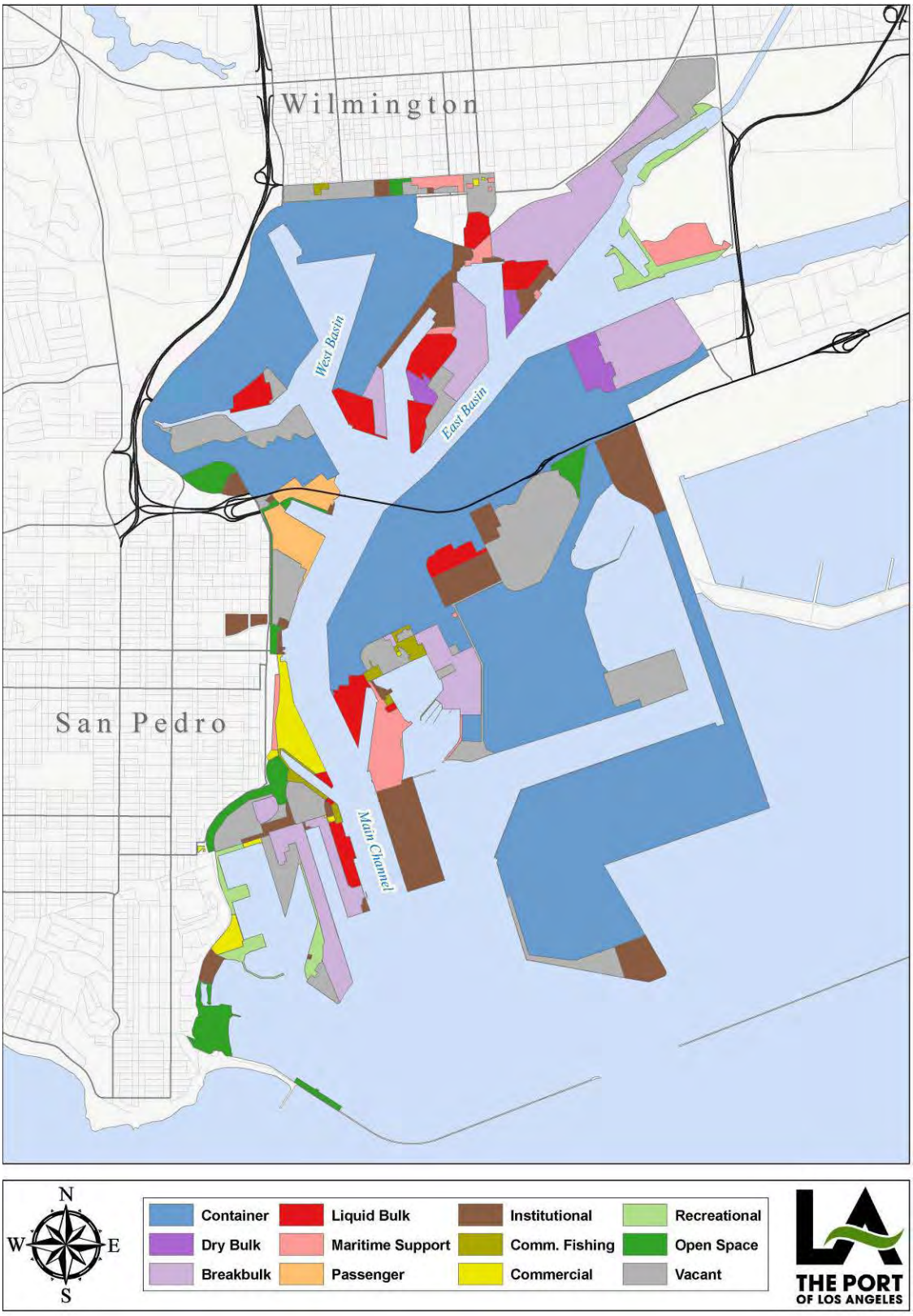


Figure 3. Existing land use at the Port of Los Angeles

SWCA conducted a survey of all built environment resources (i.e., buildings, structures, objects, and features) located within the described project area, in order to identify, evaluate, and record any built environment resources that may be eligible for listing in the NRHP, CRHR, or for designation as a City of Los Angeles HCM or HPOZ. As required by the City of Los Angeles Office of Historic Resources (OHR) SurveyLA project, the historic significance of all properties built before the year 1980 was considered as part of this project. Only properties that had been previously evaluated for historic significance within the past five years were excluded from the survey. As part of the project, SWCA also developed a property-specific historic context statement. This context includes information on relevant historic themes, important events, and economic trends that influenced the growth and development of Terminal Island over time.

REGULATORY SETTING

Federal

In accordance with 36 CFR Part 800 and the regulations implementing Section 106 of the NHPA of 1966, historic properties are defined as those listed in or determined eligible for listing in the NRHP. Historic properties require review for adverse effects.

National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS), under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by NPS.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, *How to Apply the National Register Criteria*, as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further

asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria" (36 CFR Sections 800.16(i)(1)).

Effects on historic properties under Section 106 of the NHPA are defined in the assessment of adverse effects in 36 CFR Sections 800.5(a)(1):

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Adverse effects on historic properties are clearly defined and include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (36 CFR 800.5 (2)).

To comply with Section 106, the criteria of adverse effect are applied to historic properties, if any exist in the project Area of Potential Effect (APE), pursuant to 36 CFR Sections 800.5(a)(1). If no historic properties are identified in the APE, a finding of "no historic properties affected" will be made for the proposed project. If there are historic properties in the APE, application of the criteria of adverse effect will result in project-related findings of either "no adverse effect" or of "adverse effect," as described above. A finding of no adverse effect may be appropriate when the undertaking's effects do not meet the thresholds in criteria of adverse effect 36 CFR Sections 800.5(a)(1), in certain cases when the undertaking is modified to avoid or lessen effects, or if conditions were imposed to ensure review of rehabilitation

plans for conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (codified in 36 CFR Part 68).

If adverse effects findings were expected to result from the proposed project, mitigation would be required, as feasible, and resolution of those adverse effects by consultation may occur to avoid, minimize, or mitigate adverse effects on historic properties pursuant to 36 CFR Part 800.6(a).

State

In accordance with CEQA Guidelines, properties defined as "historical resources" are those listed in or eligible for listing in the CRHR. Properties eligible for the CRHR are those found to meet the criteria for listing in the CRHR and NRHP or by designation under a local ordinance in a Certified Local Government community. CEQA requires the lead agency to determine whether a project may have a significant effect on historical resources.

PRC Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA were used as the framework for this cultural resources study. PRC Section 5024.1 requires evaluation of historical resources to determine eligibility for listing in the CRHR. The CRHR was established to serve as an authoritative guide to the state's significant historical and archaeological resources (PRC Section 5024.1). For a property to be eligible for listing in the CRHR, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

The resource

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2) Is associated with the lives of persons important in our past.
3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values.
4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to possessing one of the above-listed significance characteristics, to be eligible for listing in the CRHR, a resource must retain integrity to its period of significance. CRHR guidance on the subject asserts "[s]imply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" (Office of Historic Preservation 2004). Integrity, although somewhat subjective, is one of the components of professional judgment that makes up the evaluation of a property's historic significance. The requisite conclusion is whether a property retains its integrity, the physical and visual characteristics necessary to convey its significance, or it does not. The concept of integrity is defined in state guidelines as "the authenticity of an historical resource's physical identity evidenced by the physical survival of characteristics that existed during the resource's period of significance." To retain its historic integrity, a property must possess several, and usually most, of these aspects.

Local

Los Angeles Historic-Cultural Monuments

Local landmarks in the city of Los Angeles are known as HCMs and are under the aegis of the Planning Department, OHR. They are defined in the Cultural Heritage Ordinance as follows:

> Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 178,402, Effective 4-2-07)

For the purposes of SurveyLA, this definition has been broken down into four HCM designation criteria that closely parallel the existing NRHP and CRHR criteria:

1. Is identified with important events in the main currents of national, State or local history, or exemplifies significant contributions to the broad cultural, political, economic or social history of the nation, state, city, or community; or
2. Is associated with the lives of Historic Personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her age; or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the pre-history or history of the nation, state, city or community.

Historic Preservation Overlay Zones

As described by the City of Los Angeles OHR, the Historic HPOZ Ordinance was adopted in 1979 and amended in 2004:

> to identify and protect neighborhoods with distinct architectural and cultural resources, the City . . . developed an expansive program of Historic Preservation Overlay Zones . . . HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

Regarding HPOZ eligibility, City of Los Angeles Ordinance Number 175891 states:

> Features designated as contributing shall meet one or more of the following criteria:
>
> (1) adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
>
> (2) owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
>
> (3) retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City. (Los Angeles Municipal Code, Section 12.20.3)

Regarding effects on federal and locally significant properties, Los Angeles Municipal Code declares the following:

> The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure. (Section 91.106.4.5, Permits for Historical and Cultural Buildings)

Substantial Adverse Change

As outlined in Appendix G of the CEQA Guidelines, it is necessary to establish if a project will cause a "substantial adverse change" in the significance of a historical resource as defined in Section 15064.5.

Significant cultural resources, for the purposes of CEQA, are those resources that have been determined eligible for or are listed in the CRHR. All resources that have been determined eligible for or are listed in the NRHP are automatically eligible for the CRHR and as such, are considered historical resources for the purposes of CEQA. In addition, cultural resources included in local registers of historical resources, as defined in PRC 5020.1(k) or 5024.1(g), are also considered to be historical resources for the purposes of CEQA. CEQA states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

If a project is expected to cause substantial adverse change in a historical resource, environmental clearance for the project would require application of mitigation measures to reduce impacts. Thresholds of substantial adverse change are established in PRC Section 5020.1 as "demolition, destruction, relocation, or alteration activities *that would impair the significance of the historic resource* (emphasis added)." Material impairment occurs when a project results in demolition, or materially alters in an adverse manner, the physical characteristics that convey a property's historic significance, or is the reason for that property's inclusion in an official register of historic resources (PRC Section 15064.5(b)(2)).

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at Section 15064.5 and cite language found at PRC Section 5097.98 that illustrates the process to be followed in the event that remains are discovered. If human remains are discovered during construction activities, no further disturbance to the site shall occur and the Los Angeles County Coroner must be notified. If the Coroner determines the remains to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) within 48 hours. The NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased. The MLD may then make recommendations as to the disposition of the remains.

METHODOLOGY

Developing the Historic Context

In developing the historic context and a property evaluation process for this project, SWCA consulted with Janet Hansen, Deputy Manager of the City of Los Angeles OHR. As part of SurveyLA, a citywide historic resources survey that identifies all resources built between approximately 1865 and 1980, OHR has been developing a citywide Historic Context Statement (HCS). This narrative document identifies themes and subthemes representing the multi-faceted history of Los Angeles and relates those themes to existing resources or "property types." The HCS assists survey efforts in predicting the location and type of resources and provides a structure in which to evaluate a resource's historic significance. Because of the industrial nature of Terminal Island, OHR provided SWCA with the *Draft Historic Context Statement, SurveyLA Industrial Development, City of Los Angeles, Los Angeles County, California* (Sorrell et al. 2011) component of the HCS, which specifically addresses themes relating to the industrial development of Los Angeles. Included in this larger context is a theme relating to the development of the Port of Los Angeles, which identifies a number of property types and criteria considerations for resources within the project area. In preparation of the historic context for this project, the *Draft Historic Context Statement* was used to identify significant themes in the Port's history and develop a framework in which to evaluate identified resource's historic significance in relation to similar property types located throughout the City of Los Angeles. Because SurveyLA is still in the process of developing a comprehensive historic context for all property types on Terminal Island, SWCA consulted with Ms. Hansen on those properties that did not fit into the current *Draft Historic Context Statement* (e.g., institutional and recreational properties).

Appendix B provides a breakdown of context, theme, and property type for each property evaluated by SWCA as part of this study. This table was prepared in a format compatible with SurveyLA's Field Guide Survey System (FiGSS), a written manual and customized GIS database that is utilized in the field by surveyors. FiGSS essentially breaks down the HCS into separate components that can be populated into data fields. SurveyLA uses this process in order to ensure consistency, objectivity, and proper use of evaluation criteria and standards by surveyors during the evaluation process. The results of this study will be fully integrated into SurveyLA's database and will be available on the SurveyLA website in the near future. For more information on SurveyLA and the FiGSS, please visit the official SurveyLA website at: http://preservation.lacity.org/survey.

Background Research

As part of the process of conducting background research for this project, SWCA reviewed cultural resources studies that had been previously conducted within the project area. Many of these studies were obtained through the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. The SCCIC identified these previous studies by conducting a search of the California Historical Resources Information System (CHRIS). The CHRIS search also includes any previously recorded cultural resources within the project documented on California Department of Parks and Recreation (DPR) series 523 forms, as well as a review of the NRHP, the CRHR, the California Points of Historical Interest (CPHI) list, the California Historical Landmarks (CHL) list, the California State Historic Resources Inventory (HRI) list, and the latest City of Los Angeles HCM list. The SCCIC also provided any available historic U.S. Geological Survey (USGS) California 7.5- and 15-minute quadrangle maps. SWCA also obtained copies of previously conducted studies from the Environmental Management Division of the Port of Los Angeles.

In preparation of the historic context and property-specific research for this project, archival research was carried out in July and August 2011. Research methodology focused on review of a variety of primary

and secondary source materials relating to the history and development of the subject properties. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were reviewed and/or contacted to identify known historical land uses and the locations of research materials pertinent to the project area:

- County of Los Angeles Tax Assessor Records
- Archival Collection, Port of Los Angeles, City of Los Angeles
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- California Index and various publications, Los Angeles Public Library, City of Los Angeles
- Aerial photographs
- Sanborn Fire Insurance Company Maps (Sanborn Maps)
- USGS Maps
- City Directories
- Dennis Hagner, Environmental Supervisor, Special Projects, Environmental Management Division, Port of Los Angeles, City of Los Angeles
- Janet Hansen, Deputy Manager, City of Los Angeles OHR
- Dorothy Meyer, Principal, CDM

Built Environment Surveys

On August 3, 2011, SWCA architectural historians conducted a preliminary "windshield" survey of the project area. Referencing aerial photographs and maps, each property within the project area was visually examined from the public right-of-way, and buildings, structures, and objects believed to be constructed before 1980 were identified and noted in order to create a preliminary list of properties potentially requiring evaluation. SWCA performed subsequent research with historic aerial photographs, Sanborn Maps, and other sources to confirm the approximate construction dates and alterations of all properties identified during the windshield survey. SWCA also noted which properties would require special permission to access during the intensive-level survey.

Once a preliminary list of properties was established, SWCA architectural historians Samantha Murray and Steven Treffers conducted an intensive-level pedestrian survey of properties identified for evaluation on August 24 and October 4, 2011. Permission to access certain properties was obtained in advance of the survey. The purpose of the survey was to inspect and photograph all buildings, structures, and objects within the project area that require evaluation for historic significance. The intensive-level survey consisted of a visual inspection of each property and any associated features. Each property was photographed with a digital camera from all accessible elevations, and detailed notes were taken to document each property's current condition, architectural details, observed alterations, and character-defining features. All notes, photographs, and records related to the current study are on file at the SWCA Pasadena, California, office.

Property Significance Evaluations

While SurveyLA evaluates individual resources and districts for significance in accordance with the criteria established for listing in the NRHP, CRHR, and for local designation as a City of Los Angeles HCM or HPOZ, the national, state, and local criteria differ in how they address properties of the "recent past." For the NRHP, a resource that is less than 50 years old may not be considered eligible for listing unless it is demonstrated to be of "exceptional importance." For the CRHR, a resource may be considered

eligible for listing if it can be demonstrated that sufficient time has passed to understand and gain a scholarly perspective on its historic significance. Unlike the NRHP and CRHR, the City of Los Angeles' Cultural Heritage Ordinance does not have a minimum age threshold for HCMs, and does not require that a resource meet the NRHP's "exceptional importance test." SurveyLA considers the significance of resources built as recently as 1980. As such, SWCA considered the significance of all properties built in or before 1980 as part of this built environment evaluation report.

Upon completion of the windshield survey and initial property research, SWCA compiled a preliminary list of properties *potentially* requiring evaluation for historic significance. In accordance with the practices of SurveyLA, SWCA considered all properties built in or before the year 1980. SWCA then conducted additional property research to develop a final list of properties requiring formal evaluation for NRHP and CRHR eligibility, or for listing as a City of Los Angeles HCM or HPOZ. Properties identified within the project area that had been evaluated more than five years ago received updates to their previous evaluation findings. Any property evaluated as part of this study was documented on the appropriate State of California DPR series 523 forms (i.e., Primary Record, Building, Structure, and Object Record, and Location Map). Properties exempted from evaluation include properties evaluated within the last five years and properties of the recent past that did not warrant formal evaluation.

HISTORIC CONTEXT

Early Harbor Development, –1897

Today among the world's largest and busiest deep-water ports, the Port of Los Angeles began as a quiet natural harbor ringed with Gabrieleno villages. The establishment of the Mission San Gabriel Arcángel in 1771 brought the first to European development to the area (named San Pedro by that point), with Spanish missionaries using the harbor as a trading post for receiving and shipping goods with Spain. In the years that followed, members of the Portola Expedition were granted a series of land concessions in southern California, including Rancho San Pedro, Rancho Los Cerritos, and the Rancho Palos Verdes land grants. The combined total acreage for the three historic ranchos was nearly 84,000 acres and included the area of the present-day Port of Los Angeles (Beck and Haase 1974).

Within the Rancho San Pedro land grant was a sandy strip known in the mid to late nineteenth century as Rattlesnake Island. Said to be full of snakes that had washed down the Los Angeles River into the harbor, the island served as a natural breakwater protecting the mainland shore from errant waves and was a key component of the harbor. Owned by the Dominguez estate, it remained a largely undeveloped piece of land until the early 1890s (Sapphos Environmental 2009:32).

After gaining independence from Spain, Mexico lifted Spain's trade restrictions in 1822, leading to rapid growth of settlement and commercial operations in the San Pedro area. In 1834, the Mexican government amended the Rancho San Pedro land grant to give a portion to the Sepulveda family, who subsequently built a dock and landing at the harbor. By the time California joined the United States in 1848, San Pedro was well established as a port of trade and a transportation hub. Because of the bay's shallow water and tidal mudflats, ships had to anchor off shore and use small boats to ferry goods and passengers into the harbor. The region's new American status meant an even higher influx of settlers and entrepreneurs, and it soon became clear that the harbor required expansion and development to accommodate the influx of goods headed to Los Angeles.

Delaware native Phineas Banning arrived in San Pedro in 1851 and proceeded to spearhead much of the Port's development. After founding the town of New San Pedro (later renamed Wilmington) in 1857, Banning organized the Los Angeles and San Pedro Railroad (LA&SP), the first line to transport goods

from the harbor to the City of Los Angeles (Jones & Stokes 2008). In 1871, Banning's political efforts resulted in Congressional approval of funds for major harbor improvements, including dredging of the main channel to a depth of 10 feet and construction of a breakwater between Deadman's Island (no longer present) and Rattlesnake Island. Business at the improved port accelerated and by 1885 it was handling 500,000 tons of cargo annually (City of Los Angeles Board of Harbor Commissioners 2010).

In the late 1880s to early 1890s, the Los Angeles Terminal Railway purchased Rattlesnake Island from the Dominguez estate and constructed a new line along the Los Angeles River from Los Angeles to the south end of the island. The line crossed the water on trestles and terminated in a newly constructed terminal, providing the most direct access to deep water of any other operation at the harbor. From this point on, the island was known as Terminal Island. In creating the first connection between with the mainland, the Los Angeles Terminal Railway opened the sandy landmass up to the public. The southern beach of Terminal Island eventually became a popular summer resort known as Brighton Beach and boasted hotels, apartment houses, bathhouses, saloons, a boardwalk, and as many as 200 homes, none of which are extant (Sanborn 1902, 1908). This area was also the birthplace of the South Coast Yacht Club in 1901, whose members would later start the Los Angeles Yacht Club.

Development and Occupation of the Harbor and Terminal Island, 1897–1918

By the latter part of the nineteenth century, the need for a deep-water port in the Los Angeles region had become increasingly urgent, and the federal government agreed to assist the City with a $3 million appropriation for its development. While City leaders wished to place the port in San Pedro, Collis Huntington—owner of the Southern Pacific Railroad—began an aggressive push to locate the facility in Santa Monica. In 1897 after a long, convoluted, and highly public political battle (later named the free-harbor fight), the Board of Army Engineers finally decided that the harbor would be built at San Pedro.

Industrial development of the harbor proceeded apace in the early 1900s, in anticipation of the 1914 completion of the Panama Canal and the fundamental changes in shipping patterns it would bring. The City of Los Angeles extended it boundaries to coastal tidewaters, annexing San Pedro in 1906 and Wilmington in 1909. In 1907, the City officially created the Los Angeles Harbor Commission and the Port of Los Angeles. Numerous harbor improvements occurred during this time, including the completion of a large breakwater, wharf construction, placement of the Los Angeles Harbor Light (Angels Gate Lighthouse), the establishment of a municipal pier and wholesale fish market, and extensive dredging. The Port of Los Angeles added a significant amount of the dredged fill to the south side of Terminal Island, leading to a major change in the physical landscape: Brighton Beach's houses were no longer beachfront property.

In 1914, the Port of Los Angeles began dredging what would become Fish Harbor, a specialized area for fish processing and canning at Terminal Island. It was operational by 1915, and most of the Port's canneries moved to the new harbor, making tuna fishing and processing the most visible activity in that part of the island. By the 1920s, 11 canneries operated from the Port, served by a large fleet of fishing vessels and employing 1,800 cannery workers and 4,800 fishermen (Jones & Stokes 2004a:10). The workforce was ethnically diverse and included Japanese, Italians, Mexicans, and Yugoslavians. Many workers lived on the island, either in the old Brighton Beach area (generally called Terminal) or in largely cannery-owned housing north of Fish Harbor (generally called East San Pedro or Fish Harbor).

The latter residential area was predominantly occupied by first (Issei) and second (Nisei) generation Japanese and Japanese Americans, who formed a distinctive island community. The Japanese inhabitants of the island developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. Some second-generation residents never

even left Terminal Island until they reached high school age and began taking the ferry to attend San Pedro High. The commercial heart of the East San Pedro/Fish Harbor community was a small but vigorous commercial core on Tuna and Cannery Streets. The block of Tuna Street between Cannery and Fish Harbor was lined with restaurants, barber shops, pool halls, markets, clothing stores, hardware stores, and grocery and dry goods stores, including Nanka Company and Nakamura Company (Shelton 2006:100).

The rapidly growing oil industry played a major part in Port activity during this period. By the early twentieth century, the potential profitability of Los Angeles' oil fields had become apparent, and the Port offered oil companies an enticing location for refineries, storage, and oil transport. As early as 1902, the Union Oil Company (the first company to use a pipeline to move petroleum products from the Brea/Olinda region to the harbor) had a crude oil storage facility on the west bank of Terminal Island (Marquez and de Turenne 2007:156). By 1908, additional dredged fill provided Union Oil with enough surrounding land to construct five new storage tanks (Sanborn 1908). Other smaller oil companies developing facilities at the Port during this time included the General Petroleum Corporation, which in 1913 constructed a pipeline and loading facility in the outer Harbor that was capable of loading three vessels simultaneously (City of Los Angeles Board of Harbor Commissioners 1924–1925:14).

The growth of industrial facilities on Terminal Island was in large part due to the constantly expanding rail networks within the Port. In 1900, the LA&SP purchased the Los Angeles Terminal Railway, reincorporating as the San Pedro, Los Angeles, and Salt Lake Railroad and integrating Terminal Island's rail facilities with the harbor's larger network. This development, combined with the new land created by ongoing dredged fill, enabled an active lumber industry to emerge on the island, slowly pushing out the recreational facilities of Brighton Beach. Its growth was further strengthened when the Union Pacific Railroad acquired the Los Angeles and Salt Lake Railroad (LA&SL) (the "SP" was dropped when San Pedro became part of Los Angeles) in 1921, allowing for more extensive transportation to the surrounding areas.

Simultaneous to growth in the Port of Los Angeles, Long Beach began industrial development of its harbor in 1906 when the Los Angeles Dock and Terminal Company purchased 800 acres of marshland (Sapphos Environmental 2009:41). The City of Long Beach annexed the east half of Terminal Island in 1907, an early salvo in the inter-port competition that continues to this day (Sapphos Environmental 2009:142). In 1910, Southern California Edison constructed the region's first high-pressure steam turbine-operated electric generating station on the east end of Terminal Island (Sapphos Environmental 2009:75). The City of Long Beach used money from a harbor improvement bond issue to construct a municipal wharf in 1911, and the Port of Long Beach was officially founded in that same year.

World War I – World War II

Only a few days before the official opening of the Panama Canal, World War I began in 1914, and the canal remained closed for the duration and several years afterward. The primary focus of the Port quickly changed, and every effort was devoted to winning the War (City of Los Angeles Board of Harbor Commissioners 1918–1920:7). Wishing to establish a presence on the Pacific Coast, the U.S. Navy developed a base and training station in San Pedro, the first of several prominent military operations in the harbor (Historic American Buildings Survey 1995:3). In addition, the Ports of Los Angeles and Long Beach turned to shipbuilding in response to the nationwide push to build up the maritime fleet. Included in this effort was the Southwestern Shipbuilding and Dry Dock Company (later renamed the Bethlehem Shipbuilding Corporation), located on the west side of present-day Seaside Avenue, which built dozens of vessels by the war's end (Jones & Stokes 2000:10).

With the end of World War I, development of the Port increased rapidly. The Bethlehem Steel Corporation acquired the Southwest Shipbuilding facility in 1922 and, along with renaming the site the Bethlehem Shipbuilding Corporation, also reorganized it into a ship repair plant. The Board of Harbor Commissioners began a number of improvement projects in the following decade, aided in large part by a $15 million bond issue passed in 1923. This resulted in major changes to the landscape, including new and improved wharves, roads, bridges, cargo and passenger terminal facilities, and the widening and dredging of the Main Channel to accommodate more and larger cargo ships. Mormon Island was greatly expanded and attached to the mainland, and Terminal Island nearly doubled in size (Furgo West 1996:2–13). The Henry Ford Bridge (also known as the Badger Avenue Bridge) was completed in 1924 and provided Terminal Island with efficient vehicle transportation for the first time (City of Los Angeles Board of Harbor Commissioners 2001). Deadman's Island, which had long been a shipping hazard at the mouth of the Main Channel, was dynamited. Its debris was combined with dredged fill to create the rectangular parcel now known as Reservation Point at the southwest corner of Terminal Island.

New landfill on the east side of the Los Angeles portion of Terminal Island resulted in additional transportation options for the Port. Allen Field opened on June 20, 1928, as California's first combined land and sea airport, which included an oil-surfaced runway, a pier, and seaplane runway (*Los Angeles Times* 21 June 1928). While the airfield initially functioned as both a military and commercial facility, the Harbor Commission built the airport with the intention that it would be used primarily by the U.S. Navy (City of Los Angeles Board of Harbor Commissioners 1928:39–40). In 1935, the U.S. Navy signed a 30-year lease with the Port and renamed the facility Reeves Field in honor of Admiral Joseph M. Reeves, then commander-in-chief of the United States Fleet and an early proponent of U.S. Naval Aviation (*Los Angeles Times* 27 March 1936). Using Works Progress Administration funding, the U.S. Navy and the Port made a number of improvements to the field, including the construction of new runways, hangars, a seaplane lagoon and ramp, and rip rap shore line with piers and docks within the seaplane lagoon, as well as a prominent breakwater jetty for the mooring of seaplanes (Photograph 1) (City of Los Angeles Board of Harbor Commissioners 1935:32).

Photograph 1. View of improvements at Reeves Field, 1936.
(Source: Los Angeles Harbor Department archives)

Another significant improvement that followed the end of World War I and the further development of Terminal Island was the initial planning and construction of a sewage system within the Port. The City's Board of Commissioners recognized that the growth of the Port was dependent upon the development of adequate sewers and sewage disposal infrastructure. An early system had been installed in East Wilmington in 1915; however, the system only serviced the immediate area surrounding Wilmington and did not have the capacity to handle all of the waste from the developing Port (Knowlton 1918:130). These systems were necessary not only to accommodate a larger workforce, but also to process the waste of the growing fishing industry, which was rapidly polluting the bay (Sklar 2008:69). Under the supervision of City Engineer John A. Griffin, a series of sewage improvements were made in Wilmington and East San Pedro after the passage of a bond measure on August 29, 1922. The most of the improvements were completed by the end of 1923 and included pumping plants located at Fries Avenue (Mormon Island), Harris Place along North Seaside Avenue (Terminal Island), and Fish Harbor (Terminal Island); a screening plant located at Harris Place (Terminal Island); and several miles of force main that disposed clarified effluent into the ocean. By-products from the canneries continued to overwhelm the sewage system. In response to this problem, a fourth pumping plant along the 700 block of Ways Street was constructed at Fish Harbor around 1925 by the Harbor Department to deal specifically with cannery waste. This waste disposal system would continue to be improved upon, ultimately leading to the construction of the Terminal Island Treatment Plant in 1935.

The ongoing development and industrialization of the Port created the need for other improvements as well. Fire protection services were limited in the first 10 years following the City annexation of the harbor area. The only boat-based fire protection for all 8 miles of waterfront was two contracted, privately owned tugs (Dahlquist 1984:3). Los Angeles Fire Department Chief Engineer Archibald J. Eley commissioned Fireboat 1 in 1919, but even with a number of land-based fire stations, it quickly became apparent that one boat was not capable of handling the entire Port. Fireboat 2 was launched in 1925 and was soon housed on the north shore of Terminal Island at Berths 226–227 in a combined boat house and fire station. Fireboat 1 was moved in 1927 to a new boat house that was built that same year along the west side of Fish Harbor. Referred to as Fireboat House 1, this facility primarily served the fishing boats in the area, as well as the canneries and their associated service industries (*Los Angeles Times* 3 May 1927). Within three years, fire protection at the Port had grown to include three fire boats, 10 land companies, and 205 firemen (City of Los Angeles Board of Harbor Commissioners 1930:85).

The discovery of oilfields around the local basin in 1923 led to oil production becoming one of the largest contributors to Port commerce, with the shipment of oil increasing by nearly 250 percent from 1923–1924 (City of Los Angeles Board of Harbor Commissioners 1924–1925:46). Large regional companies like Standard Oil of California and Union Oil Company dominated Port production, with new facilities constructed in Wilmington and Mormon Island during the 1920s. On Terminal Island, the General Petroleum Corporation established a new storage facility at Berths 238–239, which contained three pipelines and 14 storage tanks and the ability to load three to four tankers simultaneously (ESA 2010:32). General Petroleum, along with a number of the other large oil companies, also established dock-side petroleum loading terminals in and around Terminal Island. General Petroleum's oil distribution center was strategically situated along the east side of Seaside Avenue in Fish Harbor (Photograph 2). This allowed for the efficient servicing of the local fishing boats and shore trade (City of Los Angeles Board of Commissioners 1930:24).

Photograph 2. View of Fish Harbor, 1938.
(Source: Los Angeles Harbor Department archives)

Collectively, the improvements of the 1920s enabled Port commerce to expand into new import and export areas and strengthened the already robust business of oil, lumber, fish, and citrus. The varied shipping of product gave rise to direct trade with Asian markets (which had previously gone only through San Francisco and Seattle) and signaled a major shift to truck transportation of goods in addition to rail transportation. They also led to an increase in passenger traffic, with ships carrying people everywhere from Catalina Island to the other side of the world. In the 1920s, Los Angeles surpassed San Francisco as the busiest port on the west coast, handling 26.5 million tons of cargo in its peak year of 1928 (City of Los Angeles Board of Harbor Commissioners 2001).

With the crash of the stock market in 1929, commerce at the Port slowed greatly. While, harbor improvements were scaled back during the Great Depression, they continued nonetheless, assisted in part by the federal government's Works Progress Administration (Queenan 1986). Maintenance increased temporarily in 1933 as workers repaired damage from the Long Beach earthquake; the temblor caused widespread but minor damage to harbor facilities, mostly due to the settling of imported fill, resulting in breaks in concrete floors, roadways, and waterlines (City of Los Angeles Board of Harbor Commissioners 1933:81–83).

On Terminal Island, a number of important development projects continued through the Great Depression, including the completion of the Terminal Island Treatment Plant in 1935 and improvements at Reeves Field in 1936. Additional projects at Fish Harbor were completed during this time, such as further dredging of the harbor and the completion of a second breakwater on its eastern edge. The Los Angeles Yacht Club, after splitting from the South Coast Yacht Club in 1936, constructed its own clubhouse and boating facility on the new breakwater a year later. This marked a return of social and recreational activities to Terminal Island. The fishing industry, meanwhile, continued to grow steadily throughout the decade and attracted a number of support businesses including oil and lumber industries, stevedore firms, and marine hardware merchants (Jones & Stokes 2004b:10). By this time, the Japanese

community in and around Terminal Island had increased to more than 2,000, with most of the men employed as fishermen and the women working in the canneries.

Wartime Changes, 1941–1945

World War II dramatically changed the face of the harbor, with military activity redefining most of Terminal Island both physically and socially. The Naval Station Long Beach was established at the east end of the island, adjacent to the older Reeves Field/Naval Air Base, but within the limits of the City of Long Beach. The naval complex spanning the Los Angeles–Long Beach boundary included a large dry dock shipbuilding facility, the Roosevelt base, and Reeves Field. During this time, Reeves Field, which was used for aircraft testing and navigation training, flew more Navy planes fresh from the production line than any other air station in the nation (Hillinger 1965).

Every shipyard within the Port shifted to the construction and maintenance of ships for the war effort, on a larger scale than the World War I activity. Existing shipyards like the Bethlehem Shipbuilding Corporation and nearby Craig Shipyard expanded, and new temporary operations like the California Shipbuilding Corporation (Calship) began producing military vessels at a rapid rate. Even smaller shipyards located in Fish Harbor, including the Al Larson Boat Shop, contributed to the war effort by producing minesweepers for the Navy (Carmack et al. 2010:12). The Ports of Los Angeles and Long Beach also became major transportation points for the shipping of military personnel to the Pacific Theatre and to other bases around the world.

The shipyards were enormous wartime employers, and people came from all over the country seeking jobs. Between 1941 and 1945, the harbor's shipyards employed more than 90,000 workers building vessels for the Navy and Merchant Marines (Carmack et al. 2010:12). The largest yard, Calship at the north end of Terminal Island, employed 40,000 people and produced 467 ships in four years (Marshall 1985). Facilities built or expanded to accommodate the increased workforce included the municipal ferry service between San Pedro and Terminal Island, Pacific Electric's Terminal Island line, and the Schuyler F. Heim vertical lift bridge. Restaurants, bars, and recreational businesses sprang up in the San Pedro and Long Beach areas to serve the thousands of workers on their way to and from their shifts, and federal housing projects on the mainland sheltered the new port residents.

On Terminal Island, the Japanese community was adversely affected by America's involvement in the war. At its height in 1940, the Japanese population here had grown to 3,000, just prior to its abrupt demise following the bombing of Pearl Harbor. Beginning in early 1942, the port's Japanese Americans were forcibly removed from their homes on Terminal Island. The residents there were the first Japanese Americans on the west coast to be taken to internment camps. Most were sent to Manzanar in California's Owens Valley. The Navy bulldozed their homes and most of the businesses, leaving nothing to return to at the war's end. The racially motivated uprooting of Terminal Island's Japanese community led not only to the dissemination of the population, but the destruction of nearly all of its built environment. Those buildings that were not demolished were altered into new uses.

Containerization and Other Postwar Developments

Following the end of World War II, the Port shifted gears once again as the military presence on Terminal Island scaled down. Unable to accommodate larger, modern aircrafts or extend the landing strip, Reeves Field was decommissioned in 1947. While the Navy would occupy the site until the expiration of their lease in 1965, they would use the buildings and hangars for little more than storage (Hillinger 1965). The shipbuilding industry was affected as well, with a number of shipyards scrapped or deserted by the 1950s (City of Los Angeles Board of Harbor Commissioners 1955–1956:41). Many of the shipyards refocused

on repair rather than the building of shipping vessels. Over time, the small shipyards in the Port ceased operation completely. Commercial operations like metal scrapyards and marine hardware businesses occupied newly cleared areas of Terminal Island, including parts of the enormous Calship yard.

Development at the Port moved forward, however, and the Board of Commissioners launched a broad restoration program that included improving and constructing a number of facilities. One such improvement project was the Cannery Street Project, which in the early 1950s widened Cannery Street and repaved additional streets surrounding Fish Harbor (City of Los Angeles Board of Harbor Commissioners 1951:18). Fish canneries expanded their operations throughout Fish Harbor, particularly French Sardine Company, which constructed new facilities on Tuna Street and the east side of Fish Harbor. Across Terminal Island, the Port of Los Angeles expanded into the now-vacant land that had once contained hundreds of Japanese and Japanese-American residences, significantly changing the function and character of the area. The once-bustling commercial district along Tuna Street now primarily housed canneries and other fishing-related businesses.

Long Beach Harbor made a series of improvements to the east side of Terminal Island during this period. Years of offshore oil drilling had cause major land subsidence; an engineering survey in 1945 confirmed that the east end of the island had dropped more than 4 feet since 1931 (Queenan 1986). This problem was eventually solved in the mid-1950s by pumping seawater into depleted oil pockets. By 1947, Long Beach constructed a large breakwater along their portion of the southern shore of Terminal Island. The breakwater provided Long Beach Harbor with additional protected wharf space.

Oil continued to be a major source of revenue for the Port and a number of projects were undertaken in the following years to increase the harbor's storage capabilities of the product. In 1959, the Board of Commissioners completed the world's first completely protected supertanker terminal, capable of unloading 35,000 barrels an hour from vessels in the 100,000-ton class (City of Los Angeles Board of Harbor Commissioners 1958–1959:14). Development of the terminal included extensive dredging and the construction of a 960 × 60–foot reinforced concrete wharf. While it had been awarded to the Union Oil Company, the terminal was open to any supertanker that wished to use it, and other oil companies began constructing new facilities to accommodate the next generation of oil transport. These included the Mobil Oil Company (formerly General Petroleum Corporation), which between 1961 and 1962 constructed the world's largest pipeline across the Main Channel to its new tank farm on Terminal Island along Pilchard Street (City of Los Angeles Board of Harbor Commissioners 1961–1962:16).

The surge in business during this period led to the 1959 approval of a measure authorizing the Los Angeles Harbor Department to finance harbor improvements with revenue bonds. This lead to a large-scale replacement or renovation of older terminals, construction of approximately 1,200 feet of wharves, and the demolition of unsafe or obsolete wharf structures (City of Los Angeles Board of Harbor Commissioners 1958–1959:11). These improvements were carried out just in time for the advent of containerization, an innovation in which cargo is stored and moved from place to place in large standardized containers. Containerization resulted in a significant change to the Port's operations. It required changes in port infrastructure: enormous cranes were built to move cargo, and wharves had to be substantially modified, enlarged, and strengthened to support the heavy, stacked cargo containers now being used at the port. To continue progress and meet demand, the Los Angeles Board of Harbor Commissioners approved a development plan to modernize existing facilities and construct new ones in 1960 (City of Los Angeles Board of Harbor Commissioners 1960–1961:10).

Some of the port's most visible resources were constructed during the 1960s (Photograph 3). The Vincent Thomas Bridge was built in 1963, connecting Terminal Island to the mainland (San Pedro) and replacing the municipal ferry service. In 1965, the Indies Terminal was completed on the Terminal Island side of the Main Channel, providing an enormous wharf at which six cargo ships at a time could dock (Queenan

1983:106). A new United States Customs House opened on Terminal Island in 1967, replacing the older facility in downtown Los Angeles with one much closer to the import/export trade centered at the Port. In 1968, the completion of the Gerald Desmond Bridge connected Terminal Island to Long Beach. By the late 1960s, the ports of Los Angeles and Long Beach had converted their shipping infrastructure to adapt to containerization and were solidly established as a modern industrial hub. This conversion resulted in significant and widespread changes to Terminal Island's built environment, as existing facilities were extensively modified or demolished to make way for new construction on an unprecedented scale.

Photograph 3. View of northeast corner of Fish Harbor, 1967.
(Source: Whelan Collection, Los Angeles Harbor Department archives)

The 1960s also marked the beginning of the Fish Harbor cannery decline, as the larger canning operations (i.e., Van Camp and StarKist), began establishing other, more cost-effective, canneries overseas. By 1975, most of the port's canneries had been bought out by multinational corporations, and by the mid-1980s many of their operations had moved out of Los Angeles. The last plant, Chicken of the Sea, closed in 2001. Since that time, many of the buildings associated with the once-vibrant fishing industry have been demolished or abandoned.

While Terminal Island became heavily industrialized following World War II, a number of recreational facilities remained on the island into the following decades. The Los Angeles Yacht Club occupied its clubhouse at Fish Harbor for more than 65 years before moving to San Pedro in 1993. In addition to the Los Angeles Yacht Club, the 1950s saw the arrival of Henry's Yacht Anchorage, which would remain in its location on the north side of Terminal Island at Berth 209 until 1969. Beginning in the 1970s, Reeves Field (which was by this time being used as a training ground for the Los Angeles Police Department) found a new use as home to the Brotherhood of Street Racers. Founded by "Big Willie" Robinson, the Brotherhood used the landing strips for drag racing intermittently for the next 20 years, until eventually leaving in 1995.

Port development continued over the years, dominated by dredging the Main Channel to accommodate ever-larger cargo ship, and by constructing new container terminals. Multiple dredging and filling events led to significant physical changes at Terminal Island. Its southeast side was added to several times from the 1960s to the 1980s, and in the mid-1990s the massive Piers 300 and 400 were built atop dredged fill to provide more container terminal space. With the development of Pier 400, the former seaplane lagoon at Reeves field was further enclosed to the east with the construction of Navy Way. Improvements in transportation and technology have been key in the modern development of the island. The need for a harbor railhead closer to the harbor was met in the mid-1980s by the construction of the Intermodal Container Transfer Facility about 4 miles away; this was funded by both Ports and operated by Southern Pacific (now Union Pacific). The completion of the Terminal Island Container Transfer Facility in 1997 and the Alameda Corridor in 2002 also greatly facilitated rail shipping.

Today, the Port of Los Angeles constitutes a massive shipping center with multiple types of industrial and commercial occupants. Largely as a result of the conversion to containerization in the 1960s, much of the harbor's older historic character has been lost, and pre-1960s resources are increasingly scarce. However, one of this area's primary character-defining elements is its tendency to change and develop within an industrial context. The Port presents a different landscape than any other part of southern California, characterized by industrial adaptation and change. It represents more than 150 years of physical and social evolution, paralleling the growth of greater Los Angeles itself and exemplifying the influence of national and international socioeconomic forces on regional development. As a crucial hub of harbor operations located in a discrete geographical area, Terminal Island is a good case study for the examination of development in San Pedro Bay.

RESULTS

Background Research

As part of the process of conducting background research for this project, SWCA compiled a list of previous cultural resources studies that occurred within the project area (Table 1). This list contains 18 studies identified by the SCCIC, the Port of Los Angeles, the OHR, and SWCA.

Table 1. Cultural Resources Studies Previously Conducted at Terminal Island

Title of Study	Author	Year	Document Source
Preliminary Report of the Potential Impact on Archaeological Resources of the Proposed Gas Transmission Pipeline From Los Angeles Harbor to Yorba Linda – Southern California Gas Co.: Environmental Analysis	Clewlow, C.W.	1974	SCCIC
Los Angeles–Long Beach Harbors Landfill Development and Channel Improvement Studied Cultural Resources Appendix	Anonymous	1984	SCCIC
The Harbor Defense of Los Angeles: A Reference Manual	Berhow, M.A.	1992	SCCIC
Report of Findings, Class I and II Historic Architectural, Archaeological, and Paleontological Surveys, Terminal Island Treatment Plant Advanced Wastewater Treatment Facility Phase I Distribution Pipeline, Los Angeles Harbor Area Los Angeles, California	Lander, E.B.	1997	SCCIC
Final Phase II Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles, City of Los Angeles, California	Scott, D.	1997	POLA
Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles	Lassell, S.E.	2000	SCCIC/POLA

Table 1. Cultural Resources Studies Previously Conducted at Terminal Island

Title of Study	Author	Year	Document Source
Architectural Survey and Evaluation of Canner's Steam Company Plant, 249 Cannery Street, Port of Los Angeles	Schmidt, A	2004	POLA
Architectural Survey and Evaluation of 155 and 215 Cannery Street, Port of Los Angeles	Bowen, M.	2004	POLA
Architectural Survey and Evaluation of 304 Sardine Street, Port of Los Angeles	Bowen, M.	2004	POLA
Architectural Survey and Evaluation of Pan-Pacific Fisheries 350 Sardine Street and 991 Barracuda Street, Port of Los Angeles	Schmidt, A.	2004	POLA
Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles	Lain, K.	2008	POLA
Final Architectural Survey and Evaluation of the StarKist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California	Lain, K.	2008	SCCIC/POLA
Memorandum: Preliminary Constraints Assessment for Tri-Marine Site	Hatheway, R., et al.	2008	POLA
Built Environment Evaluation Report, Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California	Carmack, S., Francisco, S., and Smith, F.	2010	POLA
Port of Los Angeles Berths 118–120, 148–149, 187–191, and 238–239, Historic Resources Evaluation Report	ESA	2010	POLA
Results of Section 106 Coordination, Berths 301–306, American Presidents Line Container Improvements Project, City of Los Angeles, Los Angeles County, California	Carmack, S.	2010	POLA
Draft Historic Context Statement, SurveyLA Industrial Development, City of Los Angeles, Los Angeles County, California	Sorrell, T., et al.	2011	OHR
Draft Reassessment of Canner's Steam Plant, 249 Cannery Street, Port of Los Angeles	Bowen, M.	2011	POLA

Built Environment Survey

As a result of the initial windshield survey and subsequent property research, SWCA architectural historians identified a total of 48 properties within the project area. Of those properties, SWCA compiled a list of properties requiring formal recordation and evaluation, and a list of properties that do not require evaluation but that should be noted for the purposes of SurveyLA. All properties within the project area were examined during the intensive-level survey; however, only 16 properties warranted a detailed inspection (see Table 3). Four of these properties (SA Recycling, the ExxonMobil Tank Farm, Maxum Petroleum, and American Marine Corporation) required permission to access and photograph, which was obtained through the appropriate channels prior to the survey. SWCA architectural historians were able to successfully access all 16 properties and obtain all necessary notes and photographs during the intensive-level survey. The results of all property evaluations are provided in the sections that follow.

Property Significance Evaluations

Properties Exempt from Evaluation

In accordance with the practices of SurveyLA, SWCA considered the significance of all properties built in or before the year 1980. However, after conducting additional property-specific research, SWCA did not identify any properties built after 1967 that warranted a formal evaluation. Of the 48 total properties identified within the project area, 32 were exempted from evaluation for one of two reasons: (1) the

property was recently evaluated for historic significance (within the last five years); or (2) the property is of the recent past (1967 or younger) and not enough time has passed to adequately evaluate it for historic significance Table 2 provides a list of all properties exempted from evaluation as part of this study. The most current lessee information for all POLA-owned properties was provided by the Port of Los Angeles Enterprise GIS.

Table 2. Properties on Terminal Island Exempt from Evaluation

Resource Name	Lessee Name	Street Address or Berth	Built Year	Land Use	Evaluated By/ Year	NRHP/CRHR Eligibility
Evaluated within the Past Five Years						
Al Larson Boat Shop	Al Larson Boat Shop	1046 South Seaside Avenue	1924-2008	Recreational Marina	SWCA 2010	Two eligible for CRHR (3CS); two ineligible (6Z)
Canner's Steam	Canner's Steam Company, Inc.	249 Cannery Street	ca. 1951	Commercial Fishing	Update by AECOM 2011; Jones & Stokes 2004	Ineligible
Chicken of the Sea	Tri-Union Seafoods, LLC	338 Cannery Street	ca. 1943	Commercial Fishing	Jones & Stokes 2006	Eligible for CPHR (3CS)
ExxonMobil Marine Oil Terminal	Mobil Oil Corporation	Berths 238–240C	1925	Liquid Bulk	ESA 2010	Ineligible
StarKist	Del Monte Corporation	1050–1054 Ways Street	1952	Commercial Fishing	Jones & Stokes 2008	Eligible for NRHP (3S)
StarKist	Del Monte Corporation	936–950 Barracuda Street	1971-1975	Commercial Fishing	Jones & Stokes 2008	Ineligible
StarKist	Del Monte Corporation	916 Barracuda Street	1966-1972	Commercial Fishing	Jones & Stokes 2008	Ineligible
StarKist	Del Monte Corporation	919 Earle Street	ca. 1980	Commercial Fishing	Jones & Stokes 2008	Ineligible
StarKist	Del Monte Corporation	212–214 Terminal Way	1963-1990	Commercial Fishing	Jones & Stokes 2008	Ineligible
StarKist	Del Monte Corporation	642 Tuna Street	ca. 1970s	Commercial Fishing	Jones & Stokes 2008	Ineligible
StarKist	Del Monte Corporation	250 Terminal Way	ca. 1950	Commercial Fishing	Jones & Stokes 2008	Ineligible
Properties of the Recent Past						
APL Container Terminal/Global Gateway South	Eagle Marine Services, LTD.	Berths 302–305	1994	Container	Not evaluated	Not evaluated
APM Terminals	APM Terminals	Berths 401–404	Post-1980	Container	Not evaluated	Not evaluated
Del Mar Seafoods	Del Mar Seafoods Inc.	1000 South Seaside Avenue	ca. 1980–1987	Commercial Fishing	Not evaluated	Not evaluated
Evergreen Container Terminal	Evergreen Marine Corporation, LTD.	Berths 226–236	1971–1988	Container	Not evaluated	Not evaluated
Fire Station 111	Los Angeles City, General Services Department	1444 South Seaside Avenue	1993	Institutional	Not evaluated	Not evaluated

Table 2. Properties on Terminal Island Exempt from Evaluation

Resource Name	Lessee Name	Street Address or Berth	Built Year	Land Use	Evaluated By/ Year	NRHP/CRHR Eligibility
Fire Station 40	Los Angeles City, General Services Department	330 South Ferry Street	1982	Institutional	Not evaluated	Not evaluated
N/A	Gahagan & Bryant Associates, Inc.	263 Wharf Street	Post-1980	Industrial-Misc.	Not evaluated	Not evaluated
N/A	G.P. Resources Inc.	N/A	Post-1980	Commercial	Not evaluated	Not evaluated
N/A	Tri-Marine International Inc.	230 Terminal Way	1969–1972	Commercial Fishing	Not evaluated	Not evaluated
N/A	United Industries Corporation	N/A	Post-1980	Industrial-Rail	Not evaluated	Not evaluated
N/A	StarKist Foods Inc.	N/A	Post-1980	N/A	Not evaluated	Not evaluated
N/A	Southern Cal Seafood Inc.	N/A	N/A	N/A	Not evaluated	Not evaluated
Navy Reserve Center	United States Department of the Navy	Reeves Avenue at Navy Way	Post-1980	Institutional; Liquid Bulk-ROW	Not evaluated	Not evaluated
Port of Los Angeles Container Terminal	Port of Long Beach	Berths 206–209	1969	Institutional-Utility	Not evaluated	Not evaluated
Southern California Marine Institute	Southern California Marine Institute	820 South Seaside Avenue	1980	Educational	Not evaluated	Not evaluated
Southern California Ship Services	Southern California Ship Services	971 South Seaside Avenue	Post-1980	Industrial	Not evaluated	Not evaluated
Terminal Island Treatment Plant	Los Angeles City, Public Works	445 South Ferry Street	1935–1990	Institutional	Not evaluated	Not evaluated
Terminal Islander Memorial	N/A	N/A	2002	N/A	Not evaluated	Not evaluated
Tri-Marine	Tri-Marine International	220 Cannery Street	1971	Commercial Fishing	Preliminary Constraints Assessment, ICF Jones & Stokes 2008	Not evaluated
Western Fish	Gleason, Larry/Western Fish	740 South Seaside Avenue	ca. 1980–1987	Commercial Fishing	Not evaluated	Not evaluated
Yusen Container Terminal	Yusen Terminals Inc.	Berths 212–225	1991	Container	Not evaluated	Not evaluated

Properties Evaluated for Historic Significance

Of the 48 properties identified within the project area, 16 were recorded/updated and evaluated for NRHP and CRHR eligibility, and for local designation as a City of Los Angeles HCM or HPOZ (Table 3). Of these 16 properties, 11 were formally recorded and evaluated for the first time as part of this study, while the remaining five had been previously recorded and received updates to their prior evaluations as part of this study (see Table 3). The map reference numbers (map ref. no.) provided in the first column of Table 3 correspond to the numbers on Figure 4, which shows the location of each individual property. Of the 16 properties evaluated for historic significance, four appear to be eligible for listing in the NRHP as an individual property (status code 3S); one appears to be eligible for listing in the CRHR as an individual property (status code 3CS); one appears to be eligible for local listing or designation (status code 5S3); and 10 were found to be ineligible for the NRHP, CRHR, or for local designation (status code 6Z). The paragraphs that follow provide descriptions and photographs of each property that SWCA evaluated as part of this study. The complete set of DPR forms prepared for all 16 properties can be found in Appendix A of this report. Appendix B provides a breakdown of the appropriate context, theme, and property type for each property evaluated by SWCA as part of this study, in a format compatible with SurveyLA's FiGSS.

Table 3. Properties on Terminal Island Evaluated for Historic Significance

Map Ref. No.	Property Name	Street Address	Year Built	Recordation Status	SWCA Findings of Significance
1	SA Recycling	901 New Dock Street	1962–2009	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
2	Sewage Pump Station #669	390 N. Seaside Avenue	1923	Updated (previously recorded in 1988 and 1995)	Appears eligible for NRHP as an individual property
3	U.S. Customs House	300 S. Ferry Street	1967	Newly recorded	Appears eligible for NRHP as an individual property
4	ExxonMobil Tank Farm	551 Pilchard Street	1961–1976	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
5	Seaplane Lagoon	N/A	1928	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
6	Southwest Marine	955 S. Neptune Avenue	ca. 1918–1950	Updated (previously recorded in 1996 and 2000)	Appears eligible for NRHP as an individual property
7	Pumphouse on Ways Street	N/A	1925	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
8	700–702 Tuna Street	700–702 Tuna Street	1918	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
9	712–716 Tuna Street	712–716 Tuna Street	1923	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
10	742–748 Tuna Street	742–748 Tuna Street	1946	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
11	Marine Sheet Metal Works	813 S. Seaside Avenue	ca. 1931	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
12	POLA Police Dive Team Building	954 S. Seaside Avenue	1927	Updated (previously recorded in 1995)	Appears eligible for CRHR as an individual property
13	Marine Hardware Company	304 Sardine Street	1937	Updated (previously recorded in 2004)	Found ineligible for NRHP, CRHR, or local designation
14	Pan Pacific Cannery	350 Sardine Street/991 Barracuda Street	1945	Updated (previously recorded in 2004)	Appears eligible for NRHP as an individual property

Table 3. Properties on Terminal Island Evaluated for Historic Significance

Map Ref. No.	Property Name	Street Address	Year Built	Recordation Status	SWCA Findings of Significance
15	Maxum Petroleum	1028 S. Seaside Avenue	1930	Newly recorded	Found ineligible for NRHP, CRHR, or local designation
16	American Marine Corporation	1500 S. Barracuda Street	1937	Newly recorded	Appears to be individually eligible for local listing or designation

Figure 4. Aerial map showing the locations of all properties evaluated

SA Recycling

SA Recycling is a 26.7-acre site that is situated north of New Dock Street adjacent the Main Channel of the Port of Los Angeles (Photographs 4 and 5). Also referred to as Berths 210–211, the property has operated as an industrial scrap metal recycling and processing facility since 1962 and is currently leased by Hugo Neu-Proler Company (SA Recycling LLC). The industrial property consists of a large paved, open-air scrap yard with an assorted piles of various scrap metals; an office building; a storage building; a maintenance shed; a scrap processing structure; a mega shredder with support buildings; a pier; and other supporting infrastructure. Following World War II, the industrial focus of the Port of Los Angeles once again shifted as military work scaled down. Scrap metal recycling quickly became a major export of the Port, beginning with the once extant National Metal and Steel Corporation, which operated until 1986 and was located immediately to the west of the subject property. The newly created Hugo Neu-Proler Company joined the industry in 1962, developing the subject property for the direct purpose of increasing their tonnage export of scrap metal to Japan through the combination of Hugo Neu's shipping expertise and the Proler brothers' shredding machine, the "Prolerizer." Initial construction of the site included an office administration building and the installation of the "Prolerizer" in 1962; however, because of the nature of the business and the continuing development of the most modern technology of scrap metal recycling, the site has undergone substantial changes over the years.

In assessing the property's significance, it is not directly associated with the historical development of the scrap metal recycling industry within the Port of Los Angeles; and although it is associated with the "Prolerizer," a major innovation in the scrap metal industry, it was not location of its invention and was one of many facilities using this technology across the country. As a result, the property does not appear eligible for listing in the NRHP or CRHR under Criteria A/1 for its associations with important events or patterns of development. While both Hugo Neu and the Proler brothers were influential in the scrap metal recycling business, neither appear personally related to the development or operation of the subject property outside of the Hugo Neu-Proler Company's development of the site; as such, the property does not appear eligible for the NRHP or CRHR under Criteria B/2 for its associations with important persons. The buildings and structures of the sites are utilitarian resources that are ubiquitous to scrap metal recycling facilities and have been substantially altered and replaced since the initial development of the site; hence, they do not appear eligible for NRHP or CRHR for their architectural significance under Criteria C/3. In addition, no evidence was discovered to warrant consideration under Criteria D/4. The property is also not eligible as a contributor to a larger historic district. The property does not appear eligible for local designation.

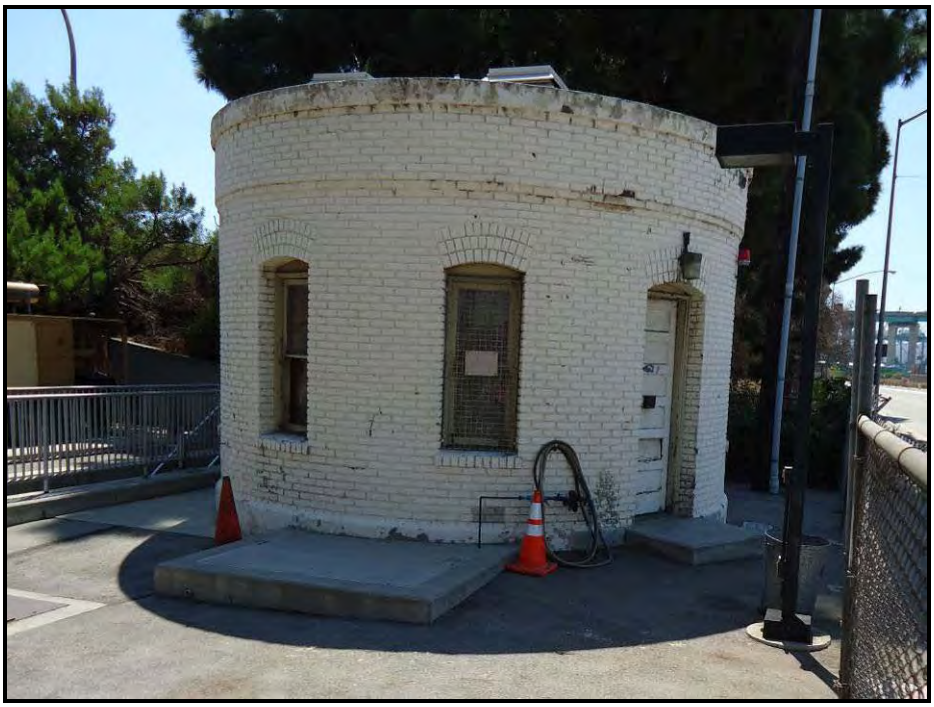
Photograph 4. Overview of SA Recycling; view to the west (Source: Google Earth)

Photograph 5. Overview of SA Recycling; view to the east

Sewage Pump Station #669

Situated at the northwest end of Terminal Island along the south side of North Seaside Avenue, Sewage Pump Station #669 is a small public utility building constructed in 1923 (Photograph 6). The design of the pumping plant was approved by City Engineer John A. Griffin as part of the sewer system for the greater Harbor District of Los Angeles. By the first quarter of the twentieth century, City leaders recognized that the growth of the Port was dependent on the development of sewers and sewage disposal infrastructure (Knowlton 1918). Influenced by the City Beautiful Movement, City leaders and the City of Los Angeles Municipal Art Commission (which was founded in 1903 to "work for the gradual elimination of ugliness from the conspicuous point of our city") advocated the use of Neo-Classical and Beaux Arts–style architecture and planning for projects within Los Angeles. These contemporary ideas affected the design of public infrastructure, including the support buildings of the City's growing sewage system. This system was especially necessary within the Port not only to accommodate a larger workforce but also to process the waste of the growing fishing industry, which had been rapidly polluting the bay with its production by-products (Sklar 2008). By the mid-1920s, at least four pumping plants in the Harbor District were in operation—including the subject property and three others—another located in Fish Harbor (situated on Terminal Way west of Tuna Street, demolished), one on Mormon Island (situated on Fries Avenue, south of Pier A Street, extant), and another one in West Wilmington (situated on Mar Vista Avenue north of West C Street, demolished). All were constructed on-site with similar materials, workmanship, and design and were used for the purpose of disposing of both human and cannery waste. All the pumphouses, including the subject property, were connected to the Terminal Island Treatment Plant, which has been continually expanded and remodeled since its construction in 1935. Both the subject property and the remaining extant pumping plant on Mormon Island have remained in operation and continue to function as part of the Harbor District's sewer system.

Sewage Pump Station #669 retains excellent integrity of design, materials, workmanship, location, association, feeling, and setting, and as a manifestation of the City of Los Angeles' public infrastructure development during the historical period associated with the City Beautiful Movement, appears eligible for the NRHP or CRHR under Criteria A/1. In addition, it embodies the distinctive characteristics of a particular type, period, and method of construction and appears to be eligible for the NRHP or CRHR under Criteria C/3 for its architectural associations as a rare variation of the Beaux Arts Classicism, vernacular-style, as interpreted in a city designed sewage pumphouse. The building is not eligible for listing in the NRHP or CRHR registers under Criterion B/2 its associations with the important persons, and no evidence was discovered to warrant consideration under Criteria D/4.



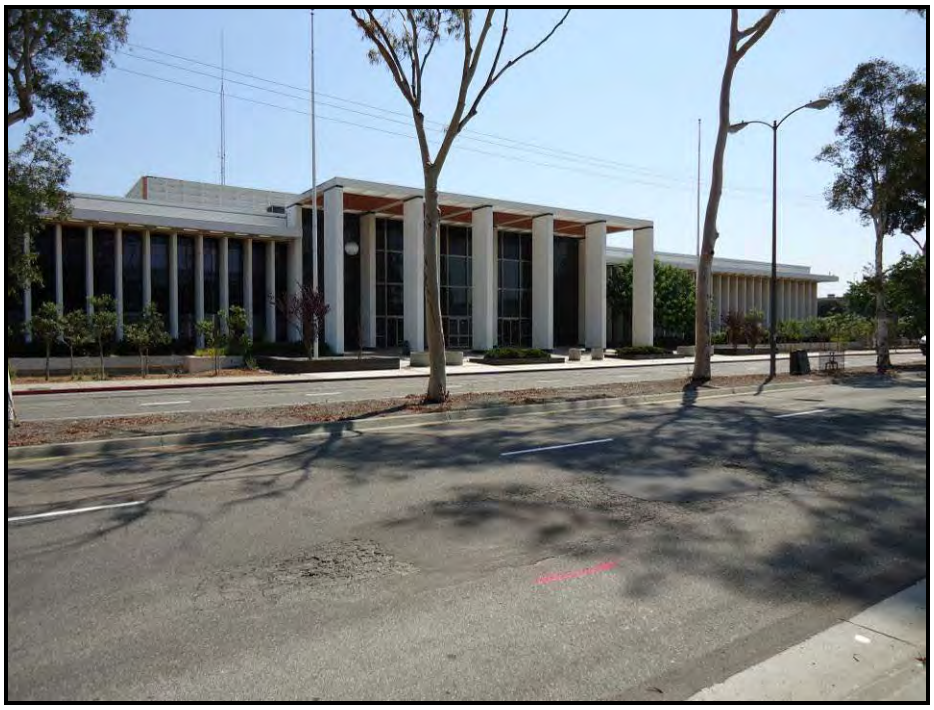
Photograph 6. Overview of Sewage Pump Station #669; view to the west

U.S. Customs House

The U.S. Customs House (Photographs 7 through 9) is a government building constructed in 1967 and designed in the New-Formalist style. Set back from South Ferry Street on Terminal Island, the building consists of two distinct sections: an ornate two-story front administration section the front (west) and a utilitarian, one-story warehouse section at the rear (east) of the complex. The ornate two-story front administration building features a decorative colonnade with tall, repeating concrete columns, extensive marble and terrazzo detailing, and a large Expressionist art installation. At the center of a "prolonged controversy," a customs house was initially proposed by GSA in the mid-1950s as part of a new federal building in the downtown Los Angeles Civic Center. However, after continuing objections from Los Angeles Harbor interests, GSA was persuaded to select the Terminal Island site in 1963. GSA awarded to the design contract to Los Angeles–based engineering firm Austin, Field and Fry, who with architect Paul R. Williams, had designed the Los Angeles County Superior Courthouse in 1958. Williams was selected by the Los Angeles Trade Center Corporation to design a $30,000,000 World Trade Center that would surround the Customs House and include office buildings and a hotel, although the project never materialized (*Los Angeles Times* 25 August 1963). Additional controversy delayed construction of the building for four more years. The building serviced the Port for more than two decades with functions that included the assessment and collection of duties and taxes on imported goods, control carrier of imports and exports, and combat of smuggling and revenue fraud. While the building continues to be leased by the federal government, most of its functions as a customs house ceased and relocated newer facilities in the mid-1990s near Los Angeles International Airport and at the World Trade Center in Long Beach. The New-Formalist style of the subject property was the result of a conscious decision by the federal government to employ high-quality architectural design. Additionally, GSA allotted a portion of its construction budget for the incorporation public art and landscaping (Robinson & Associates et al. 2003).

The subject property is representative of GSA Modernist buildings from this era and embodies the distinctive characteristics of the New-Formalist style through its monumentality, decorative colonnade, extensive use of marble and terrazzo, and incorporation of public art; due to its high degree of integrity, it

appears to be eligible under the NRHP or CRHR under Criteria C/3 and for the NRHP under Criteria Consideration G as a property that is less than 50 years old. The building has achieved significance within the past 50 years, as it possesses exceptional significance in architecture for being the only example of a well-designed and well-executed Modernist-style GSA building within the Port of Los Angeles. At this time, the architect of the building is unknown, but if additional research uncovers the designer, it may be associated with a master architect. The building is not eligible for listing in the NRHP or CRHR under Criterion A/1 for significant historic associations and is not eligible under Criterion B/2 for its associations with the important persons. No evidence was discovered to warrant consideration under Criterion D/4. The building appears eligible for local designation.



Photograph 7. Overview of U.S. Customs House; view to the southeast

Photograph 8. Overview of U.S. Customs House block; view to the northeast

Photograph 9. Detail of entry colonnade of U.S. Customs House

ExxonMobil Tank Farm

Located on Terminal Island along the north side of Pilchard Street, the ExxonMobil Tank Farm (Photographs 10 and 11) is sited on a 17.8-acre rectangular-shaped parcel. The property is a large oil storage facility initially constructed in 1962 that consists of seven large round metal storage tanks. Set off by itself from these tanks in the southwest corner of the parcel are a parking lot and small one-story operations office that features a flat roof, canted glazing set upon a red brick base, and metal entry doors. Framing each storage tank is aboveground piping that connects to the aboveground pumping equipment, which is set behind (north of) the office building. The construction of a supertanker terminal in the Outer Harbor in 1959 helped to boost the already prosperous oil industries operating within the Port of Los Angeles by allowing increasingly larger vessels to unload oil at rates of 35,000 barrels an hour (City of Los Angeles Board of Harbor Commissioners 1958–1959). To capitalize on these new harbor facilities, the Mobil Oil Company (the North American operating division of the now reorganized and renamed Socony Mobil Oil Corporation) began construction of the subject property in 1962. The 875,000-barrel tank farm—five tanks capable of holding 175,000 barrels each—and a small control building were completed later that year, significantly increasing Mobil's oil storage capacity. For greater oil storage capacity, Mobil Oil Company (now the North American operating division of the Mobil Oil Corporation) constructed a sixth 175,000-barrel tank at the facility between 1967 and 1968, followed by the construction of larger tank to the east ca. 1976. With the merger of the Mobil Oil Corporation and Exxon in 1999, the subject property continues to be operated by ExxonMobil.

While oil industry facilities are significant within the development of the Port of Los Angeles, there are a number of earlier, extant properties that are more representative of this history than the subject property, and as a result, it does not appear eligible for the NRHP or CRHR under Criteria A/1 for its associations with historical events or patterns of development. In addition, archival research did not indicate that the property is directly associated with persons significant to our past, and the property does not appear eligible for the NRHP or CRHR under Criteria B/2. The property is recognizable for its architectural merit. It is a reasonably common property type and standard design within the Port of Los Angeles, and there are a number of earlier examples within the Port that better reflect of this property type elsewhere. As a result, the property does not appear eligible for the NRHP or CRHR under Criteria C/3 for its architectural associations. No evidence was found to warrant consideration under Criteria D/4. The property is also not eligible as a contributor to a larger historic district, as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.

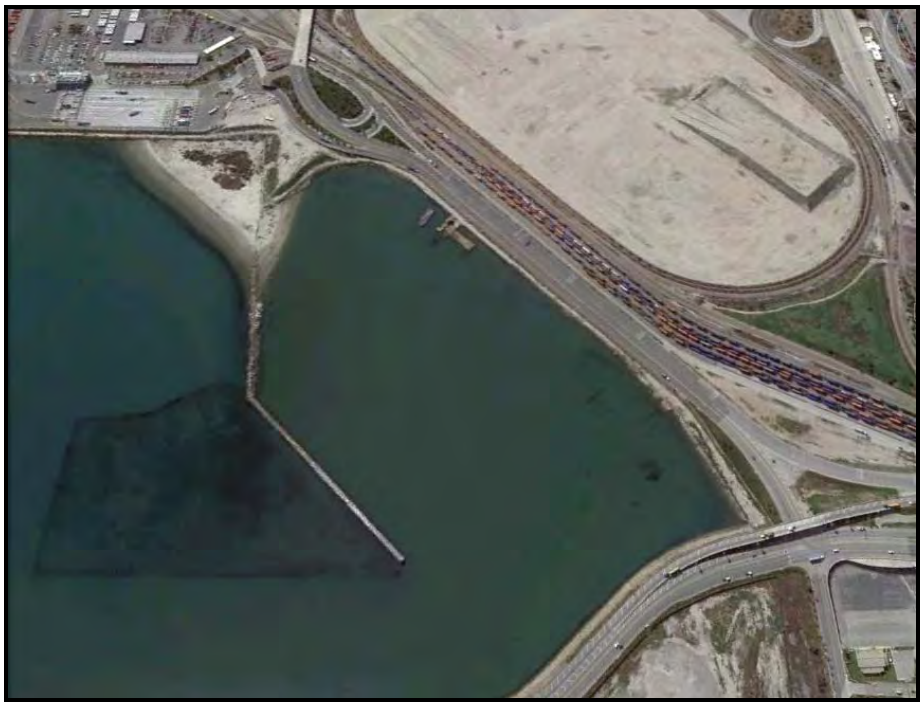
Photograph 10. Overview of ExxonMobil Tank Farm; view to the northeast

Photograph 11. Operation building at ExxonMobil Tank Farm; view to the southeast

Seaplane Lagoon

Seaplane Lagoon encompasses a long waterfront area, a semi-enclosed lagoon, and rock jetty that were once developed with improvements to support the docking and harboring of seaplanes associated with the once-extant military airport that occupied a portion of Terminal Island in the 1930s and 1940s (Photographs 12 and 13). As early as 1923, plans were being considered by the Harbor Commission for a combined airplane and seaplane flying field on Terminal Island northeast of Fish Harbor. While the Navy began initial development in 1924 with the leveling of a runway and the setting of mooring buoys, the Harbor Department would take control of the project after progress lagged. The airport was officially dedicated on June 20, 1928, as Allen Field, named after then-president of the Harbor Commission, Walter B. Allen. While the facility initially used accommodated a number of uses, including for a seaplane anchorage for the Coast Guard, the Commission still intended the amphibian airport to be used primarily by the Navy. Eventually, an agreement would be reached between the Federal Government and the Harbor Commission in 1935 for the airport to be leased by the Navy for a period of 30 years. In 1936, the airport was renamed Reeves Field in honor of Admiral Joseph M. Reeves, commander-in-chief of the United States Fleet and an early proponent of U.S. Naval Aviation *(Los Angeles Times* 27 March 1936). Funded by the Works Progress Administration, the Navy undertook a series of improvements at this time, including the development of a 1,200-foot breakwater (Cave 1936). By World War II, Reeves Field had become one of the busiest Naval Air Stations in the country, with more Navy planes flying out of the airport than from any other in the United States (Hillinger 1965). While Reeves Field remained highly active throughout the war, the Navy decommissioned it in 1947 because it was unable to accommodate larger, modern aircraft on its runways. The facility was used by the Navy primarily for storage until its lease expired with the City in 1965. By the 1990s, many of the buildings and structures associated with the seaplane anchorage had been removed, and with the construction of additional container facilities, the lagoon was enclosed to the east from the extension (Navy Way) from Terminal Island to Pier 400.

Although the subject property is associated with Reeves Field, none of the buildings, objects, or structures historically associated with the airfield are extant, and the property has been further separated from this association with the construction of Terminal Way. Because of the changes in its setting, feeling, and association, the property lacks significant historical integrity and no longer conveys a clear sense of its mission and function as a seaplane anchorage. As such, the property is not eligible for listing in the NRHP or CRHR under Criteria A/1 for its associations with events or under B/2 for its associations with the important persons. For the same reasons, it is not eligible under Criterion C/3 for its architecture. In addition, no evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a larger historic district, as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.



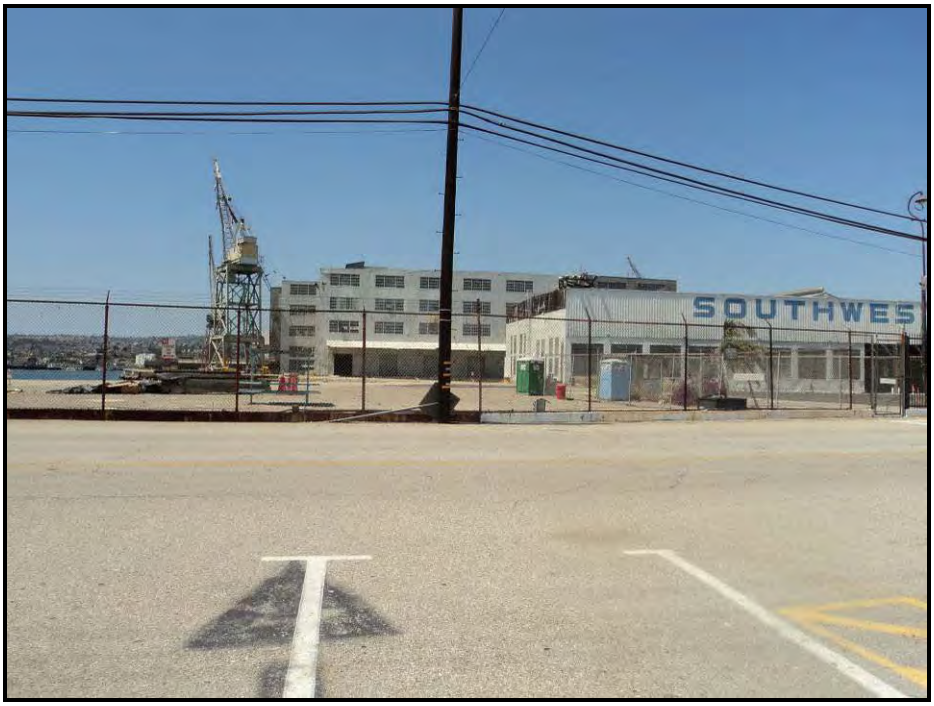
Photograph 12. Aerial of Seaplane Lagoon (Source: Google Earth)

Photograph 13. Overview of Seaplane Lagoon; view to the southwest

Southwest Marine

Southwest Marine is a former shipbuilding facility located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue (Photographs 14 and 15). The site encompasses two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II–era buildings. Additional resources include a variety of cranes and auxiliary buildings and sheds made of metal or wood. The history and construction dates of these assorted small buildings is unknown. Initially founded in 1917, Southwestern Shipbuilding was eventually acquired by the Bethlehem Shipbuilding Corporation, Ltd., in 1922. Under the growing threat of war in 1940, Bethlehem undertook a series of improvements to the facility with assistance from the Maritime Administration, which included the addition of a number of new shops, warehouses, and cranes. The Bethlehem Shipyard (Berth 240) made an excellent plant for wartime production, constructing and outfitting 26 destroyers over the course of World War II and repairing and returning nearly two Navy vessels a day (Queenan 1983). As shipbuilding decreased following the war, Bethlehem Shipyard remained active by ship repair work and mothballing U.S. Navy oil tankers (Jones & Stokes 2000). In 1981, Bethlehem Steel Corporation divested itself of the subject property, and it was purchased by Southwest Marine, Inc. (the similarity between the name of the first owner of the yard is apparently a coincidence).

An architectural survey and evaluation prepared for the Los Angeles Harbor Department in 2000 by Jones & Stokes found the property to meet the criteria for listing in the NRHP as a historic district under Criterion A because of its association with the World War II emergency shipbuilding program. Despite the loss of three contributing resources and the change in setting of the property's administration building, the majority of the historic district's contributing elements remain extant. The existing buildings and structures at the shipyard retain sufficient integrity to convey the site's overall historical significance and period of significance. Together, they continue to reflect a clear sense of the Bethlehem Shipyard's mission and function as an important World War II shipyard. As such, the Bethlehem Shipyard Historic District remains eligible for listing in the NRHP under Criterion A.



Photograph 14. Plate Shop, the Machine Storage and Warehouse Building, and a "whirley" crane; view to the west;

Photograph 15. Medical building at Southwest Marine; view to the northwest

Pumphouse on Ways Street

Designed in a modest Beaux Arts Classicism, Vernacular-style, the Pumphouse on Ways Street is a one-story public utility building with a detached metal shed and supporting infrastructure. It is set on a small parcel on the west side of Ways Street near Fish Harbor (Photograph 16). Constructed in 1925 by the City of Los Angeles Harbor Department under Harbor Engineer George F. Nicholson, the building was used to house a sewage booster pump that served the Fish Harbor area and connected to a larger, port-wide sewage disposal system. By the first quarter of the twentieth century, City leaders recognized that the growth of the Port was dependent on the development of sewers and sewage disposal infrastructure (Knowlton 1918). Influenced by the City Beautiful Movement, City leaders and the City of Los Angeles Municipal Art Commission (which was founded in 1903 to "work for the gradual elimination of ugliness from the conspicuous point of our city") advocated the use of Neo-Classical and Beaux Arts–style architecture and planning for projects within Los Angeles. These contemporary ideas affected the design of public infrastructure, including the support buildings of the City's growing sewage system. Early sewage systems installed in the Harbor District were quickly overwhelmed, in large part due to the rapidly expanding fishing industry located at Fish Harbor, which used the sewers to dispose of fish waste. The Pumphouse on Ways Street was developed out of these growing concerns. Unlike the earlier pumping plants in the Harbor District, which were circular in plan and constructed of brick, the subject property is square in plan and consists of stucco and wood framing, although the design is still within the City Beautiful Movement period and recommended architectural style. As the canning industry rapidly expanded in the following decades, the subject property continued to serve Fish Harbor and would be upgraded to accommodate the area's growing needs. Initially, the pumphouse directed waste to an outfall at the southeastern edge of Fish Harbor. However, this method eventually proved unsustainable, and it was eventually connected to the Terminal Island Treatment Plant, which opened in 1935. New equipment was added to the subject property during its operation, most likely to keep up with the major growth of the surrounding industry in the 1950s. While it is unclear when the property ceased operation as a

pumphouse because of its deteriorated condition, it appears to have occurred with the decline of the fishing and canning industries at Fish Harbor during the 1970s.

Although the building is associated with the development of the fishing and canning industries at Fish Harbor, it has lost significant historical integrity. Little of the surrounding canning industry buildings remain, and the Pumphouse no longer conveys its mission and function as a waste sewage pumping plant. As such, the property does not appear eligible for listing in the NRHP or CRHR under Criteria A/1 for its associations with historical events or patterns of development. Archival research indicates that the subject property does not appear to be associated with persons of significance; therefore, it does not appear eligible for the NRHP or CRHR under Criteria B/2. Because the property lacks serious integrity in its design, materials, and workmanship, it does not appear eligible under Criteria C/3 for its architectural associations. No evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a larger historic district, as it does not contribute to a unified entity. For the same reasons listed above, the property does not appear eligible for local designation.

Photograph 16. Overview of Pumphouse on Ways Street; view to the northwest

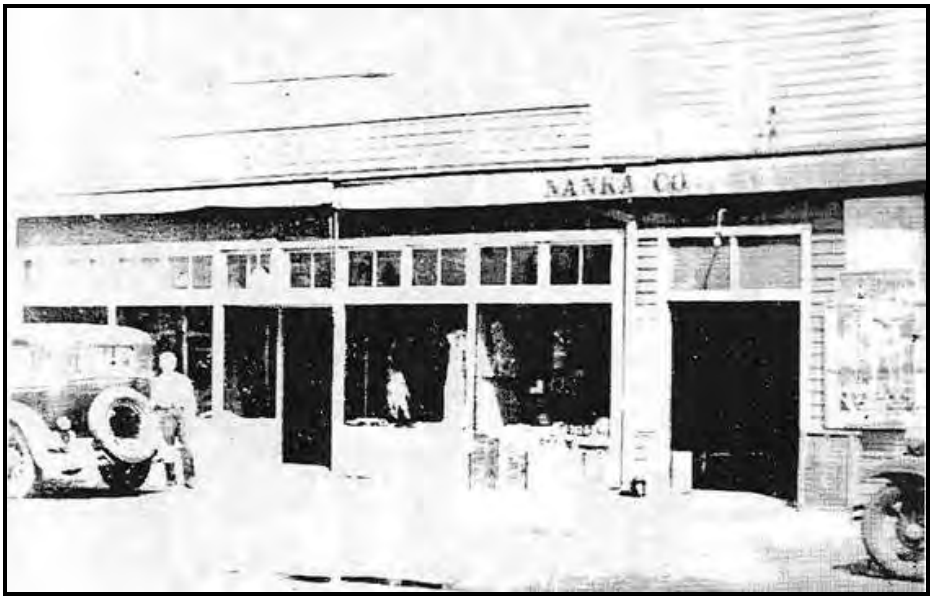
700–702 Tuna Street

Built in 1918, 700–702 Tuna Street is a Commercial, Vernacular-style building and the former site of the Nanka Company Dry Goods Store, one of many Japanese American businesses located on Tuna Street in the years before World War II (Photographs 17 and 18). Also named Nanka Shokai, or "Southern California Store," the subject property was the only clothing store in the area and was particularly popular with the women of Fish Harbor (Ryono 2011). Although the owner of the store is unknown, the Nanka Company appears to have served the Fish Harbor community for more than three decades, which by 1940 had grown to a population of approximately 3,000 (Waugh et al. 1988). The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with restaurants, barber shops, and pool halls, including the Nanka Company Dry Goods Store. Following the

attack on Pearl Harbor in 1941, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps, and nearly all their homes and businesses were razed. The Japanese population did not return to Terminal Island after World War II, and the function of Fish Harbor, including Tuna Street, was transformed from the fishing and canning industries to an industrialized, container-shipping use. At that time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. It was probably at that time that many of the changes to the building occurred, including the partial infill of the storefront and the addition of stucco cladding to the exterior lap wood surfaces. By the late 1940s, the subject property housed the Harbor Sheet Metal Works business, electrical contractors, and the Sunhill Electric Company, among other industrial-related businesses in later years (San Pedro and Wilmington 1946). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities were demolished. With the exterior changes made to the building over the years, only its basic form remains. It is currently occupied by Wescotek, Inc., a food industry consultant.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 17 (the building's current condition) and Photograph 18 (the original Nanka Co. storefront), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

Photograph 17. Overview of 700–702 Tuna Street; view to the northeast



Photograph 18. Original Nanka Co. storefront, date unknown
(Source: ryono.net)

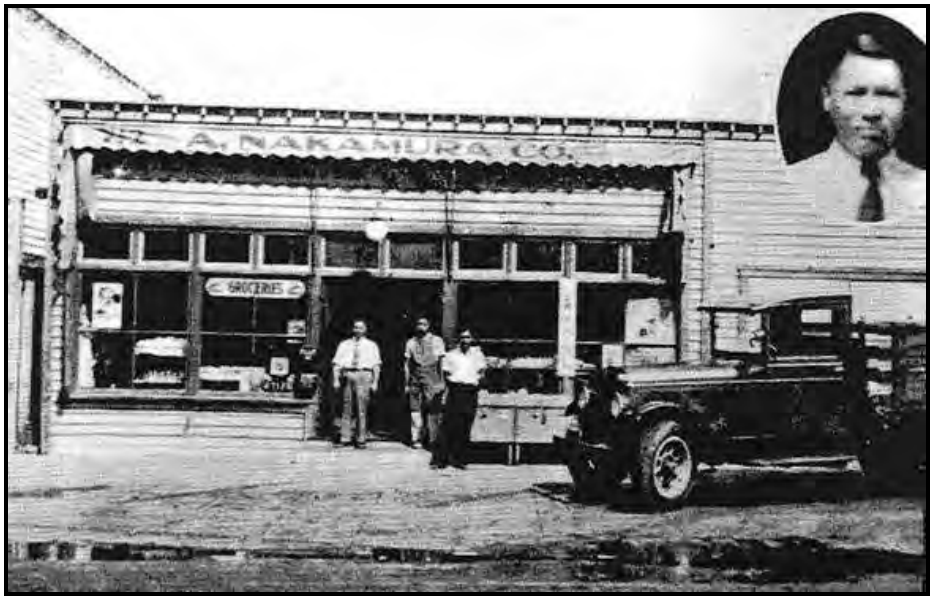
712–716 Tuna Street

712–716 Tuna Street is a small Commercial, Vernacular-style building that was constructed in 1923 by Akimatsu Nakamura (Photograph 19). It was the former site of the A. Nakamura Company Grocery Store (Photograph 20), the business that would occupy the building from its construction until 1942. A. Nakamura became an American citizen in 1911 and operated a grocery store beginning in 1918 at an earlier building located at the same site as the subject property. The extant building was designed by

William F. Durr, a local designer responsible for a number of industrial buildings in the area, including the nearby South Coast Fisheries Cannery, which was located at 821 Ways Street (Jones & Stokes 2008). The A. Nakamura Company was one of many grocery stores at Fish Harbor, including Murakami Company (110 Terminal Way), Tanishita (779 Tuna Street), and Maeda Ben (721 Tuna Street). The development of Fish Harbor and the fishing and canning industries it attracted resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with shops, restaurants, barber shops, and pool halls, including the A. Nakamura Company Grocery Store. Following the attack on Pearl Harbor in 1941, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps, and nearly all their homes and businesses were razed. The Japanese population did not return to Terminal Island after World War II, and the function of Fish Harbor, including Tuna Street, was transformed from the fishing and canning industries to an industrialized, container-shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. By the late 1940s, the subject property housed Inspectors Seafood Company and Hackney Inspection Lab, among other industrial-related businesses in later years (San Pedro and Wilmington 1946). It was probably at this time that the current Streamline Moderne façade was applied to the building. With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Gregorio Aquatech Inc., a research company involved in aquaculture.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 19 (the building's current condition) and Photograph 20 (the original A. Nakamura storefront), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

Photograph 19. Overview of 712–716 Tuna Street; view to the northeast



Photograph 20. Original A. Nakamura Co. storefront, date unknown
(Source: ryono.net)

742–748 Tuna Street

Constructed in 1946 at a cost of $20,000, the subject property is a non-descript, Commercial, Vernacular-style building that was initially occupied by the Fish Harbor Market (Photograph 21). The building was built for John Thomas and his brother Vincent, a California State Assemblyman who served the Harbor area from 1940–1978 and who is most widely recognized as the namesake of the nearby Vincent Thomas Bridge, which connects Terminal Island to San Pedro (Belcher 1980). While Vincent owned the market

with his brother John, he was serving in the California Assembly at that time and was most not likely closely involved in the daily operations of the business (Allen 1965). The market served to the surrounding community, which had changed significantly following World War II and had become primarily industrial in nature. After World War II, the Japanese American community that had characterized the residential identity of Terminal Island for the first half of the twentieth century (Japanese Fishing Village period) would not return, and the function of Fish Harbor, including Tuna Street, was transformed from the fishing and canning industries to an industrialized, container-shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or significantly altered to accommodate the new uses. The subject property was one of these buildings, replacing previous commercial buildings associated with the Japanese Fishing Village period, with the purpose of serving employees of the large facilities operated by the French Sardine Company and the Van Camp Seafood Company (later renamed StarKist and Chicken of the Sea, respectively), which by 1950, occupied the entire west side of Tuna Street between Fish Harbor and Cannery Street. John and Vincent sold the business in the late 1950s, apparently because it did not prove profitable, and by the late 1960s, the building was occupied by a cafe (Allen 1965, Historic Aerial Photographs). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed, as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. By 1981, the owner of the building was Daniel Williams, the 746–748 portion of the building was adapted for use as a restaurant (currently, the Harbor Light Restaurant), and the 742–744 portion of the building was adapted for use as offices (currently, the Bell of Friendship Restoration Association).

Although the subject property is associated with the development of Fish Harbor and Terminal Island in the post–Japanese Fishing Village era, the all but complete removal of the surrounding built environment has seriously affected the building's setting, feeling, and association, and it lacks sufficient integrity to reflect its historical associations and period of significance. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1. While the building and its initial business were at one point owned by Vincent Thomas, an important person within the San Pedro area, archival research did not identify the subject property as important in Thomas' productive life when he achieved significance. The property does not demonstrably represent a location of Thomas' important contributions to the local community. It did not play a vital role in Thomas' political career, but rather served as a short-lived business venture with his brother John. As a result, the property does not appear eligible for the NRHP or CRHR under Criterion B/2 for its associations with important persons. As a vernacular commercial building, the subject property is relatively unremarkable and does not appear to embody any distinguishable architectural elements; it does not appear eligible for the NRHP or CRHR under Criteria C/3. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property does not appear eligible for local designation because of compromised integrity issues.

Photograph 21. Overview of northern portion of 742–748 Tuna Street; view to the southeast

Marine Sheet Metal Works

Marine Sheet Metal Works is a tall, one-story industrial building located on the west side of South Seaside Avenue at Fish Harbor (Photograph 22). Constructed in the early 1930s (ca. 1931), it has continually operated to produce machine sheet metal, providing heavy sheet metal and plate work, steel water and fuel tank, and electric and acetylene welding services to the greater Fish Harbor Area. Marine Sheet Metal Works has been one of the many sheet metal works facilities on Terminal Island to support the local fishing industry, including Harbor Sheet Metal Works and Crescent Harbor Sheet Metal Works. Archival research indicates that the property was owned and operated for some period during the 1940s by W.H. (Bill) Hall and E. Theobald (San Pedro and Wilmington Phone Directory, 1946). No subsequent information was found regarding any previous owners associated with the building.

In considering the property's historical significance, it was one of many sheet metal works facilities located on Terminal Island and, like the others, supported the fishing industry in the area. It does not appear eligible for listing in the NRHP or CRHR under Criteria A/1 for its associations with historic events or under B/2 for its associations with the important persons. The industrial, utilitarian style of the property is fairly common, and it does not possess any distinctive styling or features to warrant consideration for architectural significance. Therefore, the building does not appear eligible for the NRHP or CRHR under Criterion C/3. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property is not eligible as a contributor to a larger historic district, as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.

Photograph 22. Overview of Marine Sheet Metal Works; view to the northwest

Port of Los Angeles Police Dive Team Building

Located along the eastern border of Fish Harbor on Terminal Island, the Port of Los Angeles Dive Team includes a single-story public utility building; a short pier; and small parking lot (Photographs 23 through 25). The wood-frame, Greek Revival–inspired fireboat house building is set back from South Seaside Avenue and fronts east onto the water of Fish Harbor. Constructed in 1927 for a cost of $15,000 by the City of Los Angeles Fire Department (*Los Angeles Times* 3 May 1927), it was one of only two boat houses built during this period and used to supplement land-based fire fighting operations in the Port of Los Angeles. The subject property housed Fireboat 1, Los Angeles' first fireboat, which was built in 1919 and originally housed across the Main Channel at Berth 89 (Dahlquist 1984). As the Port industrialized in the early twentieth century, the need for increased fire protection services became evident, and the Los Angeles Fire Department (LAFD) commissioned an additional fireboat in 1926, which was soon housed in a newly constructed boat house on the north side of Terminal Island at Berths 226–227 (Firehouse No. 112, Los Angeles Historic Cultural Monument No. 154, demolished 1986). The decision was made to transfer Fireboat 1 to Fish Harbor and construct a new boathouse in the immediate area for the purpose of protecting the growing cannery industry. On May 2, 1927, Fireboat 1 was relocated to the new fireboat house (subject property) at Berth 260 in Fish Harbor. The Greek Revival style selected for the building was unusual, particularly in late-1920s Southern California, where architectural trends leaned more toward Period Revival styles such as Spanish-Colonial Revival or Tudor Revival. The design of this property and other public improvements on Terminal Island and elsewhere in the Port reflect classical features in a refined manner and may have been part of the City's broader program to integrate the City Beautiful Movement into many of its public improvements, a popular civic program overseen by the Los Angeles Municipal Art Commission. Over the following decades, Fireboat House 1 would become known as the "oracle of the harbor." The building, its boat, and its crew were connected to the local community, providing Fish Harbor with numerous services, "a clearing house for fish, first aid station, legal advice given on request, fire fighting as needed and anything one desires" (Halfhill 1941). By the early 1950s, the surrounding canning industry had become home to one of the world's largest fisheries in values and in tonnage of fish, helped no doubt by an effective local fire patrol (City of Los Angeles Board of Harbor

Commissioners 1951:47). The subject property was renamed Fire Station No. 111 in the 1970s and would continue to function as fireboat house until the early 1990s, when it was transferred to its current occupant, the Port of Los Angeles Police Dive Team.

The subject property is the oldest extant example of a fireboat house in the Port of Los Angeles. It maintains a high degree of historical integrity in its feeling, association, location, setting, and design to adequately reflect its historic associations with important historical patterns of development. Because of its association with urban planning policies in Los Angeles and the development of fire protection services within the Port during the first half of the twentieth century, the subject property appears eligible for the CRHR under Criterion 1. Despite its asbestos siding (original wood lap siding underneath), the property retains sufficient integrity to reflect the distinctive characteristics of the an early-twentieth-century fireboat house and, as a result, also appears eligible for the CRHR under Criterion 3 for its architectural merit as a unique and rare property type designed in the Neo-Classical style. In addition, the property is eligible for local landmark designation because of its historical associations and architectural merit. No evidence was discovered to warrant consideration under Criteria B/2 or D/4. In addition, the property is also not eligible as a contributor to a larger historic district, as it does not contribute to a unified entity.

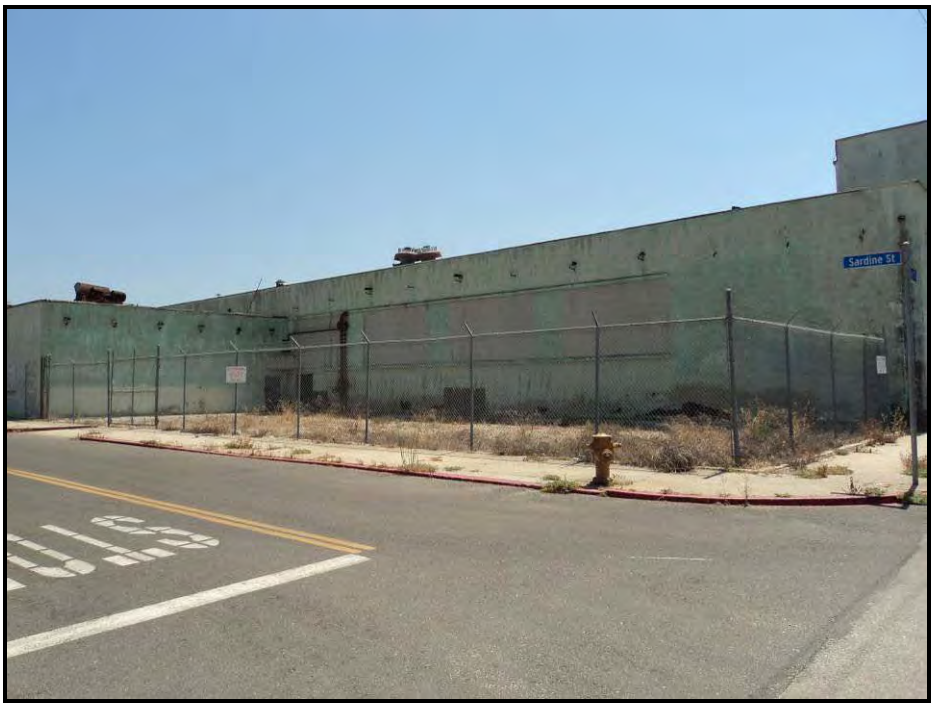
Photograph 23. Overview of Port of Los Angeles Dive Team; view to the north

Photograph 24. Overview of Port of Los Angeles Dive Team and associated pier; view to the east

Photograph 25. View of Port of Los Angeles Dive Team, 1938
(Source: Los Angeles Harbor Department archives)

Marine Hardware Company

Located at the southeast corner of Sardine Street and Ways Street, Marine Hardware consists of a rectangular shape vacant parcel with a tall metal security fence around it (Photograph 26). The once-extant two-story, stucco clad warehouse building, which was built in 1937, was initially recorded in January 2004, and at that time was found to be ineligible for NRHP, CRHR, and local City of Los Angeles HCM listing because of lack of important historical associations and compromised integrity issues. The building was demolished soon after it was documented and evaluated. In re-evaluating the parcel today, it does not satisfy any evaluation criteria for federal, state, or local designation since it is not associated with any important historical events, personages of note, or architectural importance. Further, the ground in and around this parcel has been extensively disturbed over the years and consists of fill, so the likelihood of encountering any prehistoric or historical archaeological resources is extremely remote. Therefore, this parcel does not have the potential to yield information important in prehistory or history.



Photograph 26. Overview of the former site of the Marine Hardware Company; view to the southeast

Pan Pacific Cannery

The former Pan Pacific Cannery occupies most of the parcel on the south side of Sardine Street between Ways and Barracuda Streets and consists of a large, irregular-plan building that contained fish cleaning and canning operations and a smaller canned-goods warehouse on the west side of the parcel (Photographs 27 through 29). When it was built in 1946, the Pan Pacific plant was a modern, state-of-the-art facility. The buildings illustrate the postwar expansion of canneries in the Fish Harbor area and are a rare surviving example of a cannery operation with a high degree of historic integrity. When it was evaluated for historic significance in July 2004, the property was found to appear eligible for listing in the NRHP or CRHR for its association with the Los Angeles fishing and canning industry. Since that time, the subject property appears to have remained in moderate condition with no significant visible alterations. Although the physical condition of the property is moderate and its general setting has been altered, the plant continues to convey a clear sense of its historical purpose and function as a fishing and

canning facility located within the Port of Los Angeles dating from the 1940s. Therefore, the property remains eligible for NRHP, CRHR, and local City of Los Angeles HCM listing because of direct associations with the port's early fishing and canning industries under Criteria A/1/1.

Photograph 27. Overview of can warehouse at Pan Pacific Cannery; view to the southwest.

Photograph 28. Overview of main entrance at Pan Pacific Cannery; view to the south

Photograph 29. Main building at Pan Pacific Cannery; view to the southeast

Maxum Petroleum

Maxum Petroleum is a marine loading station that sits on a rectangular-shaped parcel that is approximately 175 × 200 feet situated on the east side of Terminal Island's Fish Harbor, and consisting of an office building, a storage warehouse building, an open, corrugated-metal shed, a small-guard shack, five metal storage tanks, and an adjacent wharf (Photographs 30 through 32). Constructed by the General Petroleum Corporation (under ownership of Standard Oil Company of New York [Socony]), the property was developed to accommodate "the vast fleet of fishing boats serving the canneries and the metropolitan market" (City of Los Angeles Board of Harbor Commissioners 1930:24). As the fishing industry on Terminal Island grew to become on of the foremost fishing industry centers in the world during the early twentieth century, General Petroleum and other major oil companies, including Standard Oil Company and Union Oil Company, constructed adjacent facilities along the western edge of the centrally located Fish Harbor (City of Los Angeles Board of Harbor Commissioners 1931). The subject property appears to have initially serviced the fishing fleet of the Van Camp Seafood Company (later renamed Chicken of the Sea) and was connected by pipeline to the large, General Petroleum facility immediately to the northwest, located on Terminal Island along the Main Channel at Berths 238 and 239. The fishing industry continued to rapidly grow into the following decades, helped no doubt by a well-equipped and well-functioning fishing fleet. Possibly to keep up with the demand of this fleet, the subject property appears to have been expanded and improved in 1949 with the construction of a concrete pier and additions to the office building and warehouse (General Permit #35-1949). The facility continued to operate as Mobil Oil after Socony became Socony Mobil Oil Company in 1955 (and later Mobil Oil Corporation in 1966). By the time the fishing and canning industries began to decline in the 1970s, all of the adjacent marine loading stations, except the subject property were removed from Fish Harbor. During the mid-1990s, the facility was renamed General Petroleum, and a fifth storage tank was constructed. Currently operating as Maxum Petroleum, the facility continues to function as a marine loading station.

Because of its compromised integrity and lack of sufficient historical associations necessary for NRHP or CRHR listing, the property appears ineligible for such consideration under any evaluation criteria. In

addition, the property does not appear to warrant consideration as a contributor to a potential historic district since a distinct and unified grouping of resources does not existing in the area. Further, the property does not appear eligible for local City of Los Angeles HCM status because of insufficient associations with important historical events, personages of note, or architectural merit.

Photograph 30. Overview of Maxum Petroleum; view to the east

Photograph 31. Warehouse and dock at Maxum Petroleum; view to the south

Photograph 32. View of Maxum Petroleum, 1938
(Source: Los Angeles Harbor Department archives)

American Marine Corporation

Built in 1937 on its own pier (mole), the American Marine Corporation property was previously occupied by the Los Angeles Yacht Club from 1937 until 1993 (Photographs 33 through 37). Currently an industrial marine facility leased by the American Marine Company, the property consists of a long, narrow floating concrete wharf, an office building, and four storage/maintenance structures. During the late nineteenth and early twentieth centuries, a small portion of the south side of Terminal Island (then known as Brighton Beach) was a popular tourist destination with a number of hotels, bathhouses, and a boardwalk. In the tradition of other yacht clubs in the United States dating back to the mid-nineteenth century in places such as New York and San Francisco, the Los Angels Yacht Club (LAYC) was formed in 1901 as the South Coast Yacht Club (SCYC) in a leased portion of the Southern Pacific and Salt Lake Railroad depot (demolished) on Terminal Island. After numerous location changes, the LAYC split from the SCYC in 1936 and began looking for a new location. A mole located at the southeastern edge of Fish Harbor, which had been completed under the City of Los Angeles Harbor Engineer George F. Nicholson in 1931, offered the LAYC a protected yacht anchorage and easy access to the outer harbor. A clubhouse with three detached garages and a floating dock was completed in April 1937. The LAYC held opening ceremonies soon after for its new facilities, marking a return of recreational activities on Terminal Island (Los Angeles Yacht Club 2011). The LAYC occupied the property for the next five decades, using it as a social space, clubhouse, and boat-mooring facility for its members. It remained the longest operating recreational facility on Terminal Island until the early 1990s (a small number of other yacht anchorages would operate at the north side of the island at Berth 208 and 209 from the mid-1950s till until the late 1960s (City of Los Angeles Board of Harbor Commissioners 1950s-1960s). The east side of the mole was infilled in the 1964, and 20 years later it still changed for the development of Pier 300 in the mid-1980s. As a result of these changes, the LAYC began looking for a new location and eventually moved west in 1993 to their current clubhouse and anchorage at the nearby Cabrillo Marina in San Pedro.

The newly founded American Marine Corporation moved into the property later that same year and adapted the property for use as a marine contracting facility. The clubhouse was adapted for use as an office building for the company through the removal of chimney (post-1993), a small addition to the south end of the clubhouse (post-1993), an addition of two small projecting bays on eastern (primary) elevation (post-1993), in-kind window change-outs, and in-kind replacement doors. The garages were adapted for use as support facilities through small additions, the replacement of doors, and the addition of a small portable building to Garage 1–4 (post-1993). The original floating dock set within the waters of Fish Harbor on the west side of the property was removed and replaced when American Marine began occupying the site.

Because the property lacks sufficient historical integrity necessary for NRHP or CRHR listing, the property is ineligible for consideration under Criteria A/1, B/2, C/3, or D/4. The property is also ineligible for any type of designation as a contributing resource to a potential since such a distinct and unified entity does not exist in the immediate vicinity. However, the property does appear to satisfy City of Los Angeles evaluation criteria associated with historical events. Despite the property's modifications to its original design, workmanship, and setting, the property is the last remaining of its property type on Terminal Island. It also retains sufficient physical and tangible attributes to reflect its historical use and purpose as an early water-related social and recreational facility built during the first half of the twentieth century within the South Bay area.

Photograph 33. Overview of office building at American Marine Corporation; view to the north

Photograph 34. Overview of Garage 12-19 at American Marine Corporation; view to the north

Photograph 35. Overview of Garage 1-4 at American Marine Corporation; view to the southeast

Photograph 36. View of Los Angeles Yacht Club, 1955
(Source: Los Angeles Harbor Department archives)

Photograph 37. View of Los Angeles Yacht Club, 1958
(Source: Whelan Collection, Los Angeles Harbor Department archives)

Management Recommendations

As a result of SWCA's intensive-level survey and archival research, 16 properties were evaluated for historic significance. Of these, six properties are recommended eligible for either the NRHP, CRHR, or for local designation.

Appears to be eligible for listing in the NRHP as an individual property (status code 3S):

- Sewage Pump Station #669
- U.S. Customs House
- Southwest Marine
- Pan Pacific Cannery

Appears to be eligible for listing in the CRHR as an individual property (status code 3CS):

- POLA Police Dive Team Building

Appears to be eligible for local listing or designation (status code 5S3):

- American Marine Corporation

The remaining 10 properties are recommended ineligible for listing in the NRHP and CRHR, and do not qualify for consideration as a City of Los Angeles HCM or HPOZ. As such, these properties are not considered historic properties under Section 106 of the NHPA, nor are they considered historical resources under CEQA.

This built environment evaluation report was prepared in conformance with the requirements of CEQA, NEPA, and Section 106 of the NHPA. It is recommended that the results of this study be used to guide future planning efforts that may impact Port of Los Angeles–owned properties on Terminal Island. It is further recommended that Port of Los Angeles–owned properties on Terminal Island be subject to updated survey and evaluation overtime, and that more recently constructed properties (built between 1967 and 1980) continue to be identified and considered in the planning process. If a survey is more than five years old, it should be updated to determine if any historical resources have become eligible or ineligible due to changing circumstances or new documentation. Because the Port of Los Angeles Land Use Plan is anticipated to be in effect until the year 2030, any associated projects that have the potential to impact historical resources should be identified and considered early on in the planning process.

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Appendix A
State of California Department of Parks and Recreation
Series 523 Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 5 ***Resource Name or #:** SA Recycling

P1. Other Identifier: Berths 210 and 211

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 901 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located on the north side of Terminal Island, the subject property is a 26.7-acre site that is situated north of New Dock Street adjacent the Main Channel of the Port of Los Angeles. Also referred to as Berths 210-211, the property has operated as an industrial scrap metal recycling and processing facility since 1962 and is currently operated by SA Recycling, LLC. The industrial property consists of a large paved, open-air scrap yard with an assorted piles of various scrap metals; an office building; a storage building; a maintenance shed; a scrap processing structure; a mega shredder with support buildings; a pier; and other supporting infrastructure.

(See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Building, HP39. Other

***P4. Resources Present:** ☒Building ☒ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Overview of SA Recycling, view to the west, March 8, 2011 (Source: Google Earth)

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1962-2009, Historic Aerial Photographs and Personal Communication, Fernando Ruiz, Operations Manager, SA Recycling

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** October 4, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

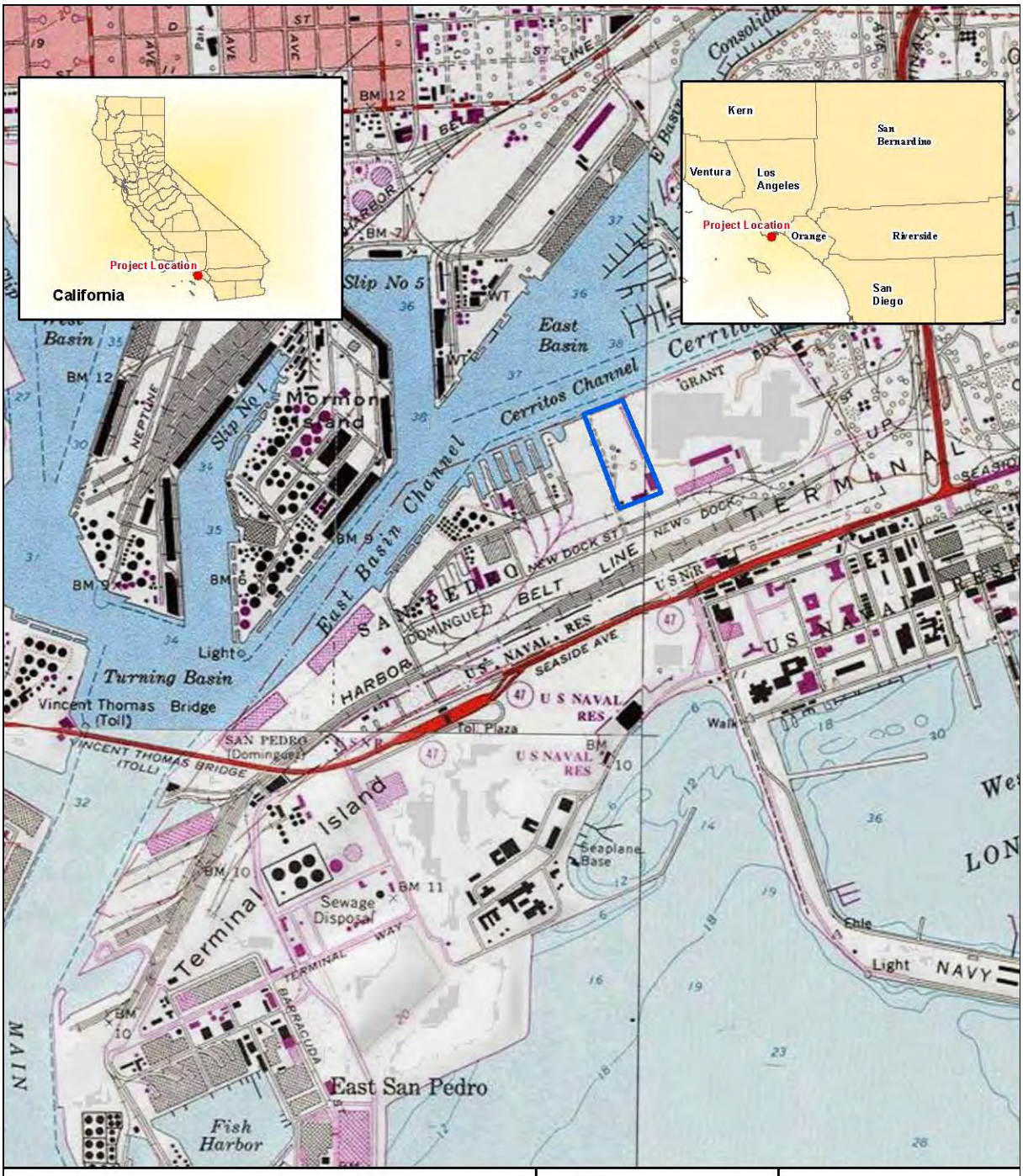
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #:** SA Recycling

***Map Name:** San Pedro, California ***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)



BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) SA Recycling

B1. Historic Name:
B2. Common Name: Hugo Neu-Proler Scrap Metal, Berths 210 and 211
B3. Original Use: Scrap Metal Recycling B4. Present Use: Scrap Metal Recycling

***B5. Architectural Style:** Industrial, Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Site founded and constructed in 1962 (Historic Aerial Photos, Fernando Ruiz). Pier along main channel initally constructed in 1962 and expanded in 1966 (*Los Angeles Times* 9 June 1966). Storage building constructed ca. 1968 (Historic Aerial Photographs); partially demolished and rebuilt in the mid-1990s (Ruiz). Maintenance building constructed ca. 1968 (Historic Aerial Photographs); partially demolished and rebuilt in 2004 (Ruiz). Mega-shredder and support buildings constructed in 2006 (Historic Aerial Photographs, Ruiz). Scrap processing structure replaced and constructed in 2009 (Historic Aerial Photographs, Ruiz).

***B7. Moved?** ☒ **No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: N/A b. Builder: Unknown

***B10. Significance: Theme:** Port of Los Angeles, 1907-1980 **Area:** Terminal Island, POLA

Period of Significance: 1962 **Property Type:** Recycling Plant **Applicable Criteria:** N/A

Following World War II, the industrial focus of the Port of Los Angeles once again shifted as military work scaled down. Scrap metal recycling quickly became a major export of the Port, beginning with the once extant National Metal and Steel Corporation adjacent to the subject property, which acquired the former site of the California Shipbuilding Corporation after World War II and would operate until 1986. Originally founded as the Hugo Neu-Proler Company, the SA Recycling site is located to the immediate east of the former National Metal and Steel Corporation site and was initially developed in 1962.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Board of Harbor Commisioners. *Annual Report of the Board of Harbor Commissioners 1962-63*. Los Angeles Board of Harbor Commissioners.

Ferrel, David. "Junk Cars Litter Byways as Scrap Industry Rusts." *Los Angeles Times*, January 1, 1987, SB1.

Institute of Scrap Iron and Steel. *Proceedings and Selected Background Information*. Washington D.C: Institute of Scrap Iron and Steel, 1965.

Ruiz, Fernando. Personal Communication with Steven Treffers. 2011.

Thomas, Bob. "Scrap Industry Relegating Old Methods to the Junk Heap." *Los Angeles Times*, July 24, 1966, M1.

Turrettini, John. "One Man's Junk…," in Forbes.com, at http://www.forbes.com/global/2004/0112/022_print.html. Accessed August 24, 2011.

Warren, Jennifer. "Abandoned Cars: Neighborhood Eyesores Can Also Lead to Perilous Waste Probelem." *Los Angeles Times*, July 20, 1987, OC_A6.

"Wharf Will Handle Steel From Japan." *Los Angeles Times*, June 9, 1966, C19.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** October 4, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***P3a. Description: (Continued)**

All buildings on the property are situated at the southeastern portion of the property. All are utilitarian in design and are clad in corrugated metal panels. The office building, which is centrally situated at the southern edge of the property, was constructed in 1962 by the Hugo Neu Proler Company. The flat roof building is a single-story and square in plan. The building is accessed via a door located on the east elevation. All windows are inset into the building and are aluminum-sliding windows. East of the office building, is a large storage building situated along the southern border of the property. The building was initially constructed in 1968, and was partially demolished and rebuilt in the 1990s (historic aerials photographs, Ruiz). The building is rectangular in plan and has a minimally-pitched gabled roof, which is sheathed in corrugated metal panels. The building is accessed via a large opening on the north (front) elevation as well as a large roll-up metal door on the west elevation, both of which extend the height of the building. There are metal, sliding windows west of the large opening on the north elevation. Situated east of the storage building, along the eastern border of the property, is a shop maintenance building. The building was initially constructed around 1968 and was partially demolished and rebuilt a number of times over the years (1970s, 1980s, and in 2004) (historic aerials, Ruiz). The building is rectangular in plan and has a minimally-pitched gabled roof, which is sheathed in corrugated metal panels. The building is open along the north façade and most of the west façade.

Additional structures on the property function specifically for the processing and shipping of scrap metal. These include a large structure situated immediately north of the office building and the storage building. Constructed in 2009, the rectangular-shape structure houses processing machinery. It is comprised of four walls, approximately two-stories in height, constructed of vertical metal beams and metal panels. The outer, top-portion of the walls are sheathed in corrugated metal panels. The roof is partially covered with corrugated metal panels on the western and eastern portion of the building. There is a large opening that extends the height of the structure, a smaller opening that extends half the height of the structure, and a staircase that leads to the second story on the south elevation.

Situated at the center of the property, is the mega-shredder, which was constructed in 2006 for the purpose of shredding metal objects such as automobiles and appliances into smaller, easily shipped pieces. The structure is utilitarian in design and is characterized by a series of conveyor belts, pipes, and tanks. Portions of the structure are approximately three-stories in height and are constructed of exposed metal-beam framing. There are three buildings situated to the northeast and east of the mega-shredder housing transformers and additional machinery that support the operation of large-shredder and equipment. All are utilitarian in design and are sheathed in corrugated metal panels.

Along the northern boundary of the property is a concrete pier, which extends from the west side of the property's dock adjacent the Main Channel in the Port of Los Angeles. A small pier for loading scrap metal was initially constructed with development of the property in 1962 and later expanded in 1966 to accommodate larger vessels. The site is partially enclosed by tall a metal, grate fencing along the property's western and northern borders, stacked cargo containers along its eastern edge, and concrete barrier wall around its southern boundary.

Metal objects to be processed and recycled are delivered via large hauling trucks at the southern border of the property via New Dock Street, where there is a small guard shack for pedestrians and automobiles, and a large guard shack for large shipping trucks. The property is bordered by shipping container terminals to the west and the east and is situated on a level parcel.

***B10. Significance: (Continued)**

The Hugo Neu Proler Company was created as joint venture when representatives from the New York based Hugo Neu Company visited the Proler Steel Corporation in Houston, Texas in the early 1960s. Together they signed a deal to bring the Proler developed and patented automobile shredder called the "Prolerizer" to Los Angeles and start their own large-scale scrap metal recycling plant on Terminal Island. Invented in Houston in the late-1950s by Proler brothers Hymie, Sammy, Izzie, and Jackie, the "Prolerizer" was in use in a number of the Proler plants, including Jersey City and Kansas City, by 1965 (Institute of Scrap Metal 1965). The Hugo Neu Corporation, which had been founded by German immigrant Hugo Neu in 1945 in Texas, had been exporting scrap metal to Japan since 1953 (Turrettini 2004). Combining Hugo Neu's experience in export with Proler's technology, the newly created Hugo Neu-Proler Company joined the industry in 1962, developing the subject property for the direct purpose of increasing their tonnage export of scrap metal to Japan (Los Angeles Board of Harbor Commissioners Annual Report 1962-63:11). The facility would continue to expand into the following decades and at one point in the 1980s, would become the West Coast's largest auto recycling facility, capable of processing 1,000 cars per day (*Los Angeles Times* 1 January 1987). After Sims Group Limited acquired nearly all of the recycling operations of Hugo Neu Corporation in 2005, they applied for a subsidiary name change from Hugo Neu-Proler to Sims Hugo Neu West. In 2007, Sims Group merged with Adams Steel, creating SA Recycling, LLC, the company which currently operates the facility.

Initial construction of the site included in 1962 an office administration building and the installation of the "Prolerizer in 1962; however, because of the nature of the business and the continuing development of the most modern technology of scrap metal recycling, the site has undergone substantial changes over the years, including replacement of the original "Prolerizer" machine. Alterations and additions to the property include the construction of the concrete pier in along the main channel 1966 for the accommodation of larger vessels (*Los Angeles Times*). Construction of the storage and maintenance buildings in the late 1960s (circa 1968, Historic Aerial Photographs, Ruiz). The partial demolition and reconstruction of the circa 1968 storage building in the mid-1990s (Historic Aerial Photographs, Ruiz). The partial demolition and reconstruction of the circa 1968 maintenance building in 2004 (Historic Aerial Photographs, Ruiz). The replacement of the "Prolerizer" with the mega-shredder and support buildings in 2006 (Historic Aerial Photographs, Ruiz). The construction of the scrap processing structure in 2009 (Ruiz).

In assessing the property's significance, it is not directly associated with the historical development of the scrap metal recycling industry within the Port of Los Angeles; and although it is associated with the "Prolerizer," a major innovation in the scrap metal industry, it was not location of its invention and was one of many facilities using this technology across the country. As a result, the property does not appear eligible for listing in the National or California registers under Criteria A/1 for its associations with important events or patterns of development. While both Hugo Neu and the Proler brothers were influential in the scrap metal recycling business, neither appear personally related to the development or operation of the subject property outside of the Hugo Neu-Proler Company's development of the site and as such, the property does not appear eligible for the National or California registers under Criteria B/2 for its associations with important persons. The buildings and structures of the sites are utilitarian resources that are ubiquitous to scrap metal recycling facilities and have been substantially altered and replaced since the initial development of the site; hence, they do not appear eligible for National or California registers for their architectural significance under Criteria C/3. In addition, no evidence was discovered to warrant consideration under Criteria D/4. The property is also not eligible as a contributor to a larger historic district. The property does not appear eligible for local designation.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S; 3CS; 5S3

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** Sewage Pump Station #669

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** ¼ of ¼ of **Sec**. **B.M.**

c. Address: 390 North Seaside Avenue City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
The subject property is located just north of State Route 47 approximately 800 feet west of South Ferry Street.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject property is a one-story, public utility building that is sited on a small flat parcel along the south side of North Seaside Avenue and immediately north of State Route 47 at the eastern end of the Vincent Thomas Bridge. The unreinforced masonry building is round in plan with a flat roof and minimally projecting parapet with coping. Exterior walls are clad in painted, running bond brick set on a concrete slab foundation. Fenestration is equally spaced around the building and is comprised of elongated wood-frame sash windows recessed within the brick wall. A single rowlock bond of brick frames the bottom of each window opening while a triple rowlock arch defines the lintels. The front (north) entrance is set atop a single concrete step and the building is accessed via a recessed six-paneled, wood door that is also framed by a triple rowlock arch lintel. There is an additional wood door at the rear (south) of the building. The window to east (left) of the front door has a security screen and a faded sign that reads "Pump Station #669." There is a single security light above the front entrance and two red beacon lights, one off set to the west of the front door and one at the rear of the building. At the rear (south) of the parcel is a metal railing set on a concrete base with stairs that lead to an underground area containing metal pipes, pumps and other equipment. The property is enclosed by a tall chain link fence and can be accessed via a small driveway directly to the east. The site is bordered by mature trees to the east and west, North Seaside Avenue to the north, and State Route 47 and the eastern entrance onto the Vincent Thomas Bridge to the south. Visible alterations appear to be minor and include the addition of a contemporary security light fixture over the main entrance door of the building and new supporting infrastructure at the rear of the lot.

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public Utility Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View facing west, August 24, 2011,
Photograph 0207.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1923, Annual Report of the Engineering Department of the City of Los Angeles, 1922-1923

***P7. Owner and Address:**
City of Los Angeles Bureau of Sanitation
1149 S. Broadway
Los Angeles, CA 90015

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Sewage Pump Station #669

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S3

***Resource Name or #** (Assigned by recorder) Sewage Pump Station #669

B1. Historic Name: Harris Place Sewage Pumping Station

B2. Common Name: Sewage Pump Station #669

B3. Original Use: Pumphouse B4. Present Use: Pumphouse

***B5. Architectural Style:** Beaux Arts Classicism; Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1923 (Annual Report of the Engineering Department of the City of Los Angeles, 1922-1923).

***B7. Moved?** ☒ **No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: John A. Griffin, Engineer b. Builder: City of Los Angeles, Bureau of Engineering

***B10. Significance: Theme:** Municipal Water and Power; Late 19th and Early 20th Century Architecture, 1865-1950

Area: Terminal Island, POLA

Period of Significance: 1923 **Property Type:** Sewage Pump Station **Applicable Criteria:** A/1/1; C/3/3

Situated at the northwest end of Terminal Island along the south side of North Seaside Avenue, the subject property contains a small, public utility building constructed in 1923. The design of the pumping plant was overseen and approved by City Engineer John A. Griffin as part of the sewer system for the greater Harbor District of Los Angeles. By the first quarter of the twentieth century, City leaders recognized that the growth of the Port was dependent on the development of sewers and sewage disposal infrastructure (Knowlton 1918). Influenced by the City Beautiful Movement, City leaders and the City of Los Angeles Municipal Art Commission (which was founded in 1903 to "work for the gradual elimination of ugliness from the conspicuous point of our city") advocated the use of Neo-Classical and Beaux Arts-style architecture and planning for projects within Los Angeles. These contemporary ideas affected the design of public infrastructure, including the support buildings of the City's growing sewage system. This system was especially necessary within the Port not only to accommodate a larger workforce, but also to process the waste of the growing fishing industry, which had been rapidly polluting the bay with its production by-products (Sklar 2008). By the mid-1920s, at least four pumping plants in the Harbor District were in operation - including the subject property and three others - another located in Fish Harbor (situated on Terminal Way west of Tuna Street, demolished), one on Mormon Island (situated on Fries Avenue, south of Pier A Street, extant), and another one in West Wilmington (situated on Mar Vista Avenue north of West C Street, demolished). All were constructed on-site with similar materials, workmanship, and design and were utilized for the purpose of disposing both human and cannery waste.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Annual Report of the Engineering Department of the City of Los Angeles, 1922-1923.

Department of Public Works. "Navigate LA" in City of Los Angeles Department of Public Works at http://navigatela.lacity.org/index01.cfm, accessed August 24, 2011.

"Harbor Sewer Work Must Be Done At Once." *Los Angeles Times,* April 19, 1923, II2.

Knowlton, Willis T. "Sewage Collection and Disposal Proposed at Los Angeles Harbor." *Municipal And County Engineering Index*. Chicago: Engineering Publishing Company. July-December, 1918, 130.

Sklar, Anna. *Brown Acres: An Intimate History of the Los Angeles Sewers*. Santa Monica: Angel City Press, 2008.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** August 24, 2011 ☒ Continuation ☐ Update

***B10. Significance: (Continued)**

However, these systems were quickly overwhelmed, in large part due to the rapidly expanding fishing industry located at Fish Harbor, which used the sewers to dispose of fish waste. As early as 1923, reports of waste clogging the sewer lines began to arise and City leaders began calling for the installation of new pipes, eventually leading to the construction of an additional sewage pump at Fish Harbor in 1925 (Los Angeles Times 19 April 1923). All of the pumphouses, including the subject property, were connected to the Terminal Island Treatment Plant, which has been expanded and remolded since its construction in 1935. As the sewage system within the Port and throughout the City continued to evolve in the following decades, the pumphouse on Terminal Way at Fish Harbor and in West Wilmington were eventually replaced. Both the subject property and the remaining extant pumping plant on Mormon Island have remained in operation however, and continue to function as part of the Harbor District's sewer system.

The subject property retains excellent integrity of design, materials, workmanship, location, association, feeling, and setting, and as a manifestation of the City of Los Angeles' public infrastructure development during the historical period associated with the City Beautiful Movement, appears eligible for the National and California registers under Criteria A/1. In addition, it embodies the distinctive characteristics of a particular type, period, and method of construction and appears to be eligible for the National and California registers under Criteria C/3 for its architectural associations as a rare variation of the Beaux Arts Classicism, vernacular-style, as interpreted in a city designed sewage pumphouse. The building is not eligible for listing in the National or California registers under Criterion B/2 its associations with the important persons and no evidence was discovered to warrant consideration under Criteria D/4.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *6z*
Other Listings
Review Code ____ Reviewer _____ Date _____

Page 1 of 1 **Resource Name or #:** (Assigned by recorder) *Port Utility Buildings*

P1. Other Identifier: *Terminal Island Sewage Pumping Plant*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

South side of Seaside Avenue between Mormon Street and the Terminal Island Freeway.

Parcel No. *504 (315)*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one story brick sewer lift station building is circular in plan and roughly 20 feet in diameter. The flat roof is hidden behind a low parapet topped with a simple brick cornice. A narrow brick string-course rings the building in the upper facade. Openings are radial-arched, one-over-one wood frame sash windows and a single, five-panel door. The building appears to be essentially unaltered.

This building is one of three known of its type at the Port of Los Angeles. The date of construction is presently uncertain, but they all appear to have been built in connection with the development of a Port-wide sewage disposal system, circa 1920.

This building may be eligible as a contributor to a NRHP district under Criterion A (events) as a scarce example of a public facility building associated with the early development of the modern Port of Los Angeles. It does not appear, however, that a sufficient number of historic buildings exists in the immediate vicinity to justify the formation of a NRHP district. It should not be regarded as eligible for designation as a City of Los Angeles Historical-Cultural Monument.

P3b. Resource Attributes: (List attributes and codes) *HP9 - Public Utility Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)
Seaside Avenue elevation, viewed from north (#0204, 4/19/95).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1920 E

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *4/19/95*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☒ NONE ☐ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ____ HAER ____ NR ____ SHL ____ Loc ____
UTM: A _____ B _____
C _____ D _____

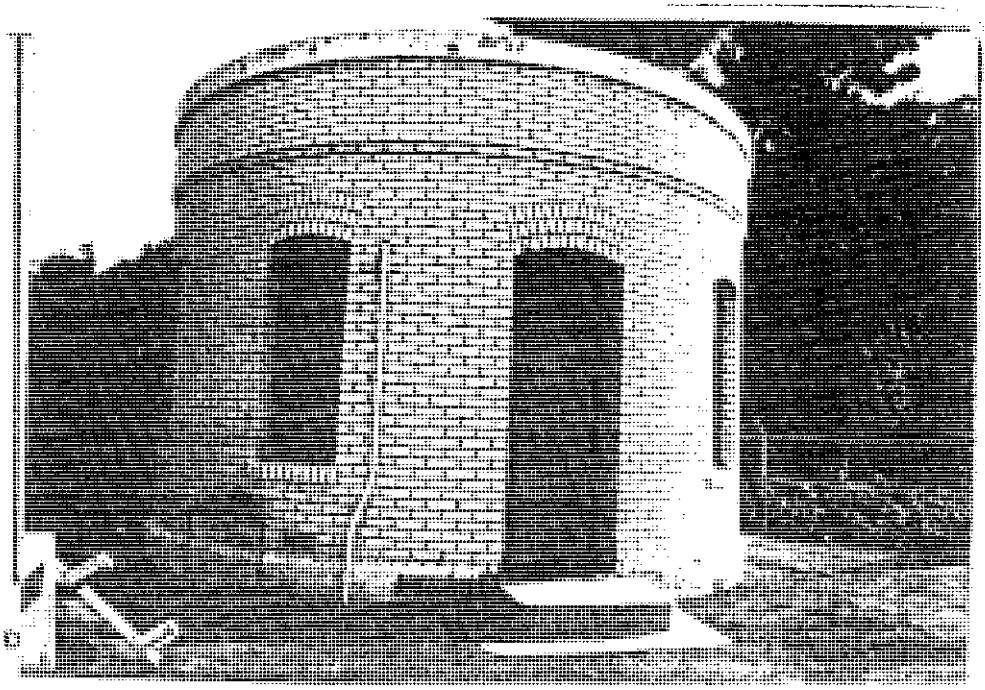
IDENTIFICATION

1. Common name: Harris Place Sewage Pumping Plant
2. Historic name: _____
3. Street or rural address: 390 North Seaside Avenue
   City Los Angeles Zip 90731 County Los Angeles
4. Parcel number: N/A Owned by the Harbor Department
5. Present Owner: City of Los Angeles Address: 200 North Spring Stree
   City Los Angeles Zip 90012 Ownership is: Public X Private ____
6. Present Use: Sewage Pumping Plant Original use: Sewage Pumping Plant

DESCRIPTION

7a. Architectural style: Utilitarian

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition: This building is a one-story, above-grade, sewage pumping plant with brick exterior walls. It is built with a circular plan and is Utilitarian in style. Major architectural features include a continuous flat parapet and raised entrance with a single concrete step. Architectural details include double hung, single-sashed, recessed windows with brick sills, brick lintel arches over the door and windows, and brick courses. Decorative features include brick horizontal banding that extends down from the roof. The building has been altered by two major modifications (modernization) to the interior machinery and possible minor alterations to the entryway and the elimination of another door that was a part of the original construction plans. The pumping plant is still functional.



8. Construction date:
   Estimated ____ Factual 1923
9. Architect _____
   Staff Architect
10. Builder City of Los Angeles -Dept. of Public Works
11. Approx. property size (in feet)
    Frontage 50' Depth 50'
    or approx. acreage _____
12. Date(s) of enclosed photograph(s)
    April 1988

13. Condition: Excellent ___ Good ___ Fair X Deteriorated ___ No longer in existence ___

14. Alterations: Interior machinery has been modernized. Possible modification to the entry way

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___ Industrial X Commercial ___ Other: ___

16. Threats to site: None known X Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: ___

17. Is the structure: On its original site? X Moved? ___ Unknown? ___

18. Related features: none

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

The communities of Wilmington and San Pedro were consolidated to the City of Los Angeles on August 28, 1909.

In 1910, less than 200 wastewater pumping stations existed in the United States. The 1920's saw a system of these pumping plants develop in the Wilmington - East San Pedro area due to the area's population and industrial growth. The pumping plants within the sewage system of the area included the following pumping plants: 1) Morman Island (now Fries Avenue), 2) Harris Place, 3) Fish Harbor, and 4) an auxiliary screening plant in East San Pedro (near the Harris Place plant).

The Harris Place Sewage Pumping Plant was designed by a City staff architect and built in 1923 by the City's Department of Public Works under John A. Griffin, the City Engineer at that time. The plant was built to handle the Terminal Island Sewage District (East San Pedro) sewage and was part of a new, larger system to serve the Wilmington - East San Pedro area. By the end of 1923, the sewage system in the Wilmington - East San Pedro area consisted of three pumping plants (Fries Avenue, Harris Place and Fish Harbor), cont

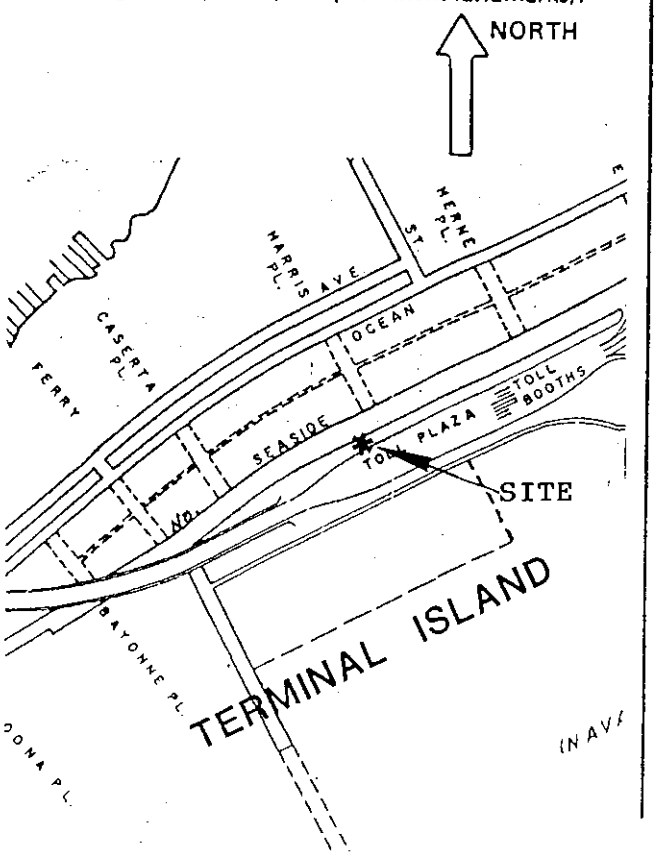
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture 1 Arts & Leisure ___
Economic/Industrial 2 Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

Annexation and Detachment Map, City of Los Angeles: M-880
Annual Report of the City Engineer - July 1, 1920-June 30, 1921
July 1, 1921-June 30, 1922

22. Date form prepared ___
By (name) City of Los Angeles
Organization Bureau of Engineering
Address: 200 N. Spring Street
City Los Angeles Zip 90012
Phone: (213) ~~485-6556~~ 847-8698
Dorothy Meyer

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



19. SIGNIFICANCE cont.

a screening plant and several miles of force main (pipe flowing under pressure) and sewer lines that discharged clarified effluent into the ocean. From the early 1930's to the present, the Harris Place pumping plant is responsible for removing sewage from the Wilmington - East San Pedro area to the Terminal Island Treatment Plant (TITP).

By 1973, approximately 36,900 wastewater pumping stations existed in the United States. Twenty percent of these stations were built on site, compared to the eighty percent that were factory assembled or packaged. This makes the pumping plants within the Wilmington - East San Pedro area unique because few pumping plants are built on site. Also, the original pumping plants in this area are unique because of their circular design. Circular pumping plants are not as common as the rectangular or square stations, because rectangular and square plants provide more usable space. Fish Harbor and Harris Place pumping plants are similar in size and brick work, while Fries Avenue (the oldest of the three plants) is larger and more ornate. In 1929, the Henry Ford Avenue Sewage Pumping Plant was built along the boundary of Los Angeles and Long Beach. The Henry Ford plant represents a change in the Wilmington - East San Pedro area pumping plants from circular to the more efficient rectangular shaped, above-grade structure, while maintaining the more efficient circular machinery pit design that all four pumping plants possess.

Today, the City of Los Angeles operates and maintains 55 sewage pumping plants. Twenty of these plants are located in the Wilmington - San Pedro area. The Harris Place Sewage Pumping Plant is significant for its age, architectural design and integrity. The Harris Place plant is the second oldest pumping plant still in existence and a good example of the few circular sewage pumping plants built (or remaining) in the City of Los Angeles.

21. SOURCES cont.

Annual Report of the Engineering Department of the City of Los Angeles : July 1, 1922 - June 30, 1923

City Engineer's Vault, Room 803, City of Los Angeles, City Hall

City of Los Angeles: City Engineers 1855-1981

City of Los Angeles, Department of Building and Safety: Bureau of Conservation, 4th floor, City of Los Angeles, City Hall

Pumping Plant Reliability Study - July 1988
Wastewater Program Management Division, City of Los Angeles

Pumping Plant Reliability Study: Field Review Notes - Volume 2
Wastewater Program Management Division, City of Los Angeles

Wastewater Engineering: Collection and Pumping of Wastewater.
Metcalf and Eddy, Inc. 1981

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S; 3CS; 5S

Other Listings
Review Code Reviewer Date

Page 1 **of** 5 ***Resource Name or #:** U.S. Customs Building

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T R ¼ of ¼ of Sec. B.M.**

c. Address: 300 South Ferry Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

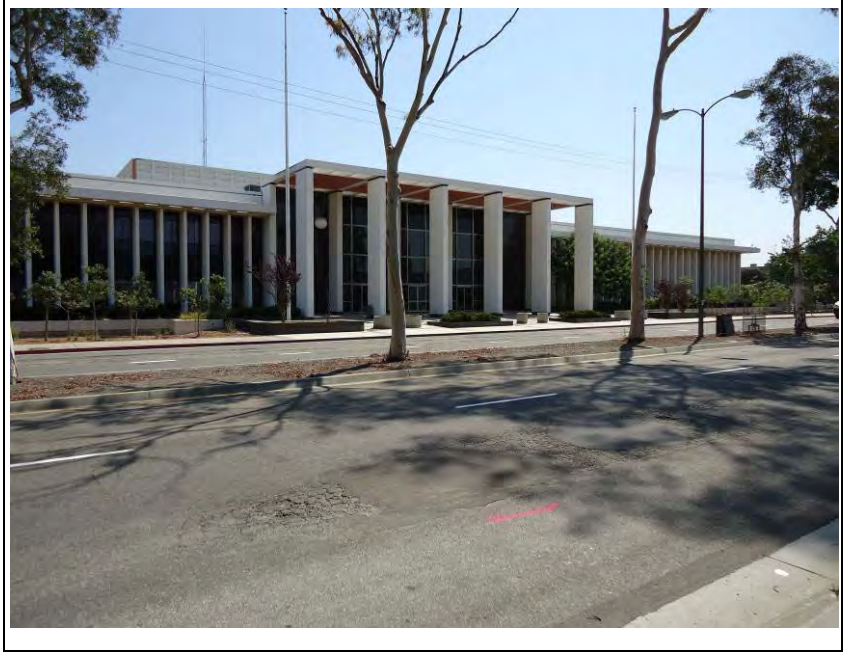
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a government building designed in the New Formalist-style. Set back from the street, the building is rectangular in plan and consists of two distinct sections: an ornate two-story front administration section abutting Ferry Street to the west and a utilitarian, one-story warehouse section at the rear (east) of the complex. The roof on both sections of the building is flat with the front section wrapped with a modest parapet and the rear section framed by a rather tall parapet wall. The heating, ventilation, and air-conditioning (HVAC) units for the front section of the building are enclosed within a tall decorative screen wall structure situated in the center of the roof. The roof of the rear section includes four large enclosed HVAC units, skylights, and stairwell housing. Other roof treatments include a pronounced overhanging cornice line that is punctuated by rectangular shaped open skylights that create a symmetrical solid to void pattern within the cornice. The south, north, and west (front) elevations of the property's front administration section is comprised of repeating bays of glazing articulated by tall, flat texturized concrete columns. The front entrance into the building is demarcated by an off-set full-height colonnaded flat roof that is supported by six long, slender flat columns similar in appearance to those that wrap the front section of the building. Within this colonnade area are floor-to-ceiling marble paneled walls that that flank three glazed bays comprised of large, fixed, single-pane, aluminum-framed windows and double, aluminum-framed, glass doors. Set on the each of the large marble walls are monumental pieces of Expressionistic public art that outlines the continental coast lines of North American, South America, Europe, Asia, and Africa. To further extenuate the Modern architecture of the building, large suspended frosted globe light fixtures hang from within each bay's inversed hipped ceiling. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP14. Government Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
View southeast, August 24, 2011,
Photograph 0108.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1966, *Los Angeles Times*, Historic Aerial Photographs

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #:** U.S. Customs House

***Map Name:** San Pedro, California ***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S

***Resource Name or #** (Assigned by recorder) U.S. Customs House

B1. Historic Name: U.S. Customs House
B2. Common Name: U.S. Customs House
B3. Original Use: Customs House B4. Present Use: Vacant
***B5. Architectural Style:** New-Formalist
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1966-67 (*Los Angeles Times*).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: General Services Administration
***B10. Significance: Theme:** Postwar Modernism, 1946-1976 **Area:** Terminal Island, POLA
Period of Significance: 1967 **Property Type:** Customs House **Applicable Criteria:** C/3/3

Constructed by the General Services Administration (GSA) on a large parcel at the northeast corner of South Ferry Street and Eldridge Street in 1967, the Los Angeles based United States Customs House building was exhibits many key character-defining features of the New-Formalist style. The building was constructed for the United States Customs Service, the oldest federal agency, and symbolized the growth of the commercial importance of the Port during the twentieth century. At the center of a "prolonged controversy," a customs house was initially proposed by GSA in the mid-1950s as part of a new federal building in the downtown Los Angeles Civic Center. However, after continuing objections from Los Angeles Harbor interests, GSA was persuaded to select the Terminal Island site in 1963 (*Los Angeles Times* 22 June 1963).

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Beck, Paul. "Yorty Seeks Brown's Customs House Help." *Los Angeles Times*, August 2, 1962, A1.

Herbst, Ray. "U.S. Accepts Customs House Site At Harbor." *Los Angeles Times*, June 22, 1963, 2.

"L.A. Firm Gets Customs House Design Contract." *Los Angeles Times*, August 3, 1963, A10.

"Terminal Island Site of Center." *Los Angeles Times*, August 25, 1963, Q2.

Rawitch, Bob. "Transfer of Customs Offices Halted by Temporary Order." *Los Angeles Times*, August 22, 1967, B7.

Robinson & Associates, Inc., Judith H. Robinson, and Stephanie S. Foel. *Growth, Efficiency, and Modernism: GSA Buildings of the 1950s, '60s, and '70s*. Washington D.C.: U.S. General Services Administration, 2003.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** August 24, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continued)**

Hardscape features of the property include beige color terrazzo and rose marble paving squares set in a symmetrical geometric pattern that leads from Ferry Street to the front entry doors; two flag poles set on black marble bases; integrated low-rise concrete planters that run the perimeter of the administration section; and a standalone freestanding monument sign of black marble with period lettering displaying the name of the building and address. The once well manicured lawn on either side of the pedestrian approach has been recently replaced with rows of young saplings and wood chip ground covering. The rear portion of the building is comprised of concrete tilt-up construction panels that are punctuated with large loading dock openings with metal roll-up doors on the south side, a ribbon of fixed-pane tinted windows along the east wall, and a number of double door entries, wheelchair ramp, and fixed-pane windows along the north elevation. The building sits on a large, flat parcel and is surrounded by parking lots to the north, east, and south. The property is accessed by secure, gated driveways to the north and south and is enclosed by chain link fences to the south and east, and a metal fence to the north. There appear to be no exterior alterations.

***B10. Significance: (Continued)**

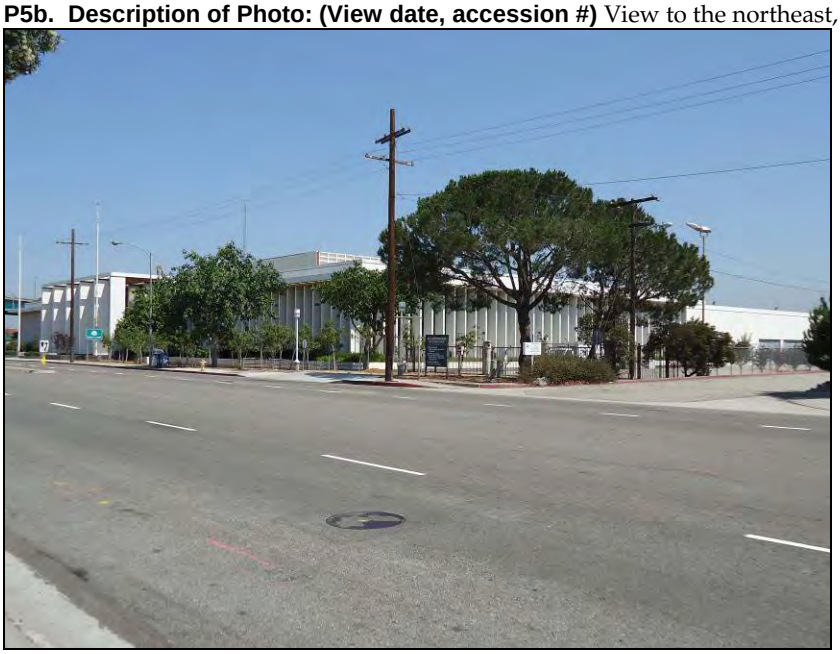
GSA awarded to the design contract to Los Angeles based engineering firm Austin, Field and Fry, who with architect Paul R. Williams, had designed the Los Angeles County Superior Courthouse in 1958. Williams was selected by the Los Angeles Trade Center Corporation to design a $30,000,000 World Trade Center that would surround the Customs House and included office buildings and a hotel, though the project never materialized (*Los Angeles Times* 25 August 1963). Additional controversy delayed construction of the building for four more years. At that time, the plan for the building was downsized and re-designed. occupancy as customs brokers refused to move from their Downtown office until a U.S. District Court denied their appeals, forcing their relocation to the subject property. The building serviced the Port for over two decades with functions including the assessment and collection of duties and taxes on imported goods, control carrier of imports and exports, and combat of smuggling and revenue fraud. While the building continues to be leased by the Federal Government, most its the functions as a customs house ceased and relocated newer facilities in the mid-1990s near Los Angeles International Airport and at the World Trade Center in Long Beach.

As for the building's Modernist style, the New-Formalist style was the result of a conscious decision by GSA to employ high-quality architectural design. The "Guiding Principles of Federal Architecture" were issued by President John F. Kennedy in 1962 and created an architectural policy that advocated contemporary, diverse, and responsible design. GSA continued to advance this policy after Kennedy's assassination, developing federal buildings in a variety of Modernist architectural styles. New-Formalism was particularly well suited to federal buildings, with elements of classicism and modernism projecting both the formal and progressive, as seen in the distinctive colonnade of the subject property. Additionally, GSA allotted a portion of its construction budget for the incorporation public art and landscaping. The monumental Expressionistic art on the front entrance of the subject property is characteristic of these installations, typically original works by accomplished local artists (Robinson & Associates, Inc. et al. 2003).

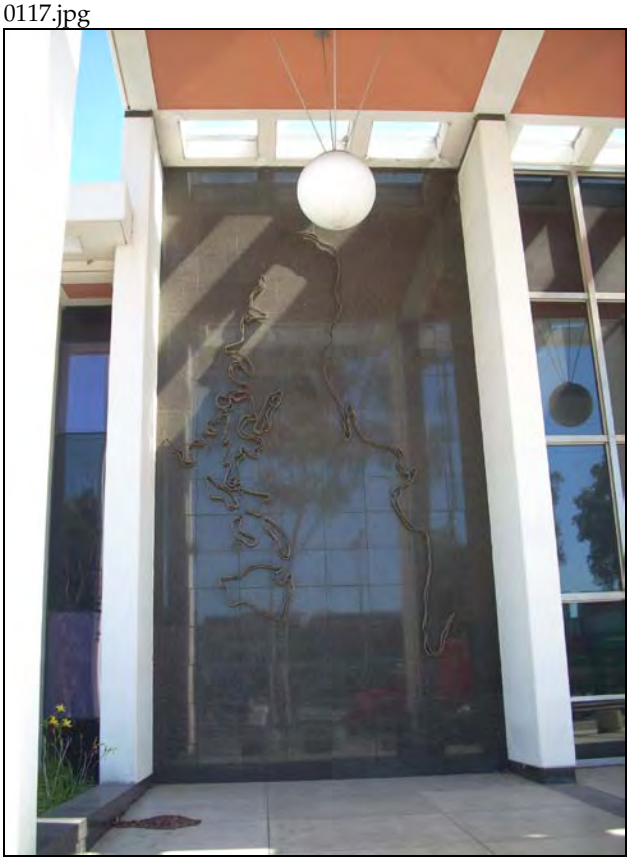
The subject property is representative of GSA Modernist buildings from this era and embodies the distinctive characteristics of the New-Formalism-style through its monumentality, decorative colonnade, extensive use of marble and terrazzo, and incorporation of public art; and due to its high degree of integrity, appears to be eligible under the National and California registers under Criteria C/3 and for the National register under Criteria Consideration G as a property that is less than fifty years old. The building has achieved significance within the last fifty-years as it possesses exceptional significance in architecture for being the only example of a well designed and executed Modernist-style GSA building within the Port of Los Angeles. At this time the architect of the building is unknown, but if additional research uncovers the designer, it may be associated with a master architect. The building is not eligible for listing in the National or California registers under Criterion A /1 for significant historic associations and is not eligible under Criterion B/2 its associations with the important persons. No evidence was discovered to warrant consideration under Criterion D/4. The building appears eligible for local listing.

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** August 24, 2011 ☒ Continuation ☐ Update

P5b. Description of Photo: (View date, accession #) View to the northeast, August 24, 2011, Photograph 0116.jpg



P5b. Description of Photo: (View date, accession #) View to the east, of the entry colonnade, October 8, 2011, Photograph 0117.jpg



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** ExxonMobil Tank Farm

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 551 Pilchard Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located on Terminal Island along the north side of Pilchard Street between Earle Street to the west and Ferry Street to the east, the subject property is sited on a 17.8-acre, rectangular-shaped parcel. The property is a large oil storage facility that consists of seven large round metal storage tanks arranged in two off-set rows of three tanks with a slightly larger tank at the east terminus of this configuration. Set off by itself from these tanks in the southwest corner of the parcel is a parking lot and small one-story operations office that features a flat roof, canted glazing set upon a red brick base, and metal entry doors. Framing each storage tank is above ground piping that connects to the above ground pumping equipment, which is set behind (north) the office building. In addition, a small guard shack is sited at the southeast corner of the property. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Building

***P4. Resources Present:** ☒Building ☒Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View north, October 4, 2011,
Photograph 0029.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1961-62, 1967-68, ca. 1976, Historic Aerial Photographs, Los Angeles Board of Harbor Commissioners Annual Report, various years

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** October 4, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** ExxonMobil Tank Farm

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) ExxonMobil Tank Farm

B1. Historic Name:

B2. Common Name: ExxonMobil Tank Farm, Area II

B3. Original Use: Oil Storage B4. Present Use: Oil Storage

***B5. Architectural Style:** Industrial, Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Five tanks and control building constructed 1961-62 (LAHD Annual Report, 1961-62), sixth tank constructed 1967-68 (aerial photographs), seventh tank constructed ca. 1976 (*Los Angeles Times).*

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: N/A b. Builder: Mobil Oil Company

***B10. Significance: Theme:** Oil and Other Petroleum Products, 1892-1965 **Area:** Terminal Island, POLA

Period of Significance: 1961-1976 **Property Type:** Oil Tanks **Applicable Criteria:** N/A

The discovery of oilfields around the Los Angeles basin in 1923 made oil production one of the primary contributors to Port commerce. Large regional companies including Standard Oil of California and Shell Oil dominated Port production, with new facilities constructed in Wilmington and Mormon Island during the 1920s. On Terminal Island, the General Petroleum Company, which had initially established itself in the Port in 1913, developed a new oil storage facility at Berths 238-239 in 1925, located just west of the subject property (ESA 2010). While continuing to operate as General Petroleum, the company and the facility located at Berths 238-239 were purchased by the Standard Oil Company of New York (Socony) the following year. Oil production, storage and transportation continued to be a major contributor to Port commerce into the following decades. The construction of a supertanker terminal in the Outer Harbor in 1959 helped to drive this commerce even further, allowing increasingly larger vessels to unload oil at rates of 35,000 barrels an hour (Los Angeles Board of Harbor Commissioners Annual Report, 1958-59.

To capitalize on these new harbor facilities, the Mobil Oil Company (the North American operating division of the now reorganized and renamed Socony Mobil Oil Company) began construction of the subject property in 1962 on a leased portion of Terminal Island, situated just west of its tank farm facility at Berths 238 and 239 . The 875,000 barrel tank farm – five tanks capable of holding 175,000 barrels each – and a small control building were completed later that year, significantly increasing Mobil's oil storage capacity. For greater oil storage capacity, Mobil Oil Company (now the North American operating division of the Mobil Oil Corporation) constructed a sixth, 175,000 barrel tank was constructed at the facility between 1967 and 1968, followed by a the construction of larger tank to the east circa 1976. With the merger of the Mobil Oil Corporation and Exxon in 1999, both the subject property and the tank farm facility located Berths 238 and 239 continue to be operated by ExxonMobil. Since its initial construction in 1962, the facility has functioned as an oil tank farm.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, various years.

ESA. *Port of Los Angeles Berths 118-120, 148-149, 187-191, and 238-239, Historic Resources Evaluation Report*. Perpared for: Port of Los Angeles, Los Angeles. 2010.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** August 24, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continuation)**

The primary features on the property are the seven large riveted steel storage tanks that were constructed between 1961 and 1976. Each of the utilitarian tanks is cylindrical with no ornamentation and is capped with a floating metal roof. Access to the top of each tank is via an attached opened framed metal staircase that wraps around each of the tanks. The five oldest storage tanks, situated at the eastern portion of the property, were constructed between 1961 and 1962. They are approximately 50 feet tall with a diameter of 180 feet and a capacity of 175,000 gallons each. The sixth tank was constructed between 1967 and 1968 and has the same dimensions as the earlier constructed tanks. Situated at the western portion of the property is a seventh, larger tank, constructed between ca. 1976. Unlike the other tanks, it is clad in soft insulation and is approximately 50 feet tall with a diameter of 220 feet. Each of the tanks sits on an individual, gravel plot enclosed by a concrete wall. Above-ground pipes run across the parcels and along these perimeter walls, connecting to pumping equipment located at the eastern and western portions of the property. Although though a fairly common resource type within the Los Angeles Port area and ubiquitous in oil-related properties all the tanks are in fair condition and retain a fair level of integrity.

Situated at the southwestern portion of the property is a small one-story building that was constructed between 1961 and 1962. The building is rectangular in plan and has a flat roof. There is a visible air-conditioning unit and multiple ventilation pipes located on the roof. The walls consist of large, painted, running bond bricks and a stacked bond brick base. There is a tall, radio antenna affixed to the west façade, and a small antenna and electrical boxes affixed to the east façade. The most notable feature on the building is the glass observation booth on the north façade that is created by large, fixed aluminum-framed windows that extend out at an angle from the top of the brick base to the projecting roof. Other windows on the east and west elevations are multi-paned, steel-framed windows. On the south elevation is a single-pane, fixed metal framed window and a narrow hopper window. Metal doors with windows are located on the south, east, and west elevations and sit atop a single, concrete step. There is a small light fixture affixed to the wall next to each door. The building sits on a paved parking lot and is bordered to the north by pumping equipment. The building has undergone few alterations and retains a fair level of integrity.

There is also a temporary structure located at the eastern edge of the property. It is rectangular in plan and has an extremely low-pitched gabled roof. Atop the roof are four flood lights and an antenna. The modest one-story structure is constructed of corrugated metal sheets with a small, air-conditioning unit installed within the eastern wall. A sliding, aluminum framed window punctuates the west elevation and individual pedestrian doors are on the north and south elevations. The door on the south elevation is covered by a projecting metal awning. To the south and east of this building are five, mechanical equipment boxes of varying sizes. A series of above-ground pipes run to the south of the building, turning to the north and terminating at the pumping equipment that is at the eastern end of the property.

Located at the southeastern corner of the property is a small, prefabricated guard shack that is no longer in use. A paved road circles the property to the south, east and north. From the road, sporadic metal stairways climb and descend over the concrete walls and above-ground piping that separate the storage tanks. Atop some of the stairways are platforms with permanently attached fire hoses. There are numerous tall, lampposts with sets of flood lights spread across the property. The entire property is enclosed by a chain link metal fence lined with barbed wire and is accessed via a mechanically operated gate off of Pilchard Street.

***B10. Significance: (Continuation)**

While oil industry facilities are significant within the development of the Port of Los Angeles, there are a number of earlier, extant properties that are more representative of this history than the subject property and as a result, it does not appear eligible for the National or California registers under Criteria A/1 for its associations with historical events or patterns of development. In addition, archival research did not indicate the property is directly associated with persons significant to our past and it does not appear eligible for the National or California registers under Criteria B/2. The property is recognizable for its architectural merit; it is a reasonably common property type and standard design within the Port of Los Angeles and there are a number of earlier examples within the Port that better reflect of this property type elsewhere. As a result, the property does not appear eligible for the National or California registers under Criteria C/3 for its architectural associations. No evidence was found to warrant consideration under Criteria D/4. The property is also not eligible as a contributor to a larger historic district as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** Seaplane Lagoon

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T R ¼ of ¼ of Sec**. **B.M.**

c. Address: Terminal Way City: Los Angeles Zip: 90731

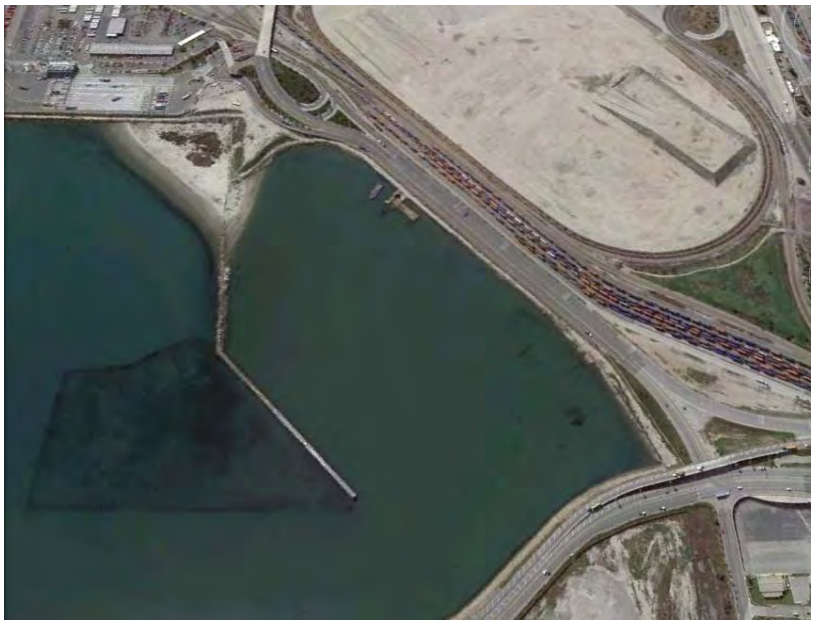
d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
The subject property is located on Terminal Way, just west of Navy Way

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject property encompasses a long waterfront area, a semi-enclosed lagoon, and rock jetty that were once developed with improvements to support the docking and harboring of seaplanes associated with the once extant military airport that occupied a portion of Terminal Island in the 1930s and 1940s. Bounded by Terminal Way to the north and Navy Way to the east, the waterfront area of the lagoon is comprised of large-rock rip-rap. Initially developed with wharfs, docks and concrete ramps that led to on-ground aircraft hangars and taxiways, this waterfront area has been substantially altered over the years and is now devoid of any type of improvements. The lagoon itself is an irregular-oval shape body of water that is contained within a rip-rap jetty that is constructed of large rocks. This extant feature of the seaplane lagoon measures approximately 1500′ in length and runs slightly parallel from the southwestern side of the lagoon's shoreline before ending at the water. At the eastern terminus of this jetty is a contemporary type signaling light to indicate the entrance into the lagoon. Situated at the northwest end of the lagoon are the ruins of an old wood dock with attached crane that are partially submerged in the water. There is a small abandoned and rusty barge moored to a nearby column as well as a series of severely deteriorated wood pillars from an absent pier just south of the jetty.

***P3b. Resource Attributes:** (List attributes and codes) HP34. Military Property

***P4. Resources Present:** ☐Building ☐ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Overview of Seaplane Lagoon, view to the west, March 8, 2011 (Source: Google Earth)

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1928, Los Angeles Board of Harbor Commissioners Annual Report 1928.

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
S. Treffers and S. Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Seaplane Lagoon

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Seaplane Lagoon

B1. Historic Name:
B2. Common Name: Seaplane Lagoon
B3. Original Use: Institutional/Military B4. Present Use: none
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1936 (Annual Report of the Board of Harbor Commissioners).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:**
B9a. Architect: N/A b. Builder: Los Angeles Harbor Department
***B10. Significance: Theme:** Los Angeles Harbor **Area:** Terminal Island, POLA
Period of Significance: 1928-1946 **Property Type:** Military **Applicable Criteria:** N/A

As early as 1923, plans were being considered by the Harbor Commission for a combined airplane and seaplane flying field on Terminal Island northeast of Fish Harbor. The airport was suggested as a terminus for transcontinental air mail service and air base for the Navy and Army, with hangars, gasoline filling stations, repair shops, and a stone jetty running seaward to form a breakwater for seaplanes (*Los Angeles Times* 4 October 1923). While the Navy began initial development in 1924 with the leveling of a runway and the setting of mooring buoys, the Harbor Department would take control of the project after progress lagged, and construct a rolled clay, oil surfaced runway, storage areas, a seaplane runway, pier and ramp by 1928 (Board of Harbor Commissioners Annual Report 1927). The airport was officially dedicated on June 20, 1928 as Allen Field, named after then president of the Harbor Commission, Walter B. Allen. While the facility initially accommodated a number of uses, including for a seaplane anchorage for the Coast Guard, the Commission still intended the amphibian airport to be used primarily by the Navy; and eventually, an agreement would be reached between the Federal Government and the Harbor Commission in 1935 for the airport to be leased by the Navy for a period of thirty years.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, 1928.

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, 1936.

Drake, Waldo. "Naval Air Base Job To Start." *Los Angeles Times*, June 28, 1938, 12.

Hillinger, Charles. "Reeves Field Bows to the Ravages of Time." *Los Angeles Times*, September 21, 1965, A1.

"Honor Paid To Reeves." *Los Angeles Times*, March 27, 1936, 3.

"Officials Open Harbor Airport." *Los Angeles Times,* June 21, 1928, A13.

"Placing of Rock On Mole To Start." *Los Angeles Times*, June 1, 1936.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

In 1936, the airport was renamed Reeves Field in honor of Admiral Joseph M. Reeves, commander-in-chief of the United States Fleet and an early proponent of U.S. Naval Aviation (*Los Angeles Times* 27 March 1936). Funded by the Works Progress Administration for a cost of $638,000, the Navy undertook a series of improvements to the airport and its seaplane facilities (Board of Harbor Commissioners Annual Report 1935). Construction included the development of a concrete seaplane haul out ramp with a large concrete platform on shore for parking and securing planes, a landing and tender wharf, and the dredging of a basin to form a sheltered seaplane anchorage. This shelter was further protected by the construction of a 1200 foot breakwater built with 20,000 tons of rock from Catalina Island and hauled on rail cars from Fish Harbor on two and one-half miles of newly constructed track (*Los Angeles Times* 1 June 1936).

By World War II, Reeves Field had become one of the busiest Naval Air Stations in the country, with more Navy planes flying out of the airport than any other in the United States (*Los Angeles Times* 21 September 1965). Acting primarily as a training facility, the immediate success of the airport led the Navy to make further improvements to the site almost immediately after its opening. In 1938, the development of the airport continued with 1300' of additional breakwater to protect the seaplane basin, a new hangar, storehouses, and officer's quarters and barracks once again funded by the Works Progress Administration (*Los Angeles Times 28 June 1938*). At times, there were as many 105 cruiser and battleship seaplanes in the harbor, with pilots staying at Reeves field for months at a time, flying training before rejoining with their respective ships.

While Reeves Field remained highly active throughout World War II, by 1947 it had been decommissioned by the Navy as it was unable to accommodate larger, modern aircraft on its runways. The facility was used by the Navy primarily for storage until its lease expired with the City of Los Angeles in 1965. During this time, the lagoon was enclosed to the east by infill used to create the western border of the City of Long Beach. Many of the buildings and structures associated with the seaplane anchorage remained in use for storage into the 1970s, but were removed or demolished over the next ten years (Historic Aerial Photographs). With the construction of more container facilities to meet the ever-growing shipping demand of the Port, the lagoon was further enclosed to the east in the mid-1990s with the extension of Navy Way from Terminal Island to Pier 400. As part of this development, the roadways in the surrounding area were reconfigured, leading to the construction of a road (Terminal Way) , which separated the lagoon from the former site of Reeves Field.

Although the subject property is associated with Reeves Field, none of the buildings, objects, or structures historically associated with the airfield are extant, and the property has been further separated from this association with the construction of Terminal Way. Due to the changes in its setting, feeling, and association, the property lacks significant historical integrity and no longer conveys a clear sense of its mission and function as a seaplane anchorage. As such, the property is not eligible for listing in the National or California registers under Criteria A/1 for its associations with events or B/2 for its associations with the important persons . For the same reasons, it is not eligible under Criterion C/3 for its architecture. In addition, no evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a larger historic district as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.

***Recorded by:** Steven Treffers and Sam Murray ***Date:** August 24, 2011 ☐ Continuation ☒ Update

P2c. Location/Address: 955 South Neptune Avenue, Los Angeles (Terminal Island) 90731

B10. Significance: The Southwest Marine site (Berth 240) was initially evaluated for historical significance in April 2000. At that time, it was found to meet the criteria for listing in the National Register of Historic Places as a historic district under Criterion A because of its association with the World War II emergency shipbuilding program. The period of significance for this facility was identified as 1941 to 1945. This period ends with the war's conclusion and begins with the time the site, under direction of Bethlehem Steel Corporation, was first reconfigured to construct U.S. Navy destroyers and other vessels as part of the emergency shipbuilding program.

Referred to as the Bethlehem Shipyard Historic District, this property included 27 buildings and structures on the Southwest Marine site of which 22 were contributing resources with five non-contributing elements. The administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop (No. 9) building, employee's building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and the seven cranes constructed before 1946 were all considered contributing elements to the historic district.

Since the subject property was last evaluated in 2000, as a potential historic district eligible for National Register listing, there have been minimal changes to the Bethlehem Shipyard Historic District and its contributing resources. Of the twenty-two, previously identified contributing resources, nineteen are still extant. The three contributing resources that were removed from the property were the Substation No. 3 structure (demolished 2004-2005) (historicaerials.com); Building No. 22 (demolished 2004-2005) (historicaerials.com); and Dry Dock No. 2 (removed 2005-2011)(historicaerials.com). In addition to the three demolished contributing resources, the immediate setting of the administration building has changed as the result of a street realignment that occurred north of the building in 2008. While the building has not been physically moved or altered, it was previously situated on the west side of South Seaside Avenue. The realignment of Seaside Street now places the building on the east side of the street in the parking lot of the Al Larson Boat Shop property. The administration building no longer visually "reads" as part of the unified entity that defined the Bethlehem Shipyard Historic District. Because its setting has been compromised the administration building is now considered a non-contributing resource to the district. Four of the original five non-contributing resources initially identified in the 2000 survey have been demolished as well. Only the Compressor House remains standing. In total, the district is now comprised of eighteen contributing resources and one non-contributor.

Despite the loss of three contributing resources and the change in setting of the property's administration building, the majority of the historic district's contributing elements remain extant. The existing buildings and structures at the shipyard retain sufficient integrity to convey the site's overall historical significance and period of significance. Together they continue to reflect a clear sense of the Bethlehem Shipyard's mission and function as an important World War II shipyard. As such, the Bethlehem Shipyard Historic District's remains eligible for listing in the National Register under Criterion A.

P5b. Description of Photo: (View date, accession #) View to the west, of the Whirley Cranes, Plate Shop, and Machine Storage and Warehouse Building, October 4, 2011, Photograph #0113

P9. Date Recorded: August 2011

B14. Evaluator: Jan Ostashay, Steven Treffers, SWCA Inc. 150 South Arroyo Parkway, 2nd Floor, Pasadena, CA 91105

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach Date 1981 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address _____ City_____ Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Southwest Marine facility is located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue. The site comprises two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II–era buildings. Additional resources include a variety of cranes, two dry docks, and auxiliary buildings and sheds made of metal or wood and used primarily for storage. One small metal structure serves as an abrasive-blast booth for sandblasting. The history and construction dates of these assorted small buildings are unknown. A chain-link fence encloses the entire yard, which is accessed by a metal gate.

*P3b. Resource Attributes: (List attributes and codes) HP 8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Overview Facing North
4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1918 - ca 1950

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento, CA 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation ,of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

*NRHP Status Code 3S

*Resource Name or # (Assigned by recorder) Bethlehem Shipyard

D1. Historic Name: Bethlehem Shipyard D2. Common Name: Southwest Marine Terminal

*D3. **Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district):

The Southwest Marine facility is located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue. The site comprises two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II–era buildings. Additional resources include a variety of cranes, two dry docks, and auxiliary buildings and sheds made of metal or wood and used primarily for storage. One small metal structure serves as an abrasive-blast booth for sandblasting. The history and construction dates of these assorted small buildings are unknown. A chain-link fence encloses the entire yard, which is accessed by a metal gate.

The Bethlehem Shipyard Historic District comprises 27 buildings and structures on the Southwest Marine site. This number includes 22 contributing resources and five non contributing resources. (See Continuation Sheet)

*D4. **Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

See Continuation Sheet

*D5. **Boundary Justification:**

The boundary of this district coincides with the historic boundary of Bethlehem Shipyard during the period of significance (1941 - 1945), as indicated by the coordinates in D4.

*D6. **Significance:** **Theme** WWII shipbuilding Area Los Angeles, California
Period of Significance 1941-1945 Applicable Criteria A (Discuss district's importance in terms of its (historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Southwest Marine terminal (Berth 240) appears to meet the criteria for listing in the National Register of Historic Places as a historic district under Criterion A because of its association with the World War II emergency shipbuilding program. The period of significance for this facility is from 1941 to 1945. This period ends with the war's conclusion and begins with the time the site, under direction of Bethlehem Steel Corporation, was first reconfigured to construct U.S. Navy destroyers and other vessels as part of the emergency shipbuilding program.

The facility at Berth 240 is an excellent example of the once highly important shipbuilding industry at the Port of Los Angeles. This industry reached its primary importance during World War II, when it employed thousands of people working in three shifts for 7 days a week. This enormous maritime construction effort, in Los Angeles as elsewhere, played an essential role in placing the United States economy on a wartime footing and providing necessary materials to the troops. The shipbuilding industry is especially noteworthy for its deep and lasting effects on the economy and social structure of the nation. (See Continuation Sheet)

*D7. **References** (Give full citations including the names and addresses of any informants, where possible.):

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

*D8. **Evaluator:** Madeline R. Lanz **Date:** May 5, 2000
Affiliation and address: Jones & Stokes, 2600 V Street, Sacramento, CA 95818

Description (Continued)

The contributing resources are comprised of an administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and pre-1946 cranes. The noncontributing elements include the guardhouse, compressor house, dock control house, Dry Dock No. 1, and cranes constructed after 1945.

The administration building, transportation shop, machine shop, shop building, employees' building, and Building No. 22 were constructed in 1941. The medical was constructed in 1941 and expanded in 1943. According to Port records, the foreman's building was built in 1941 as a field office for the blacksmith and anglesmith building and plate shop, which are located nearby. The blacksmith and anglesmith building was originally constructed in 1918 and altered in 1941. The plate shop was originally constructed in 1918 and was initially twice its present length. When Slip No. 1 and No. 2 were constructed in 1941, the plate shop was reduced to its current size. The machine storage and warehouse building was constructed in 1941 and the upper floor was added in 1943. The paint shop and substation is an L-shaped building comprising two elements. The stem of the "L" was built in 1944 as a paint booth, and the foot of the "L" was constructed as a substation. No building records were available for the substation; however, because of the building materials used, construction can be tentatively dated to before 1941. Substation No. 3 was constructed in 1918 and was moved to its current location in 1941. Substation No. 7 comprises two parts: an original element built in 1918, and a newer addition constructed in 1941. Dry Dock No.2 was constructed in 1919 in Seattle, installed at San Pedro in 1922, and renovated in 1943. In 1961, it was moved from the northwest portion of the shipyard to its present location. The Colby cranes were installed in 1941, and the Joshua Hendy gantry cranes, located throughout the shipyard, were installed in 1918. (San Buenaventura Research Associates 1996)

Significance (Continued)

With 3,000 feet of berthing space along the Main Channel and large dry docks, Bethlehem Shipyard made an excellent plant for wartime production. During World War II, Bethlehem constructed and outfitted 26 destroyers. (Friedman 1982, Silverstone 1965.) The yard took in an enormous amount of work and assembled ships so quickly that, on average, it repaired and returned to service two large naval vessels for each work day during the war. (Queenan 1983.)

Bethlehem Shipyard is strongly associated with the nations' emergence as a world power and with the Port of Los Angeles' critical role in the emergency shipbuilding program. Shipyards and the ships they assembled were crucial to winning World War II. Without these vessels, the United States would not have been able to support its forces on two fronts. It was the large and growing fleet supplied by the shipyards that delivered American troops abroad, preventing the Nazi conquest of Europe and Japanese advancement in the Pacific theater. This massive mobilization effort is without peer in modern history, and is unlikely to ever be duplicated. Indicative of this effort is a comparison between the production of destroyers by Japan and the United States from December 7, 1941 through the end of the war, August 15, 1945. During this time period, Japan launched only 51 destroyers (Watts 1966.) At the same time, Bethlehem Steel's shipyards on the west coast, San Francisco and San Pedro, launched 52 destroyers. These two shipyards were only two of fifteen private and Navy shipyards building destroyers. Bethlehem is the last remaining example at the Port of this tremendous feat. (See Continuation Sheet)

Significance (Continued)

The site at Berth 240 was laid out in the 1920s and reconfigured during World War II to prepare for the emergency shipbuilding program. The existing facility retains a high degree of integrity in terms of its appearance during World War II. Between 1941 and 1945, Bethlehem replaced two older shipways at the south portion of the site with the present shipbuilding-related buildings, shipways, dry docks, and cranes. Most of the current improvements on the site represent this major wartime development, and comprised either buildings constructed between 1941 and 1945, or expanded and remodeled buildings that were originally constructed in 1918. The buildings on the north half of the yard remained largely intact until they were demolished sometime during the last 25 years. Their elimination does not constitute a loss of integrity to the district because these buildings were not constructed within the period of significance (1941–1945). The remaining buildings adequately reflect the period of significance when shipbuilding took place, and the loss of the other buildings does not alter that. Standing in the midst of the buildings at the Southwest Marine site, one has a strong sense of a wartime shipbuilding facility.

As a district, the principal loss of integrity experienced by the shipyard was the removal of four shipbuilding ways and the construction of a new floating dry dock after World War II. Some buildings have also undergone minor alterations. However, with the exception of one building (the compressor house), taken as a whole, these changes have not been sufficient to result in ineligibility because they do not detract from the historic character of the buildings and are generally sympathetic to the historic fabric of the building.

The administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and cranes constructed before 1945 are all considered contributing elements of the historic district. These resources were constructed, altered, or moved during the period of significance and contribute to the historical character of the shipyard. The guardhouse, compressor house, dry dock control house, Dry Dock No. 1, and post-1945 cranes do not appear to contribute to the historic district.

The majority of buildings at the Southwest Marine terminal (Berth 240) remain essentially unaltered. What changes did take place are minimal or sympathetic to the building, including the replacement of windows and doors and the addition of stairs or HVAC equipment. The medical building, blacksmith and anglesmith shop, plate shop, and the machine storage and warehouse building were altered during the period of significance, and Substation No. 3 was moved during that period. Dry Dock No. 2 is considered a contributor to the district because it played an important part in the shipbuilding activity. In 1961, the dry dock was moved from the northwest portion of the shipyard to its present location. This relocation does not appear to compromise its significance, as a floating dry dock, by design, is intended to be moved when necessary. The guardhouse, dry dock control house, Dry Dock No. 1, and the post-1945 cranes (Clyde Crane) are not considered contributors to the historic district because they were constructed or moved to their current locations after World War II. The compressor house suffered loss of integrity when it was reduced in size in the 1960s (after the period of significance). The building appears to have been constructed in 1918, substantially altered in 1941–1942, and reduced in number by roughly half in 1960, to its current configuration.

In terms of location and design, the majority of existing building and structures at the shipyard retain sufficient integrity to potentially merit listing in the NRHP as a district. The site formerly occupied by Bethlehem Shipyard still conveys a clear sense of its mission and function as an important World War II shipyard. Most of the remaining buildings are essentially unaltered from this period of significance, and the relationships between the buildings, which reflect the functions of the buildings and the specialized shipbuilding trades, remain intact. The continuation of ship-related activities on the site contributes to the historic character of the site and evokes a strong sense of historical time and place.

As time goes on, World War II–era shipyards will become increasingly rare and potentially valuable resources, because many of these types of facilities have been demolished or greatly altered. In addition, many of the shipyards still in existence on the west coast are not private yards, but are owned by the military. Southwest Marine terminal appears to be eligible for listing under Criterion A because it is the last remaining example of the once highly significant shipbuilding industry at the Port of Los Angeles.

Boundary Description (Continued)

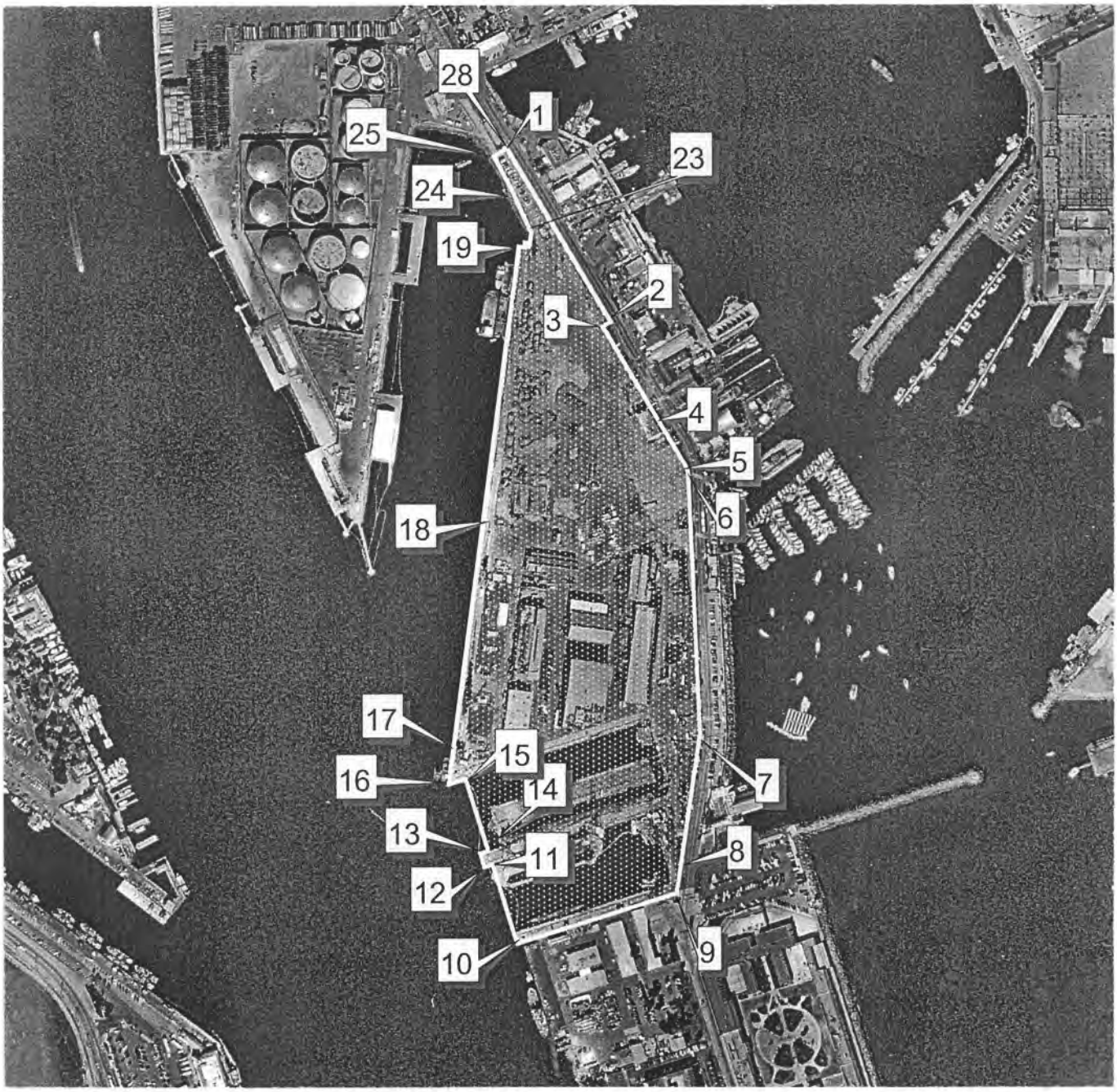
Coordinates of points provided by Port of Los Angeles

Area	Point	North Latitude	East Longitude
263	1	79° 44' 42"	126° 09' 38"
263	2	79° 44' 42"	126° 09' 38"
263	3	79° 44' 48"	126° 10' 43"
263	4	79° 44' 47"	126° 10' 43"
263	5	79° 44' 50"	126° 11' 13"
263	6	79° 44' 52"	126° 11' 37"
263	7	79° 44' 52"	126° 11' 37"
263	8	79° 44' 51"	126° 13' 12"
263	9	79° 44' 49"	126° 14' 4"
263	10	79° 44' 49"	126° 14' 8"
263	11	79° 44' 39"	126° 14' 20"
263	12	79° 44' 37"	126° 13' 52"
263	13	79° 44' 37"	126° 13' 52"
263	14	79° 44' 37"	126° 13' 47"
263	15	79° 44' 37"	126° 13' 47"
263	16	79° 44' 36"	126° 13' 21"
263	17	79° 44' 35"	126° 13' 21"
263	18	79° 44' 35"	126° 13' 18"
263	19	79° 44' 39"	126° 11' 50"
263	20	79° 44' 42"	126° 10' 13"
263	21	79° 44' 43"	126° 10' 13"
263	22	79° 44' 43"	126° 10' 11"
263	23	79° 44' 43"	126° 10' 11"
263	24	79° 44' 43"	126° 10' 8"
263	25	79° 44' 42"	126° 09' 52"
263	26	79° 44' 41"	126° 09' 39"
263	27	79° 44' 42"	126° 09' 38"
263	28	79° 44' 42"	126° 09' 38"

(Map of points located on following Continuation Sheet)

Boundary Description (Continued)

Map of points (provided by Port of Los Angeles).



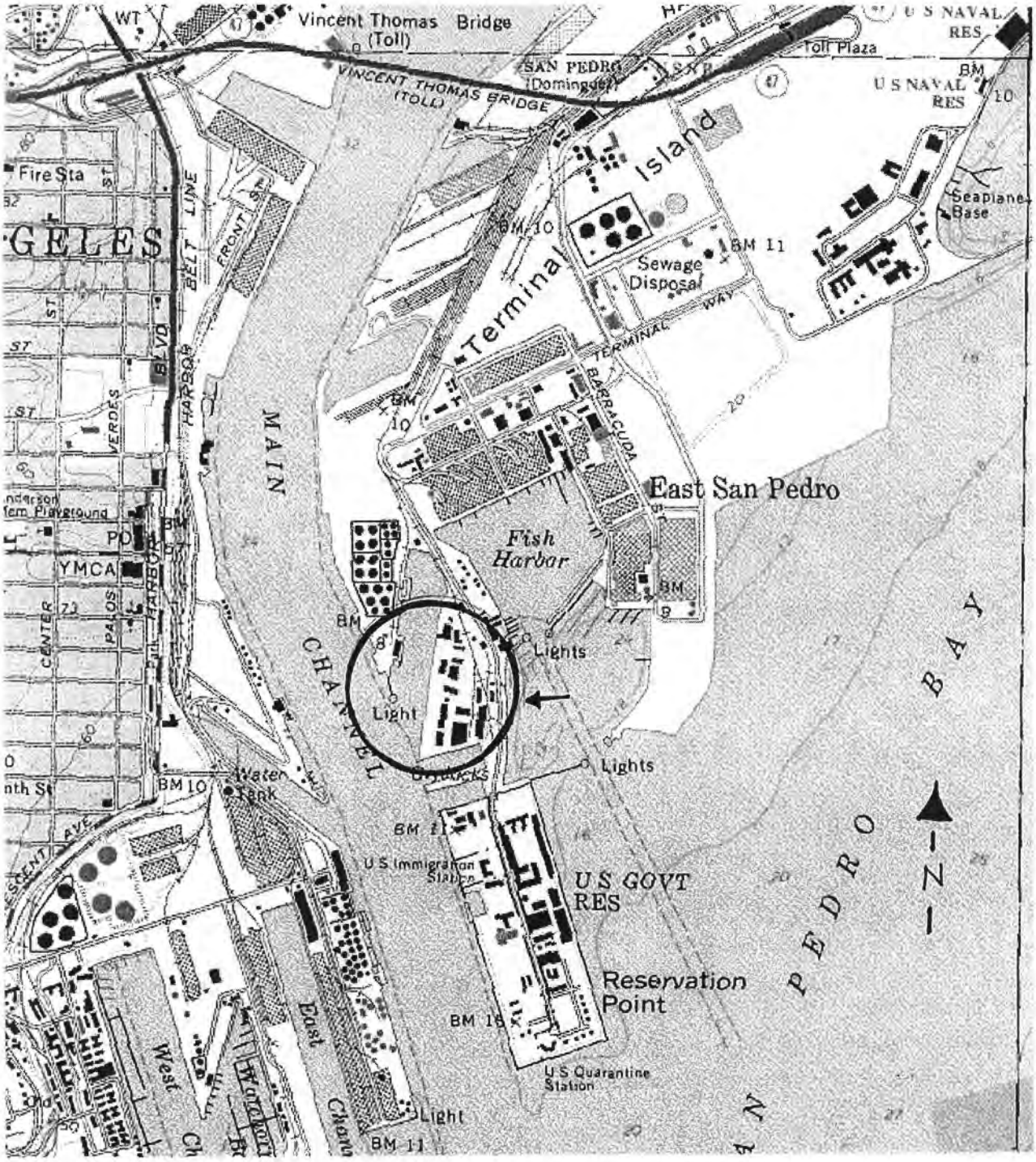
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 7 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

*Map Name: Long Beach *Scale: 1:24,000 *Date of Map: 1981



*Required Information

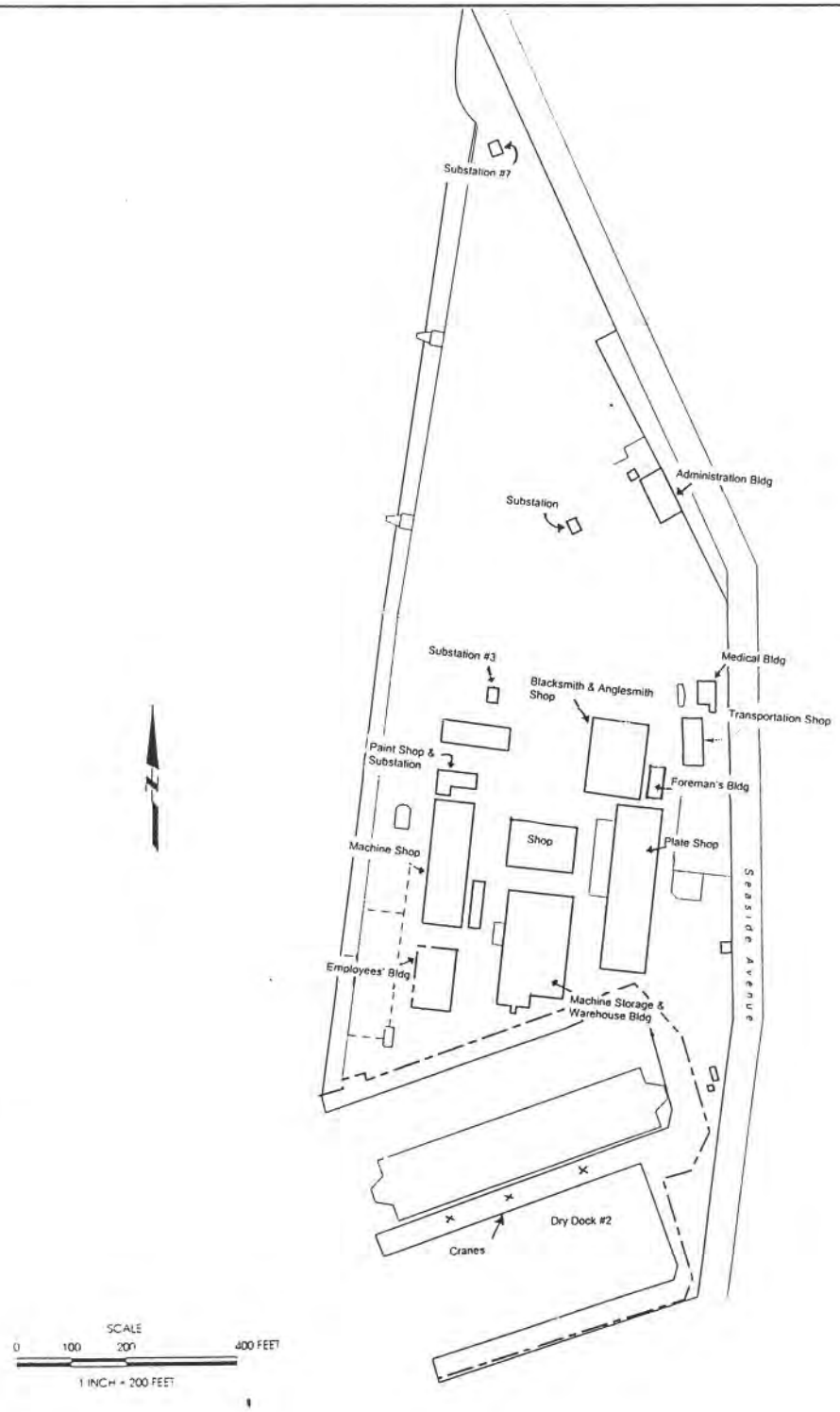
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # _____
HRI # _____
Trinomial _____

Page 8 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

*Drawn By: Levine Fricke, amended by Jones & Stokes *Date: August 2000



Bethlehem Shipyard Historic District

NOTE: Include bar scale and north arrow.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 9 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Administration Building

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The administration building is on Seaside Avenue in the now-vacant area of the shipyard. The rectangular facility features a gable roof covered with composition shingles. The walls are clad with horizontal corrugated-metal siding accented by a band of vertical corrugated metal that wraps around the middle of the building. Vertical metal siding is also at the eaves of the building. Metal-framed multi-paned windows, some with center awnings, are located throughout the building. Some panes are missing or broken and others are boarded over. Concrete or wooden stairs provide access to the doors. The main entrance is recessed with curved walls and is accessed by concrete stairs. Additional features include concrete and wooden platforms, a skylight on the roof, and exterior stairs with metal rails that lead to the second floor. The building measures 100 x 50 feet and is supported by a concrete perimeter foundation.

*P3b. Resource Attributes: (List attributes and codes) HP 6 1-3 story Commercial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Administration Building
Southeast Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/19/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes Associates. 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County California.* August 2000. Sacramento CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued):

Photograph 2. Northwest elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial 3D
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 11 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Medical Building

P1. Other Identifier: Building #8

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 75 x 43-foot medical facility is a one and a half story, L-shaped building with a gabled roof and a concrete perimeter foundation. It features vertical corrugated-metal siding accented by a band of horizontal corrugated metal that wraps around the middle of the building. Windows are a combination of metal-framed multi-lights and 1/1 wood-frame double-hung style. Some windows are covered by metal grates and some panes have been painted over. Concrete stairs or ramps with metal pipe rails provide entry into the building at the west, south, and east elevations. Wood stairs provide access to the rear. Awnings shade some doors, and vents are located on the roof. It was originally used as an employment office and hospital.

*P3b. Resource Attributes: (List attributes and codes) HP41 Hospital Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Medical Building
Southwest Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941; expanded 1943

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 12 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Foreman's Building

P1. Other Identifier: Building #34

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 34 serves as the foreman's building. The small two-story building is located next to the plate shop and measures 38 x 13 feet. The wood-framed building is rectangular in plan and features a gabled roof. It is covered with horizontal corrugated metal and rests on a concrete perimeter foundation. Large, metal, multi-paned windows are located on each elevation. Some windows feature awning centers and some include air conditioning units. Single-entry doors provide access to the building. A door with a wood landing is located on the second floor at the south elevation. Exterior stairs, which once led to the landing, have been removed. Awnings shade some windows and doors.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 Commercial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5a

P5b. Description of Photo: (View, date, accession #)
Foreman's Building
Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 13 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Transportation Shop

P1. Other Identifier: Building #4

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

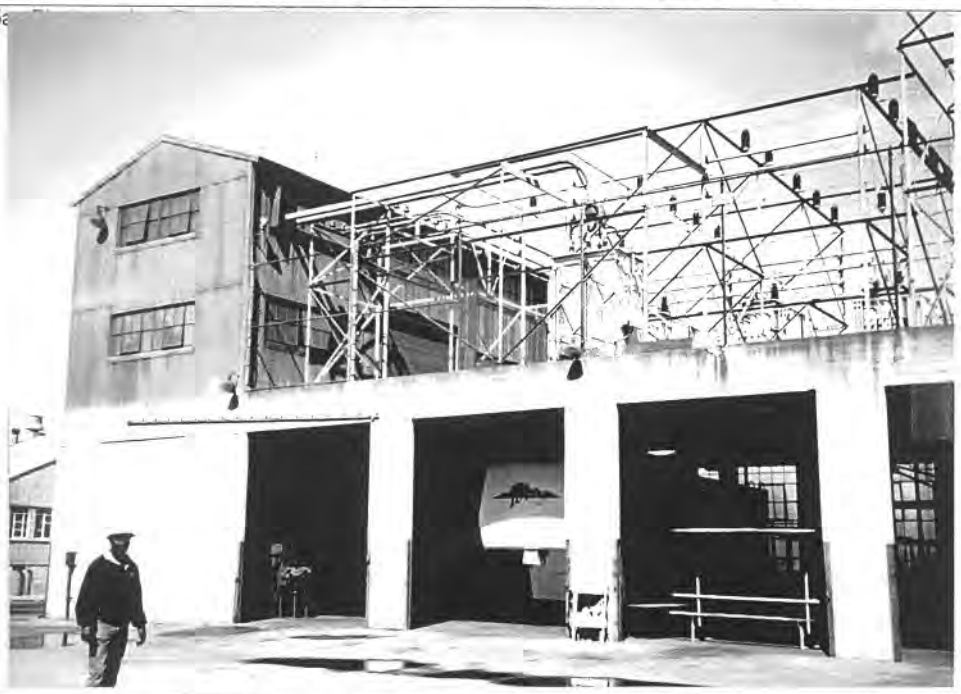
*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The transportation shop is a rectangular structure comprising a tall three-story element and a one-story element. The three-story portion of the building is made of concrete block partially covered with corrugated metal, and topped with a gabled roof. Windows throughout are steel-framed multi-panes, and some feature operable center units. The flat-roofed, one-story section is constructed of poured-in-place concrete and features four open bays. An additional bay has been filled in. Metal stairs provide access to the second floor at the north elevation. Transformer equipment is located on the roof of the one-story and is accessed by a roll-up door. A chain-link fence encloses the equipment. A large crane is situated next to the building at the south elevation.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5a



P5b. Description of Photo: (View, date, accession #)
Transportation Shop
West Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

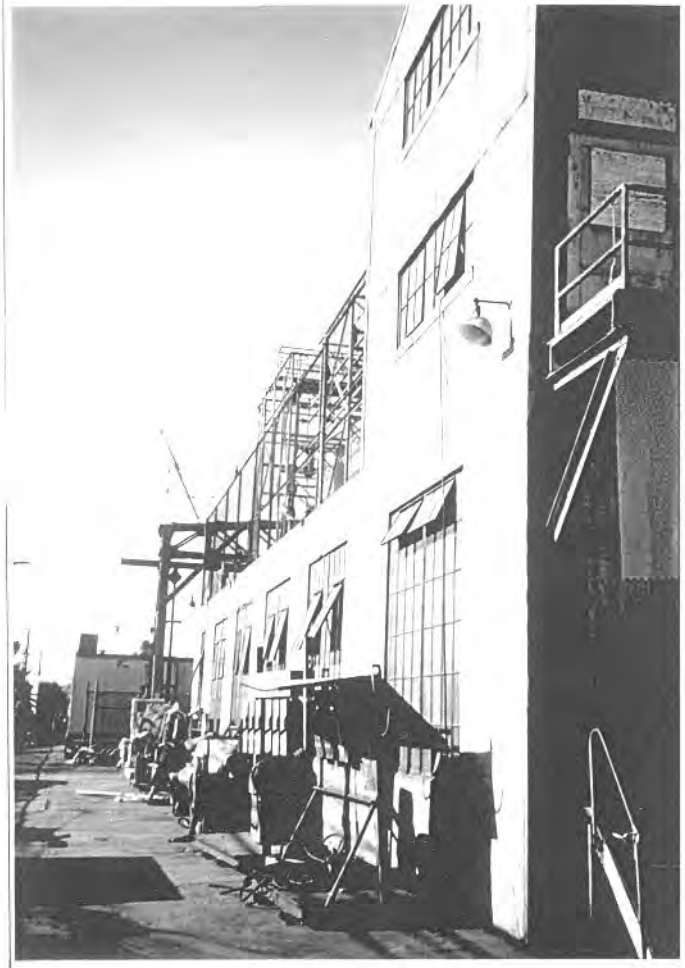
*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued):



Photograph 2. Rear elevation

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Blacksmith & Anglesmith Shop

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

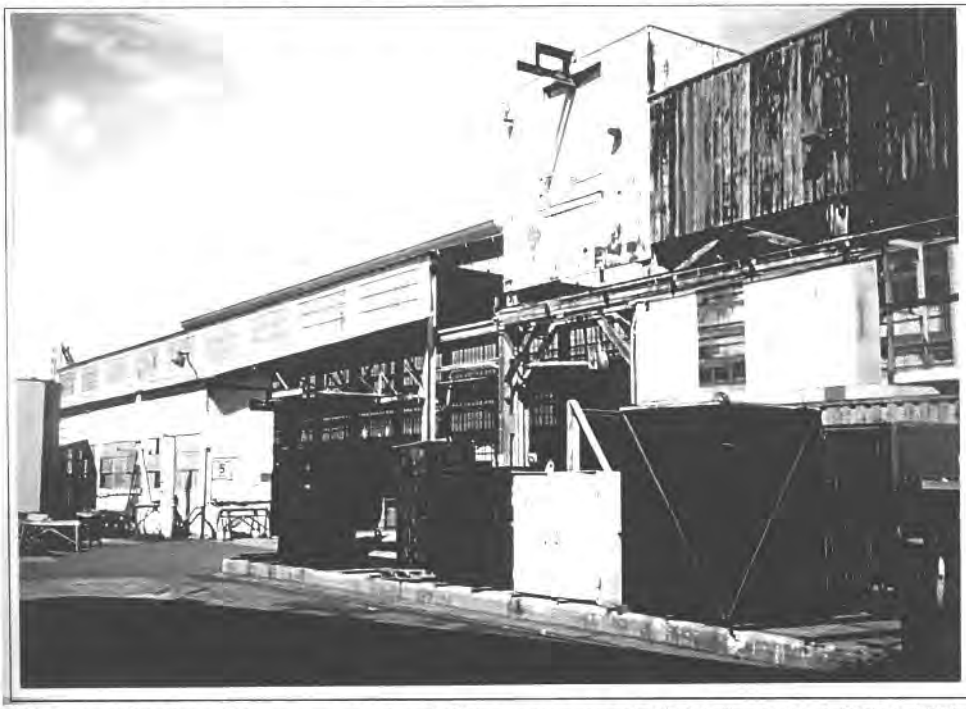
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The blacksmith and anglesmith shop is located to the north elevation of the plate shop. It is a two and one-half story building measuring 130 x 42 feet. The building features a gabled roof with a tubular vent and multi-paned, metal-framed windows. Some windows have operable units. A shed-roofed addition sided with corrugated metal is located at the west elevation.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Blacksmith and Anglesmith Shop
East Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1918; Altered 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000 *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 16 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Plate Shop

P1. Other Identifier: Building #6

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The plate shop is a two-story structure measuring approximately 320 x 90 feet. The wood-frame, rectangular building has an essentially flat roof supported by wood trusses (shown in **photograph 2**) and is clad with corrugated metal. Parts of the second story are covered with vertical board and batten siding. Windows are large, metal-framed multi-lights, some with operable center units. A number of windows are covered with plastic tarp or are painted over. Several large openings with varied treatment provide access to the interior of the shop. One opening includes a metal roll-up door and another has been filled in and replaced with a single-entry door. Additional bays are covered with chain-link fence. Carts holding various materials run through the building on tracks. **Photograph 3** depicts a cart on the track. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates,

P

P5b. Description of Photo: (View, date, accession #)
Plate Shop
Southeast Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1918

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

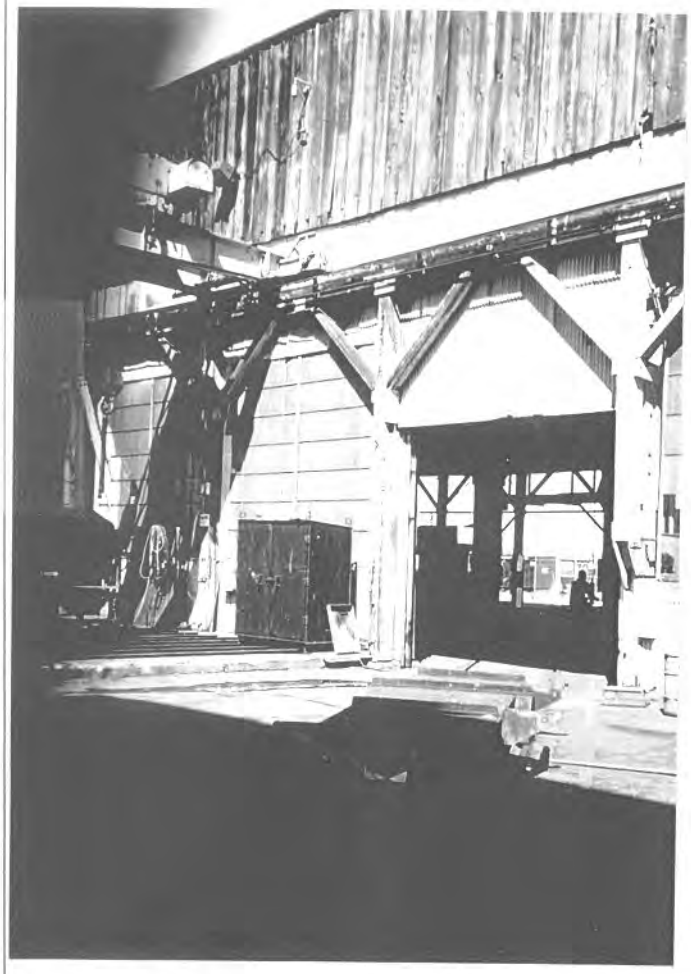
Description (Continued):

Exterior metal stairs provide access to the second floor, and a metal ladder leads to the roof of the building. Two cranes are located at the rear of the structure. The words "Southwest Marine" are painted on the east elevation of the building, facing Seaside Avenue.

Photographs (Continued):

Photograph 2. West elevation showing wood trusses

Photographs (Continued):



Photograph 3. Cart on track running through building

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 19 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Machine Shop

P1. Other Identifier: Building #3

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec ____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The machine shop is a tall, two-story, rectangular building with a gabled roof and corrugated-metal siding. The structure is dominated by fenestration comprising large multi-paned metal-framed windows. A tall, metal shelter supported by seven posts is attached to the rear of the building and is shown in **photograph 2**. This structure is used to store equipment. Additional features include a tubular vent on the roof and number of bays.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Machine Shop
Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued):

Photograph 2. Metal shelter at rear of building

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Machine Storage & Warehouse

P1. Other Identifier: Building #7

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 7 is a large, five-story machine storage building and warehouse measuring 230 x 130 feet. The flat-roofed structure is sheathed in corrugated metal and includes the same multi-paned, metal-framed windows found on most of the buildings in the yard. Some windows have operable units. At the rear elevation, some original siding has been removed and replaced with newer corrugated-metal siding and roll-up doors. An original roll-up door remains at this elevation. Replacement wooden stairs lead to the second floor of the building, and exterior metal stairs (depicted in **photograph 2**) provide access to the roof. A shed-roofed awning and replacement-metal, sliding-sash windows (shown in **photograph 3**) are located at the west elevation, and a concrete loading platform is at the east elevation.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Machine Storage and Warehouse Bldg
Southwest Elevation 4/18/2000

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941; 1943

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued)

Photograph 2. Exterior metal stairs

Photograph 3. Replacement windows and metal awning

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 23 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Shop Building

P1. Other Identifier: Building #9

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T ____; R ____; ____ ¼ of ____ ¼ of Sec ____; ____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: ____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 9 is a tall, three-story shops building with a gabled roof and multi-pane windows of a style similar to that found on other buildings in the yard. Building No. 9 measures 242 x 82 feet and rests on a concrete foundation. A tubular vent and skylights are on the roof. The building is clad with corrugated metal and has bays with roll-up doors. Metal platforms are located under several second-floor windows, although some have been removed. A large metal chute, a sawdust silo, and joists used to lift heavy equipment are attached to the building. The sawdust silo is shown in **photograph 2**. A wood-framed, shed-roofed addition is located at the east elevation. Exterior metal stairs provide access to the second floor, and a ladder leads to the roof. The building is currently being used as a pipe/machine/carpenter shop.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Shop Building Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

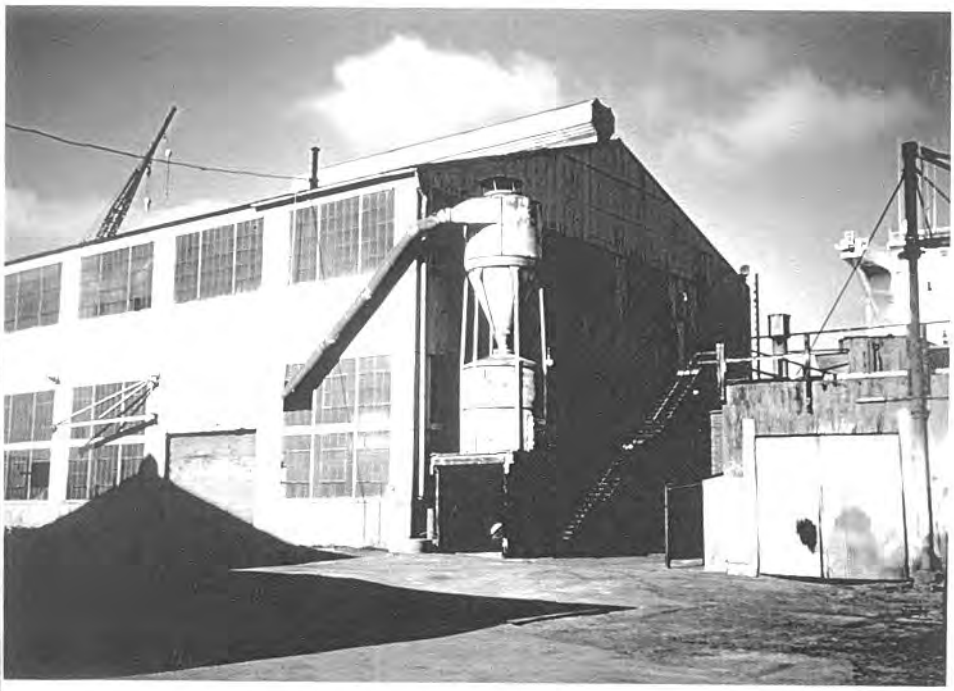
*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued):



Photograph 2. Sawdust silo at north elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 25 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Employees' Building

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The employees' building measures 135 x 77 feet and is located next to Dry Dock No. 1 in the southwestern portion of the yard. The two-story building features a gabled roof and metal siding, and is supported by a concrete perimeter foundation. A band of metal-framed multi-lights wraps around the second floor of the building. These windows appear to be original. Additional windows are replacement-metal sliders and fixed-pane windows. The building includes both double- and single-entry doors. Two sets of metal stairs provide access to the building at the east elevation, and HVAC equipment is on the roof. "Southwest Marine" is painted in large letters on the west elevation.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession
Employees' Building
Northwest Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 26 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Paint Shop and Substation

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The paint shop and substation is an L-shaped building comprising two elements. The stem of the "L" was built as a paint booth, and the foot of the "L" was constructed as a substation. The paint booth (shown in the attached photograph) is a one-story, flat-roofed building measuring 81 x 30 feet. Wood rails and a large vent are located on the roof. The building is covered with corrugated metal and includes bays and wood double- and single-entry doors. Windows are 2/2 wood-frame and replacement-metal sliders. Some doors are covered with corrugated metal, and some windows have been painted over. Additional doors have been filled in. A wood ladder and stairs provide access to the roof. A 1-ton jib crane and a joist are attached to the building.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Paint Booth
Northwest Elevation 4/18/2000

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
See Description

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Description (Continued):

The substation (shown in **photograph 2**) element is a flat-roofed brick structure with narrow, recessed bays and roll-up doors and multi-paned vents. A single-entry door is located at the west elevation, and two tall vents are on the roof.

Photographs (Continued):

Photograph 2. Substation, southwest elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Substation #3

P1. Other Identifier: Building #8

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec ____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Substation No. 3 is located immediately north of the compressor building. Rectangular in shape, the 32 x 26-foot wood-frame structure is covered by a gabled roof and sheathed in corrugated metal. A gabled monitor vent is on the ridge line of the roof. Three 2/2, double-hung, wood-frame windows with lower vents are located at the east and west elevations, and a bay with a track-hung door is on the south elevation. Some window panes are missing, and one vent has been covered with sheet metal.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5

P5b. Description of Photo: (View, date, accession #) Substation located left corner of photo. West Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1918

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Substation #7

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This substation comprises two parts: an original element and a newer addition. The original element is covered with riveted steel panels and includes a hipped roof covered with the same type of panels. Additional features include four-pane windows and a monitor vent on the roof. The newer element is sheathed with corrugated metal and includes a band of multi-light windows and a corrugated-metal double door. The roof is gabled and covered with corrugated metal. A chain-link fence partially encloses the structure. The building is supported by a concrete perimeter foundation and measures 26 x 15 feet.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Substation #7
Southwest Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1918, 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D
Other Listings
Review Code Reviewer Date

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Building #22

P1. Other Identifier: Substation

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T ; R ; ¼ of ¼ of Sec ; B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip

d. UTM: (Give more than one for large and/or linear resources) Zone: ; mE/ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 22 is a small (19 x 14-foot) wood-frame building with corrugated-metal siding. The gable-roofed building is located south of Substation No. 7, in the vacant area immediately north of the yard. It includes a single-entry door and metal-framed multi-lights with center hoppers. Some windows are protected by metal screens.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)
No photograph available.

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1941

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000 *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Dry Dock #2

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Dry Dock No. 2 is a large, 15,000-ton structure located at the south end of the shipyard, next to Dry Dock No. 1. The U-shaped dry dock is made of steel and features concrete-covered walls and wood decking. Concrete blocks at the center of the structure are used to support the ships. The walls are topped with catwalks that are accessed by metal ladders and stairs. A small metal and wood structure and two cranes are located on the ridge line of the walls. The structure is 515 feet long and 126 feet wide and measures 50.75 feet from the keel to the tops of the walls. The dry dock is one of the oldest and most impressive resources still operating at the shipyard.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Dry Dock #2
Overview 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1919, altered 1922, 1943

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

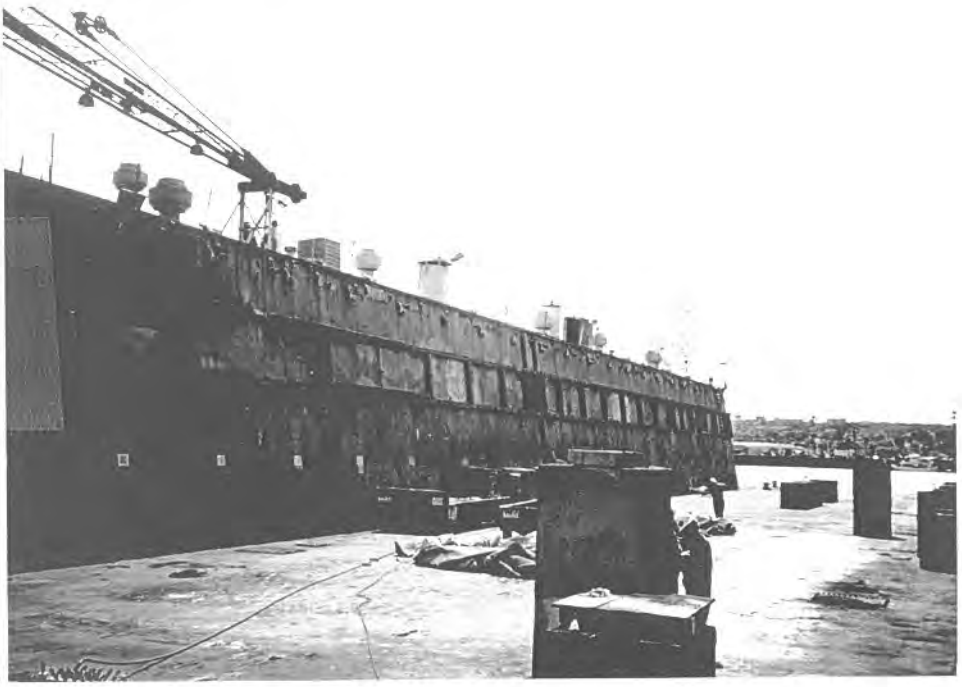
*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

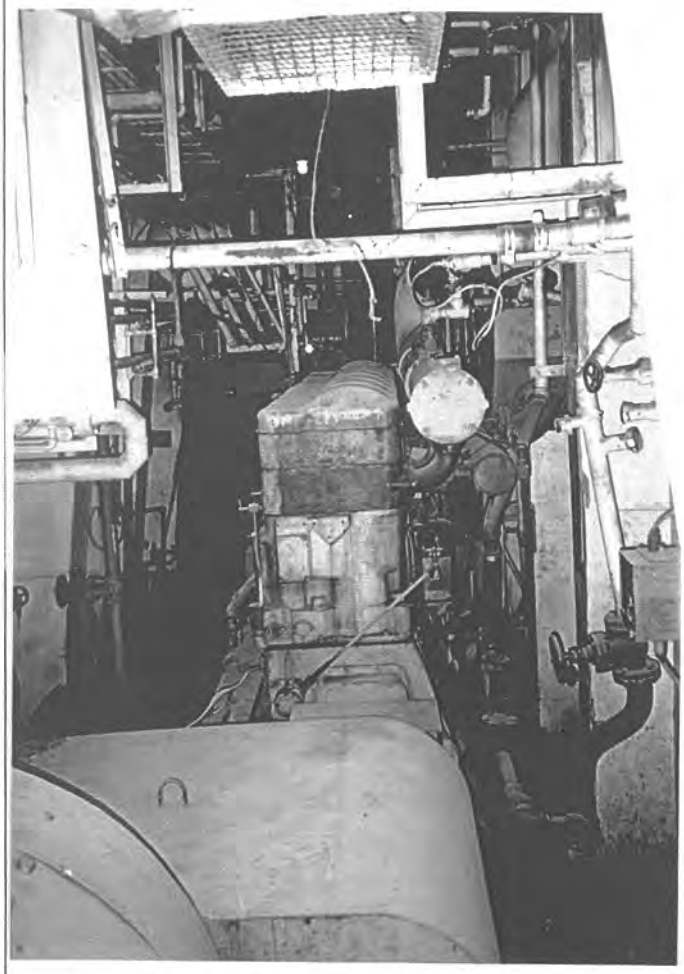
*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

Photographs (Continued):



Photograph 2. View from gangplank toward water

Photographs (Continued)



Photograph 3. View of inside far wall

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code _____ Reviewer Date

Page 34 of 37 *Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Cranes (pre-1946)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip

d. UTM: (Give more than one for large and/or linear resources) Zone:____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The shipyard features a number of cranes including Colby cranes, a Clyde crane, and Joshua Hendy cranes. Seven "whirly" cranes are located at the shipyard: six 22-ton Colby cranes and one 60-foot Clyde crane. The Colby cranes are 70-foot tall, steel-girder structures with a 30 x 24-foot base supported by concrete piers. Metal stairs ascend the structure. These cranes move along railroad tracks located along the slips and waterfront. Additional cranes include Joshua Hendy gantry cranes, which range from 3 to 8 tons.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)
See Continuation Sheet

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Colby Cranes 1941
Joshua Hendy Cranes 1918

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

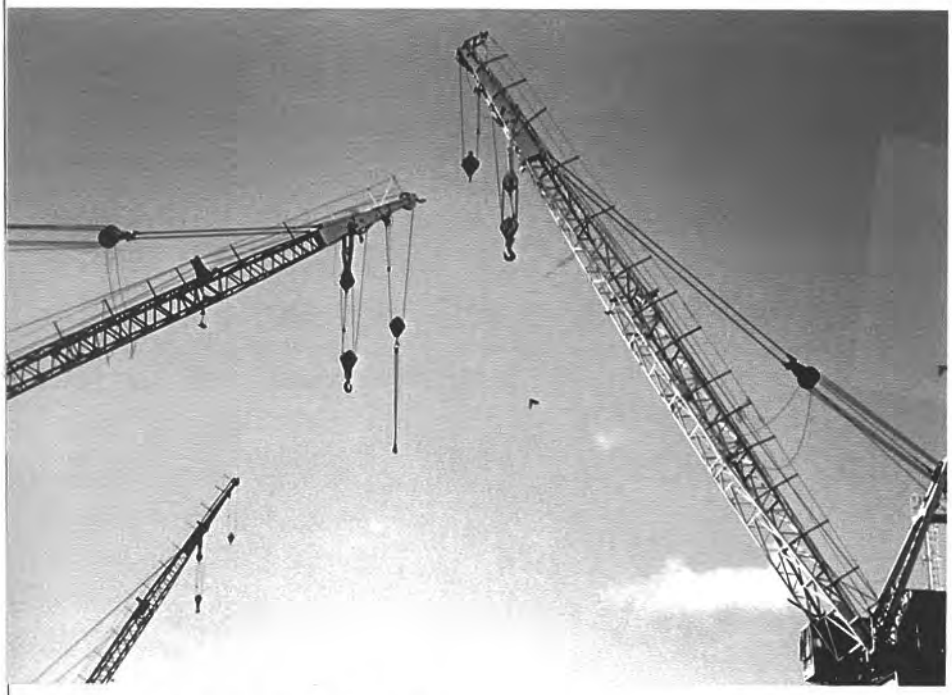
*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000, Sacramento, CA.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

Photographs (Continued):

Photograph 1. Colby Crane southeast view

Photographs (Continued)



Photograph 2 Detail of Colby Cranes

References

Friedman, N. 1982. U.S. Destroyers: An illustrated design history. Naval Institute Press. Annapolis, MD.

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San Buenaventura Research Associates. 1992. Section 106 historic resources analysis: United Fruit Company Berth 147, Port of Los Angeles. Santa Paula, CA.

Silverstone, P. H. 1965. U.S. warships of World War II. Doubleday & Company. New York.

Watts, A.J. 1966. Japanese warships of World War II. Doubleday & Company. Garden City, NY.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by Recorder) Guardhouse

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip_____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The guardhouse is in the northeast corner of the shipyard, near Seaside Avenue. It features a gable roof covered with corrugated metal, as well as wood siding and wood-framed fixed-pane windows. Two wood single-entry doors with four-lights provide access to the building.

*P3b. Resource Attributes: (List attributes and codes) HP 4 Ancillary Building

*P4. Resources present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession
Guardhouse
Southwest Elevation 4/18/00.

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed ca. 1950s

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Guardhouse

B1. Historic Name: Guardhouse

B2. Common Name:

B3. Original Use: Guardhouse B4. Present Use: Guardhouse

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed circa 1950s. Windows and siding were replaced. Date of alterations are unknown..

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building records are not available for the guardhouse, but based on materials used, it most likely was constructed in the 1950s. It suffered a loss of integrity when its windows and siding were replaced. The guardhouse is not considered a contributor to the Bethlehem Shipyard Historic District because it was constructed after the period of significance (1941-1945). The building does not appear to meet the criteria for listing in the NRHP because it most likely is less than fifty years old and does not appear to be exceptionally significant. Furthermore, the guardhouse has not retained integrity to its period of significance. Lacking exceptional significance and integrity, the guardhouse does not appear to meet the criteria for listing in the NRHP.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

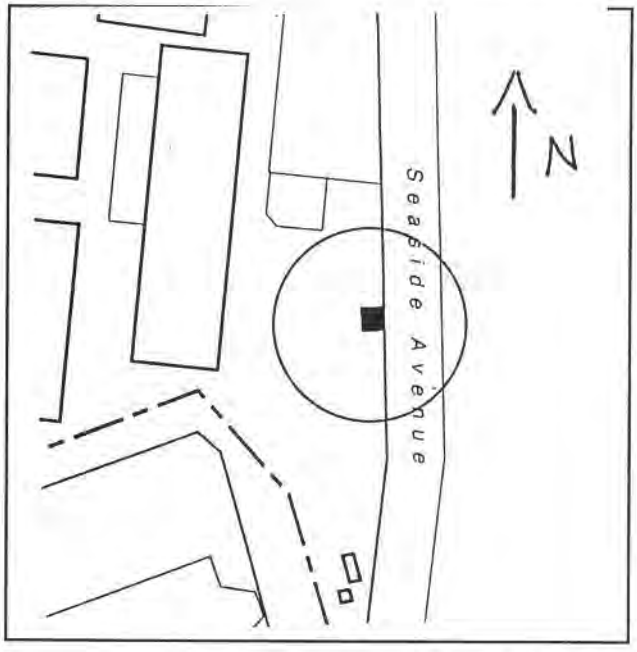
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14.Evaluator: Madeline R. Lanz, Jones & Stokes

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)



*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by Recorder) Compressor House

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The compressor house is a tall, rectangular building located in the northwestern part of the yard, next to the paint shop. The building has a gabled roof and walls clad with corrugated-metal panels. Windows are multi-paned and are set in steel frames; a few have operable units. Doors are single-entry, and some are shaded by metal awnings. Numerous exhaust stacks extend along the south elevation, and an additional stack and tubular vents are on the roof. Bays are located at the end elevations. The words, "Compressor House" are painted on the west elevation. A shed-roofed, metal-sided extension (shown in **photograph 2**) is located at the north elevation. The extension features a roll-up door and the same multi-paned windows as the main element. The building measures 150 x 61 feet.

*P3b. Resource Attributes: (List attributes HP8 Industrial Building

*P4. Resources present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates,

P5b. Description of Photo: (View, date, accession #)
Compressor House
Southeast Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1918

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Compressor House

B1. Historic Name: Compressor House

B2. Common Name:

B3. Original Use: Compressor House B4. Present Use: Compressor House

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed 1918. Altered 1941, and reduced in size in 1960.

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

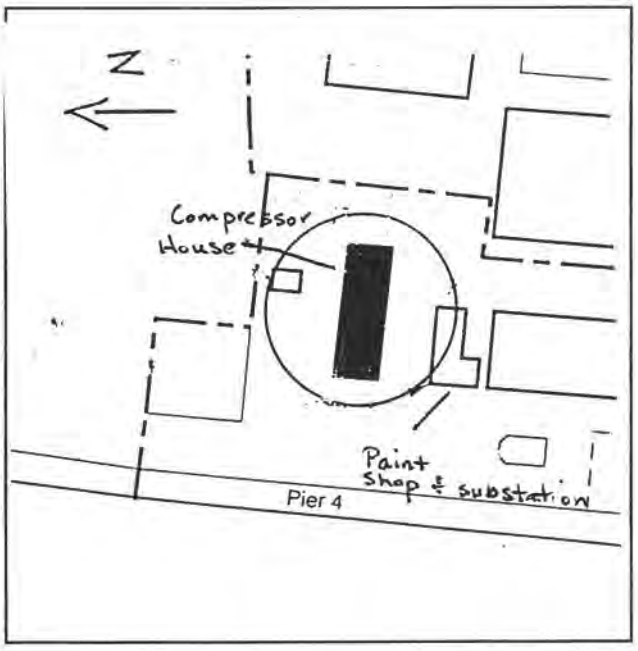
The compressor house is not considered a contributor to the Bethlehem Shipyard Historic District nor does it appear to meet the criteria for listing in the National Register of Historic Places because it has not retained its integrity to its period of significance. The building appears to have been constructed in 1918, substantially altered in 1941-1942, and reduced in number by roughly half in 1960 (after the period of significance), to its current configuration.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:



*B14.Evaluator: Madeline R. Lanz

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)

*Required Information

Photographs (Continued)

Photograph 2. Shed-roofed, metal-sided extension

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by Recorder) Dry Dock Control House

P1. Other Identifier: Building #29

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T_____; R_____; ____ ¼ of ____ ¼ of Sec ____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The dock control house is located at the rear of Dry Dock No. 1. The rectangular (24 x 16-foot) building features a shed roof and is sided with corrugated-metal panels. Windows are steel-framed multi-lights with operable units. A large, fixed-pane replacement window is at the west elevation. Doors are single-entry; one door at the north elevation is protected by a metal gate. Two vents are on the roof. The building houses control equipment to operate the dry dock.

*P3b. Resource Attributes: (List attributes and codes) HP24 Lighthouse

*P4. Resources present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
Dry Dock Control House
Southwest Elevation 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed ca. 1940

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Dry Dock Control House

B1. Historic Name: Dry Dock Control House

B2. Common Name:

B3. Original Use: Dry Dock Control House B4. Present Use: Dry Dock Control House

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed ca. 1940.

*B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: 1960s Original Location: Unknown

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

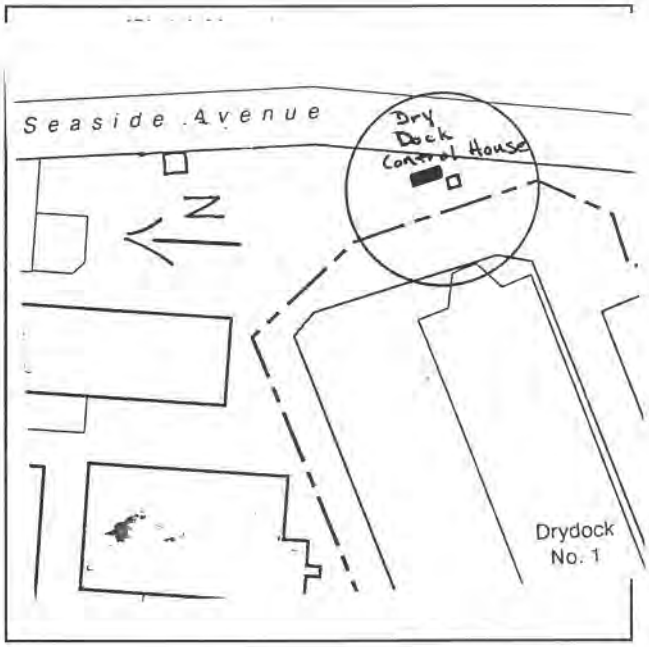
The style and materials used in construction of the dry dock control house indicate that it most likely was built in the 1940s. The building suffered a loss of integrity when a window was replaced. The dry dock control house is not considered a contributor to the Bethlehem Shipyard Historic District because it was moved to its current location in the 1960s after the period of significance (1941-1945). The dry dock control house does not appear to meet the criteria for listing in the NRHP because it has not retained integrity to its period of significance nor is it historically or architecturally significant. The dry dock control house lacks historical and architectural significance because it is a humble structure and it not a remarkable example of architecture. Lacking integrity as well as architectural and historical significance, the dry dock control house does not appear to meet the criteria for listing in the NRHP.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:



*B14.Evaluator: Madeline R. Lanz

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by Recorder) Dry Dock #1

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T ____; R ____; ____ ¼ of ____ ¼ of Sec ____; ____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: ____; _____ mE/ _____ mN

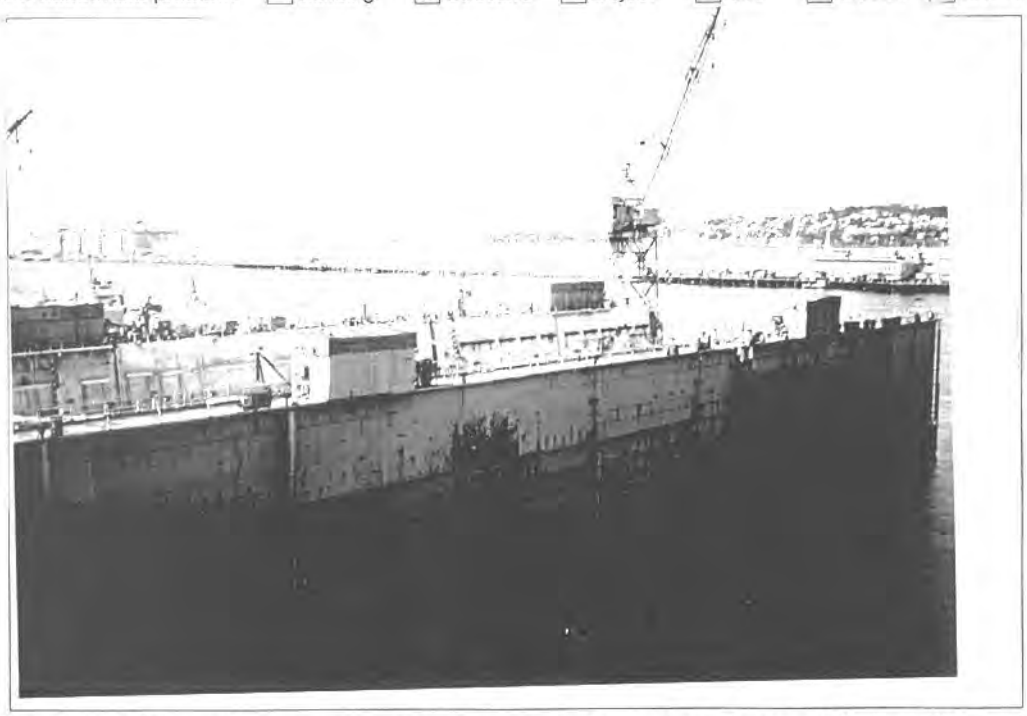
e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Floating Dry Dock No.1 is located at the south end of the shipyard. It is an immense U-shaped steel structure with plywood decking. The steel walls are hollow and are topped with catwalks, which are accessed by metal stairs and ladders. The walls are flooded with seawater, which submerges the structure, and are pumped dry to lift vessels above the water for repairs.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
Dry Dock #1
Overview 4/18/00

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1913

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Dry Dock #1

B1. Historic Name: Dry Dock

B2. Common Name:

B3. Original Use: Dry Dock B4. Present Use: Dry Dock

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Dry Dock #1 was constructed in 1913.

*B7. Moved? [ ] No [X] Yes [ ] Unknown Date: 1989 Original Location: Vancouver, British Columbia

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Structure Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

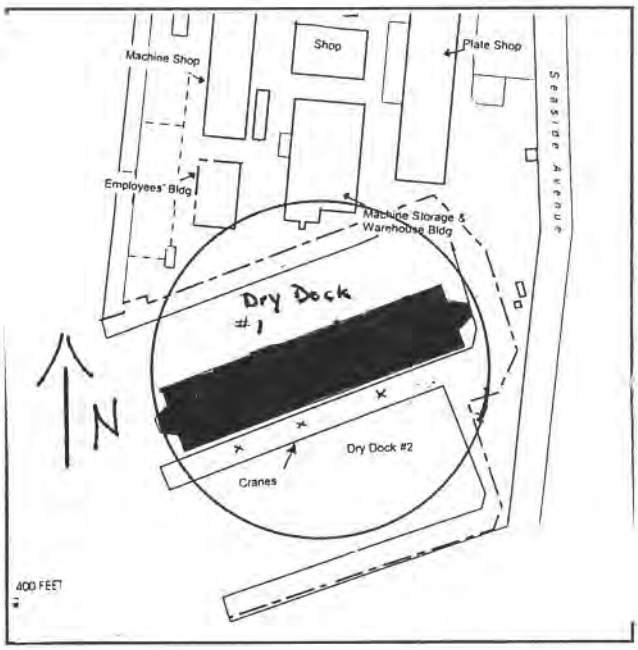
Dry Dock #1 was originally constructed in 1913 in Vancouver, British Columbia and moved to its current location in 1989. It is not considered a contributor to the Bethlehem Shipyard Historic District because it was moved to the shipyard in 1989 after the period of significance (1941-1945). The structure does not appear to meet the criteria for listing in the NRHP because it lacks historical significance and does not appear to be a distinguished example of a type, period, or method of construction.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:



*B14.Evaluator: Madeline R. Lanz

*Date of Evaluation: May 4, 2000

(This space reserved for official comments.)

*Required Information

Photographs (Continued):

Photograph 2. Front of Dry Dock #1 wing wall, southwest elevation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by Recorder) Clyde Crane

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone:_____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)
Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The shipyard features a number of cranes including Colby cranes, a Clyde crane, and Joshua Hendy cranes. Seven "whirly" cranes are located at the shipyard: six 22-ton Colby cranes and one 60-foot Clyde crane. They are located throughout the shipyard. The Clyde crane, which appears to be no longer in use, is situated south of the transportation shop. This crane was apparently once associated with the mold loft, which has since been removed.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5

P5b. Description of Photo: (View, date, accession #)
Clyde Crane 4/18/00
Located at South End of Trans Bldg.

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
ca. 1970s

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000, Sacramento, CA.

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Clyde Crane

B1. Historic Name: Clyde Crane

B2. Common Name: Clyde Crane

B3. Original Use: Crane B4. Present Use: Crane

*B5. Architectural Style: Industrial

*B6. Construction History: (Construction date, alterations, and date of alterations)
ca. 1970s

*B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: Unknown Original Location: Mold Loft

*B8. Related Features:

B9a. Architect: N/A b. Builder: Unknown

*B10. Significance: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Structure Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

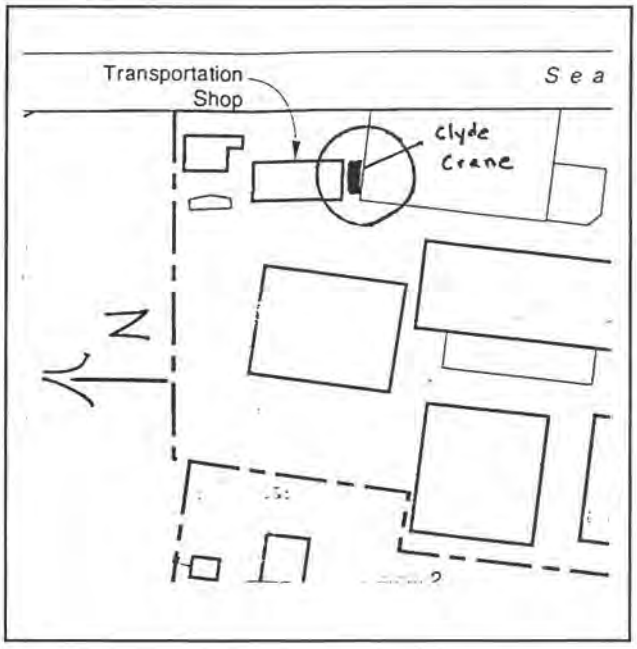
The Clyde Crane was installed in the Bethlehem Shipyard in the 1970s. This post-1945 crane is not considered a contributor to the Bethlehem Shipyard Historic District because it was constructed after 1941-1945, the period of significance. Furthermore, the structure does not appear to meet the criteria for listing in the NRHP because it is less than fifty years old and does not meet the demanding threshold for recently constructed resources.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:



*B14.Evaluator: Madeline R. Lanz

*Date of Evaluation: 5/3/00

(This space reserved for official comments.)

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

DISTRICT RECORD

Primary # _____
HRI # _____
Trinomial _____

NRHP Status Code *3d*

Resource Name or #: (Assigned by recorder) *Southwest Marine*

D1. Historic Name: *Southwestern Shipbuilding* D2. Common Name: *Southwest Marine*

D3. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

This shipyard site is located on the eastern side of the Main Ship Channel, and near the southwestern tip of Terminal Island. It consists of 13 buildings ranging in footprint from roughly 400 to 30,000 square feet in area, two slips with drydocks and seven overhead "whirly" crane structures and several gantry cranes. The majority of the buildings are between 20 and 40 feet in height, and sided with corrugated metal siding. Nearly all of the buildings and structures were constructed during the period 1941-44. These buildings and structures are clustered on the southern end of the site and along Seaside Avenue.

D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements.):

The district boundaries consist of the parcel defined by the property lease to the Southwest Marine Corporation. This parcel is generally bounded by Seaside Avenue on the north and east, the U.S. Government reservation to the south, and the Main Ship Channel to the west.

D5. Boundary Justification:

This parcel includes the area historically associated with the shipbuilding activities during the period of significance.

D6. Significance: Theme *Manufacturing and Trade* **Area** *Southern California*

Period of Significance *1901-1945* **Applicable Criteria** *A* Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The authorization of the Emergency Fleet Corporation by Congress in April 1917 followed the United States entry into World War I and provided for the rapid construction of a maritime fleet. This crash building program resulted in the formation of numerous shipbuilding companies nationwide and locally, including the Los Angeles Shipbuilding and Drydock Corporation and the Southwestern Shipbuilding Corporation at the Port of Los Angeles. This new economic activity was particularly welcomed at the Port of Los Angeles, coming in the years immediately following the completion of modern port facilities and during a period of otherwise curtailed world trade. [continued]

D7. References (Give full citations including the names and addresses of any informants, where possible.):

D8. Evaluator: *Mitch Stone* **Date:** *10/31/96*

Affiliation and Address: *San Buenaventura Research Associates, 627 E. Pleasant St. Santa Paula CA 93060*

D6. Importance [continued]

After the war, activities at the yard turned to the mothballing of US Navy oil tankers in the early 1950s. A cold war improvement program, completed in February 1961, began in early 1959 with the demolition of four shipbuilding ways constructed during the wartime. A new 22,000 ton floating drydock was installed in 1961-62. Facing major economic challenges in their core steel manufacturing business during the 1970s and 1980s, the Bethlehem Steel Corporation divested themselves of the San Pedro yard in 1981. It was purchased by Southwest Marine, Inc., a San Diego-based company, who continue to operate it as a ship repair facility. The similarity between the names of the present and first owners of the yard appears to be a coincidence.

The Southwestern Shipbuilding Corporation/Bethlehem Steel yard appears to be eligible for listing on the NRHP under Criterion A (events) as the last remaining example of the once highly significant shipbuilding industry at the Port of Los Angeles. This industry reached its zenith of importance during World War II, when it employed tens of thousands of individuals working three shifts, seven days a week. This monumental maritime construction effort, in Los Angeles as elsewhere, played an essential role in placing the national economy on a wartime footing and providing to the armed forces the essential materiel of war. This massive mobilization effort was without peer in modern history, and is unlikely to ever be duplicated. It is especially notable for its deep and lasting effects on the economy and social structure of the nation.

The majority of the existing buildings and structures on the site reflect the wartime period of development. Most of the remaining buildings are essentially unaltered from this period of significance, and the relationships between the buildings, which reflect the functions of the buildings and the specialized shipbuilding trades, remain intact. The continuation of the ship-related activities on the site contribute to the historic character of the site and a sense of historical place and time.

Contributors to District

Administrative Building
Plate Shop
Employees Building No. 2
Machine Storage & Warehouse No. 2
Outfitting Shop & accessory buildings
Machine Shop No. 2 & accessory buildings
Compressor House & accessory building
Transportation Shop & Main Substation
Foreman's Building
Hospital & Employment Office
Blacksmith & Anglesmith Shop
Dry Dock No. 2
Dry Dock Control house
Cranes (pre-1945)

Non-Contributors

Floating Dry Dock No. 1
Cranes (post-1945)

D6. Importance [continued]

Southwestern was organized on March 1, 1918, and the yard facilities completed in less than six months. The new company's first contract, for twenty-three, 8,800 ton ships, was obtained from the Emergency Fleet Corporation in March, 1917, and the West Carifax, the first ship completed, launched from the yards on October 19, 1917 after 77 days. The second launching, the West Caruth, occurred on December 31, 1917. When the wartime building program ended abruptly later that same year, the local shipbuilding industry found itself with excess capacity and in a struggle for profitability. Even as combined employment at the yards dropped from 14,000 to 10,000 in the immediate postwar period, however; shipbuilding remained the Port's single largest employer.

The Southwestern yard closed in 1921, but was immediately reopened under lease to the Bethlehem Shipbuilding Corporation, Ltd., which purchased it outright in 1923. During the subsequent years, and until 1981, the yard was operated by a number of divisions of the Bethlehem Steel Company. The relatively slack period following World War I and extending through the Great Depression ended with the World War II military buildup. The Bethlehem San Pedro yard, one of 15 owned by the company, was awarded its first Navy contract on October 1, 1940. During 1940-41, Bethlehem spent $4.25 million in an expansion program to accommodate Navy contracts for the construction of ten destroyers. Some of the earlier improvements, particularly on the southern end of the site, were swept away in this rapid redevelopment of the yards. The entire national wartime mobilization effort was characterized by these nearly instantaneous transformations of physical place.

The wartime construction program on the Bethlehem site resulted in the replacement of two older shipways with the present shipbuilding trade and related buildings, shipways, drydocks and cranes. Most of the current improvements on the site represent this major wartime redevelopment of the site, and were either newly constructed during the years 1941-1944, or expanded and remodeled buildings from the first wartime construction effort on the site in 1918. The buildings on the northern half of the site evidently remained largely intact from 1918 through the Second World War, until they were demolished at some point within the last twenty years.

In 1943 the Bethlehem operation remained one of the smallest at the Port, employing 6,000 persons in ship repair and the construction of destroyers. At the same time, the massive California Shipbuilding Corporation on Terminal Island employed 40,000; the Todd Corporation 12,000 and the Consolidated Steel Company, 7,000. Of these operations, only the Bethlehem yards remain in existence today. [continued]

Supplemental Photograph or Drawing

Description of Photo: (View, date, accession #)
Shipyard viewed from west, opposite side of Main Ship Channel, dry docks on right. (#1001, 6/6/96).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*

Other Listings
Review Code ____ Reviewer _____ Date _____

 Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Administrative Building*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

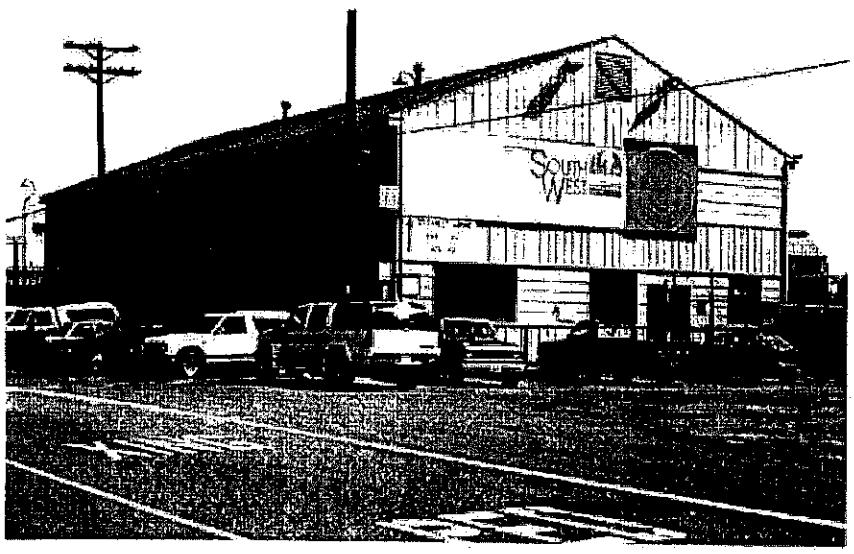
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two story industrial office building (50 by 100 feet) is rectangular in plan and principally clad with lapped, vertical standing-seam metal siding on the second floor of the (shorter) northern and southern elevations and gable ends, and horizontal standing-seam metal siding on the eastern and western elevations. It rests on a concrete perimeter foundation. The roof is a medium-pitched gable covered by asphalt composition materials. The shallow eaves are boxed. Windows are a variety of steel mullioned multipanes arranged in singles and pairs, some fixed and others with casement inserts. The use of horizontal lapped metal siding wrapping the entire ground floor elevations, and the somewhat stylish wall sconces flanking the main entrance, effects a distinctly Streamline Moderne style for this building. The building was constructed in 1941, and appears to be essentially unaltered.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Northern and eastern elevations, viewed from north (#1020, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Plate Shop*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** **; R** **;** **1/4 of** **1/4 of Sec** **;** **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

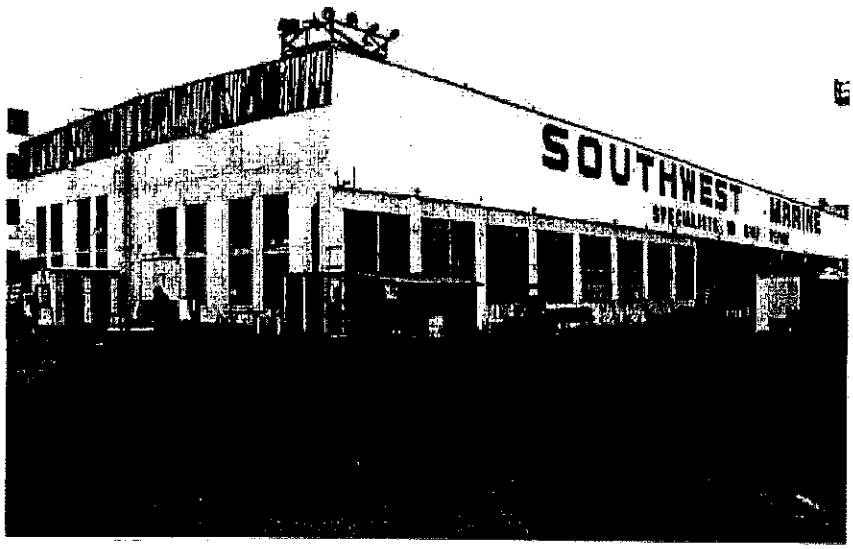
This large, two story industrial building (roughly 324 by 89 feet) is rectangular in plan and clad with corrugated metal siding over the majority of the building's body, and vertical board and batten siding covering portions of the second story. It rests on a concrete perimeter foundation. The roof is a very low-pitched gable covered by asphalt composition and supported by a wood truss system. Windows are a variety of three by five and five by seven steel mullioned multipanes arranged singly and in pairs. Some are center pivot units. Gantry cranes and at least one concrete platen are located adjacent and to the west of the building. The building appears to be unaltered.

The Plate Shop building was first constructed in 1918 for the Southwestern Shipbuilding Company near the beginning of its existence on this site. In its original configuration, this building was apparently nearly twice its current length. With the construction of Slip nos. 1 and 2 at the southern end of the site in 1941, the Plate Shop was reduced in size to its current configuration and otherwise altered. Other than the reduction in size, the extent of the 1941 alterations are unknown. Some of the present mechanical equipment within the Plate Shop evidently dates from both 1918 and the period 1941-2.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and eastern elevations, viewed from southeast (#1002, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1918 F, altered 1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Employees Building No. 2*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**
c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip
d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

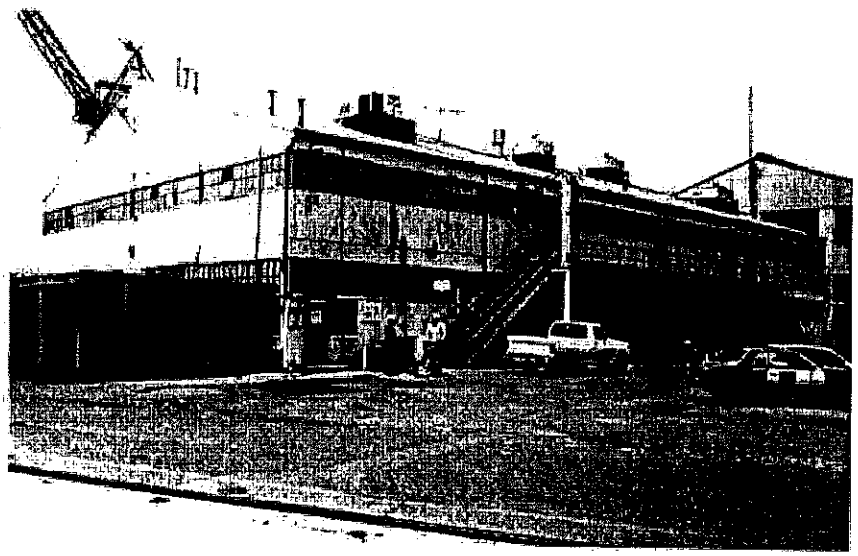
This two story industrial building (135 by 77 feet) is rectangular in plan and clad with corrugated metal siding and rests on a concrete perimeter foundation. The roof is a medium-pitched gable covered by a rolled tar paper material. Windows are steel mullioned multipanes located in the upper portion of both floors, and arranged in horizontal bands wrapping around the building. Some are center pivot units. An external stairway with a pipe railing is attached to the southern facade. The building appears to be unaltered, except for the recent addition of fairly prominent heating/ventilating/air conditioning units to the roof.

This building was constructed in 1941 for use as a yard office, and as one of two locker room/shower facilities for the shipyard employees. The US Navy maintained a ground floor office in the building.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and eastern elevation viewed from southeast (#1003, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*

Other Listings
Review Code _____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Machine Storage & Warehouse No. 2*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

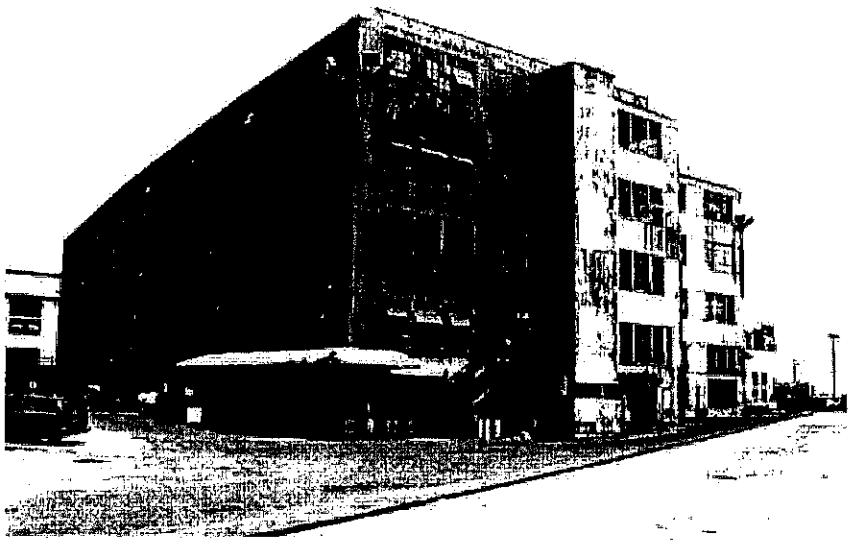
This very large, five story industrial building (230 by 130 feet) is L-shaped in plan and clad with corrugated metal siding and rests on a concrete slab foundation. The roof is flat. Windows are steel mullioned five by three and five by four multipanes arranged in triples, some with center pivot units. An exterior wood stairway and elevator shaft are attached to the southern facade. The building appears to be unaltered.

The first four floors of this building were constructed in 1941, with the upper floor added in 1943. It was used as a general warehouse and for machine storage. It was referred to as Machine Storage and Warehouse No. 2 during the 1940s, but is currently referred to as Warehouse No.1, probably due to the demolition of the original Warehouse No. 1.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and western elevations (#1004, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941-1943 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

 Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Outfitting Shop*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

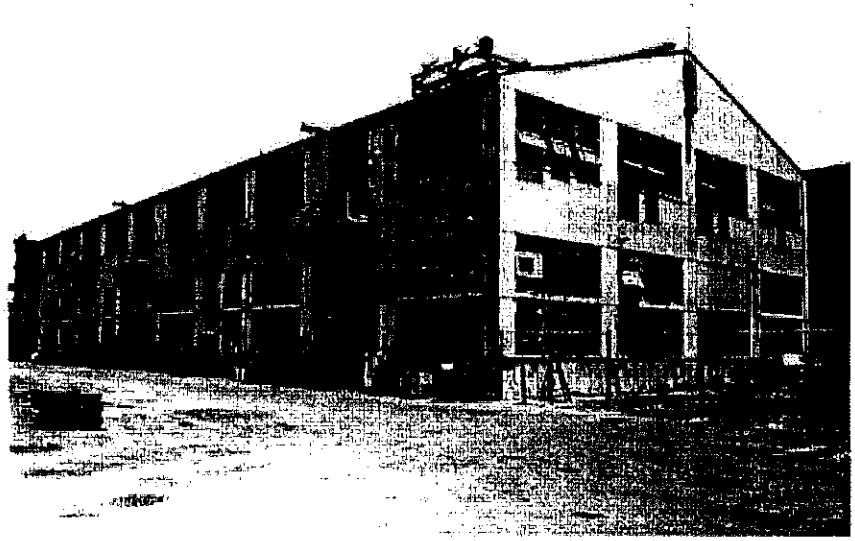
This large, three story industrial building (242 by 82 feet) is rectangular in plan and clad with corrugated metal siding and rests on a concrete slab foundation. The roof is a medium-pitched gable. Windows are steel mullioned five by four, four by four, and five by five multipanes arranged in triples and singles, some with center pivot units. Window glass is pebbled and opaque. A large number of garage door openings with roll-up steel doors provide access to the ground floor on all four elevations.

This building was constructed in 1941 for use as the Outfitting Shop, where pipes, sheet metal and shipboard electrical systems were fabricated. A 1977 inventory of machine tools and equipment indicates that the majority of the power equipment and overhead cranes within the building date from the period 1941-3. The building appears to be unaltered.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and western elevations (#1005, 6/6/96)

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941 F, 1942 E

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

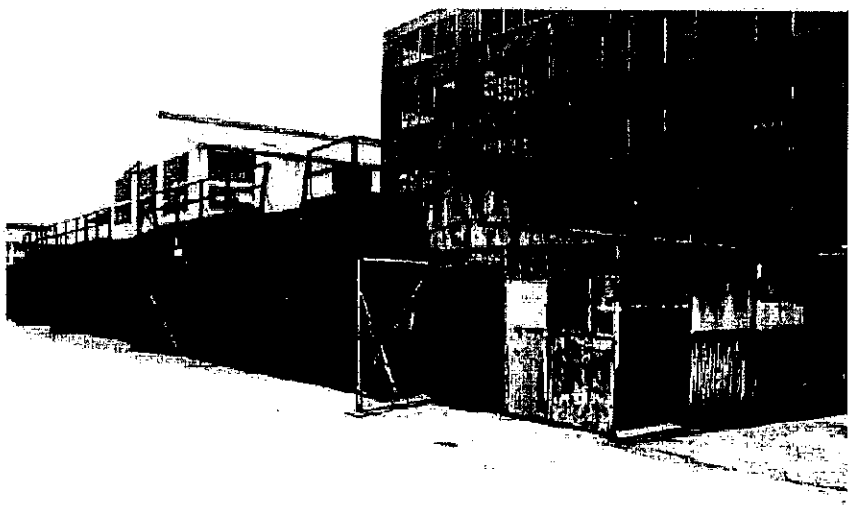
P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☒ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

This grouping of one-story buildings located to the east of the Outfitting Shop consists of a five-bay garage constructed of wood frame materials. It is flat-roofed, with a wood deck platform above enclosed by a low, simple wood railing. Access to the the platform is via a woodframe stairway at the northern end. Door openings with corrugated steel roll-up doors face west. Immediately adjacent and to the south of the garages is a small building constructed of steel plates attached to a metal tubing skeleton. The low gable roof is topped with a monitor. The historic uses of these buildings are presently unknown, but they appear to have been constructed prior to 1944, probably circa 1942.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
Southern and western elevation (#1006, 6/6/96)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*

Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Machine Shop No. 2*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

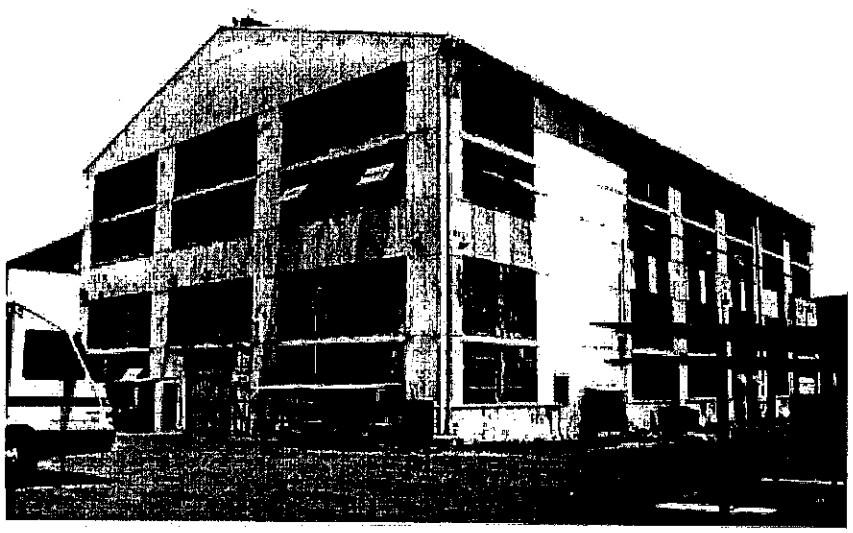
This large, two story industrial building (141 by 84 feet) with an interior mezzanine is rectangular in plan and clad with corrugated metal siding and rests on a concrete slab foundation. The roof is a medium-pitched gable. Windows are steel mullioned six by six and six by four multipanes arranged in doubles and triples, some with center pivot units.

This building was constructed in 1941 for use as a Machine Shop. A 1977 inventory of machine tools and equipment indicates that some of the power equipment and overhead cranes within the building, including a 20-ton bridge crane, date from the period 1941-3. The building appears to be unaltered. Machine Shop No.1 no longer exists.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and western elevations, viewed from southwest (#1007, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

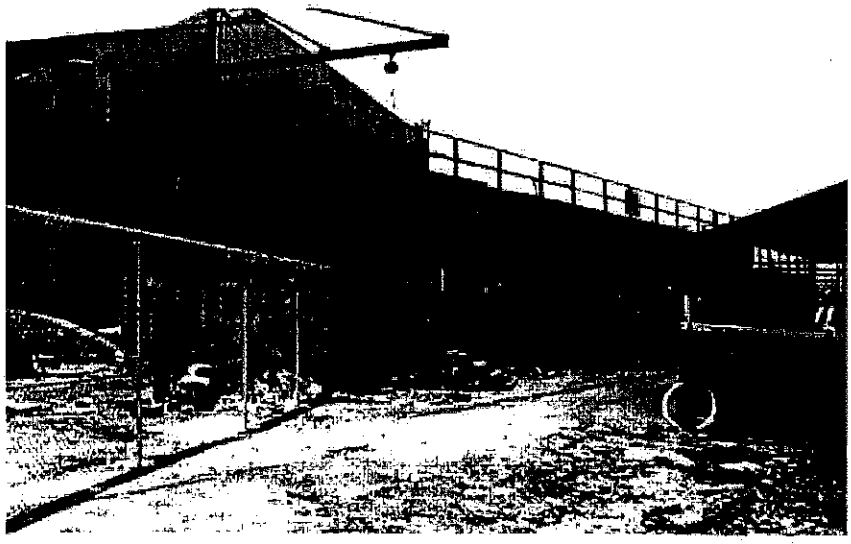
P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☒ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

Paint Shop

This one-story woodframe building is rectangular in plan (30 by 81 feet) with a small two-story shed-roofed lean-to addition on the south. The flat roof is surrounded by a simple wood railing. Roll-up garage doors open to the north. A one-ton jib crane is attached to the eastern elevation. This building was constructed in 1944 as a paint shop. It appears to now be unused and in deteriorated condition.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
Northern and eastern elevations, viewed from northeast (#1008, 6/6/96).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Compressor House*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
b. USGS 7.5' Quad **Date** **T** **; R** **;** **1/4 of** **1/4 of Sec** **;** **B.M.**
c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip
d. UTM: (Give more than one for large and/linear resources) ; mE/ mN
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

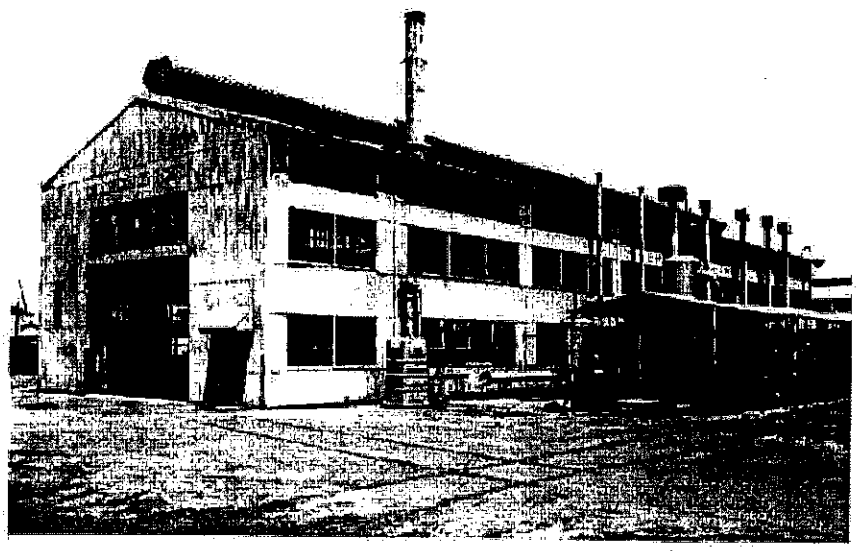
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This large, two story industrial building (150 by 61 feet) is rectangular in plan, including a one-story, shed-roofed lean-to section attached to the entire length of the northern elevation, and is clad with corrugated metal siding and rests on a concrete slab foundation. The roof over the main body of the building is a medium-pitched gable and features an unusual cylindrical roof vent extending the entire ridge line. Windows are steel mullioned three by five multipanes arranged in pairs and triples, some with center pivot units. A number of exhaust stacks jut from the southern elevation and the roofline. The building appears to be unaltered.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and western elevations, viewed from southwest (#1009, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1918 E

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☒ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

NRHP Status Code *3d*

Resource Name or #: (Assigned by recorder) *Southwest Marine*

B1. Historic Name: *Combination Building*
B2. Common Name: *Compressor House*
B3. Original Use: *Various* B4. Present Use: *Compressor House*
B5. Architectural Style: *Industrial*
B6. Construction History: (Construction date, alterations, and date of alterations)
constructed 1918, altered in 1941 and 1960

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date : Original Location:
B8. Related Features: *Electric Substation No. 3, to the north. Various mechanical equipment to the south.*

B9a. Architect: *unknown* b. Builder: *unknown*
B10. Significance: Theme: *Manufacturing & Trade* Area: *Southern California*
Period of Significance: *1901-1945* **Property Type:** *Industrial Building* **Applicable Criteria:** *A*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

According recent plans, this building was constructed in 1941 and altered in 1960. However, its developmental history appears to be somewhat more complex. A building of a similar configuration, but roughly twice the length, appears on a 1939 site plan for the shipyard. It was then known as the Combination Building, and a construction date of 1918 is indicated. A building with the same footprint persists at least through to 1958, though it was identified by that time as the Engineering Building. A 1977 inventory of machine tools and equipment indicates that three of the compressors date from 1924, and some of the power equipment date from the period 1941-2. It appear likely that the building was constructed in 1918, substantially altered 1941-2, and cut by roughly half to its current configuration in 1960.

B11. Additional Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*
B12. References:

(Sketch Map with north arrow required.)

B13. Remarks:

B14. Evaluator: *Mitch Stone*
Date of Evaluation: *8/20/96*

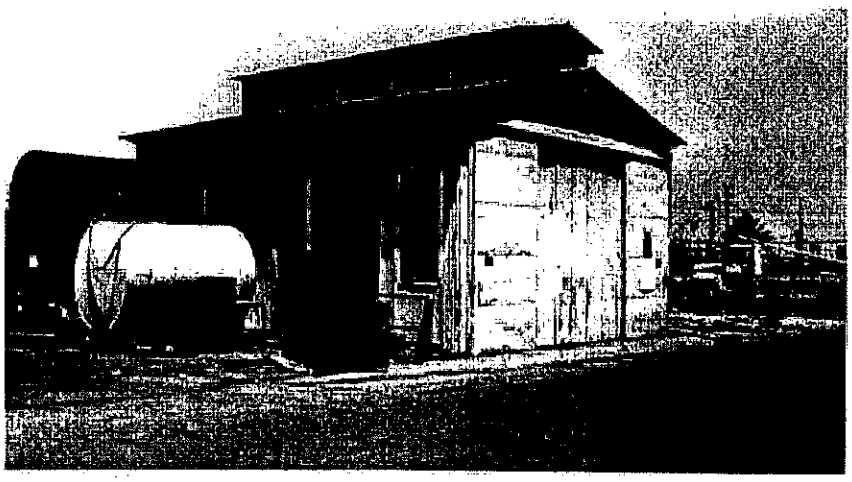
(This space reserved for official comments.)

Substation No. 3

This small building is located immediately to the north of the Compressor House. It is rectangular in plan (32 by 26 feet) and clad in corrugated steel panels. It has a low-pitched gable roof with shallow eaves, and a gabled monitor vent at the ridge line. A pair of track-hung, steel clad doors face south. Three, double-hung woodframe sash windows are located on the eastern and western elevations.

Recent records indicate a 1941 construction date for this building, but also make a conflicting reference to the building as having been constructed in 1918 and relocated in 1941. However, it is apparently similar in dimensions and plan to a transformer station shown on this site on the 1939 and 1944 site plans of the shipyard. It is dated 1918 on the former and 1918-41 on the latter plan of the yard. The use of woodframe windows for this building clearly suggests a pre-1930 construction date. An undated but early photograph of the shipyard clearly shows a small building with very similar elevations, but clad in vertical board-and-batten siding. It is likely that this building was constructed in 1918, and altered in 1941.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
Southern and western elevation (#1011, 6/6/96).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Transportation Shop & Main Substation*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

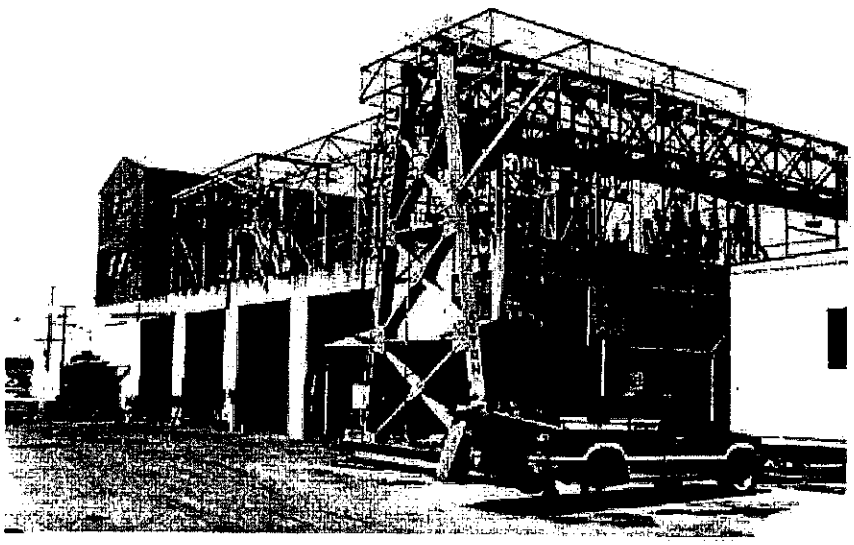
This one and three story industrial building (98 by 46 feet) is rectangular in plan, and is partially constructed of poured-in-place concrete, and partially clad with corrugated metal siding. An extensive steel beam superstructure along with transformer equipment is located on the roof of the one-story portion. Windows in the two and three story section are steel mullioned four by six and two by four multipanes, some with center pivot units. Four doorless garage bays open to the west. A fifth bay at the northern end of the building has been closed with concrete, the building's only apparent alteration.

This building was constructed in 1941 as the shipyard's vehicle garage and main transformer station. It remains in this use today, and appears to be unaltered.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
1012, southern and western elevation (6/6/96)

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*

Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Foreman's Building*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

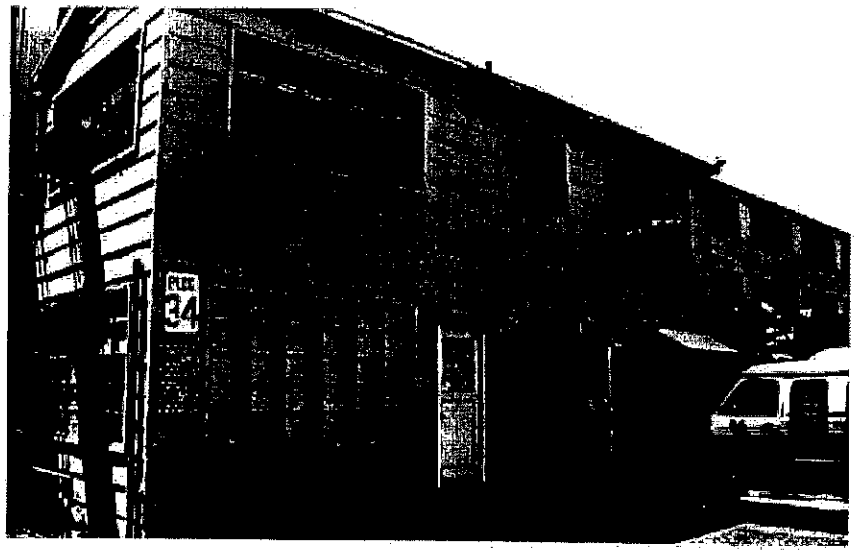
This small, two story office building (38 by 13 feet) is rectangular in plan, wood frame construction clad with horizontal standing-seam corrugated metal siding and rests on a concrete perimeter foundation. The roof is a medium-pitched gable. Windows are steel mullioned three by five with center casement units.

This building was constructed in 1941 for use as field office related to the Anglesmith and Plate shops, located immediately to the the south and east, respectively. The building appears to be unaltered.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and eastern elevations, viewed from southeast (#1013, 6/6/96).

P6. Date Constructed/Age and Sources:
☒ Prehistoric ☒ Historic ☐ Both
1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Hospital & Employment Office*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

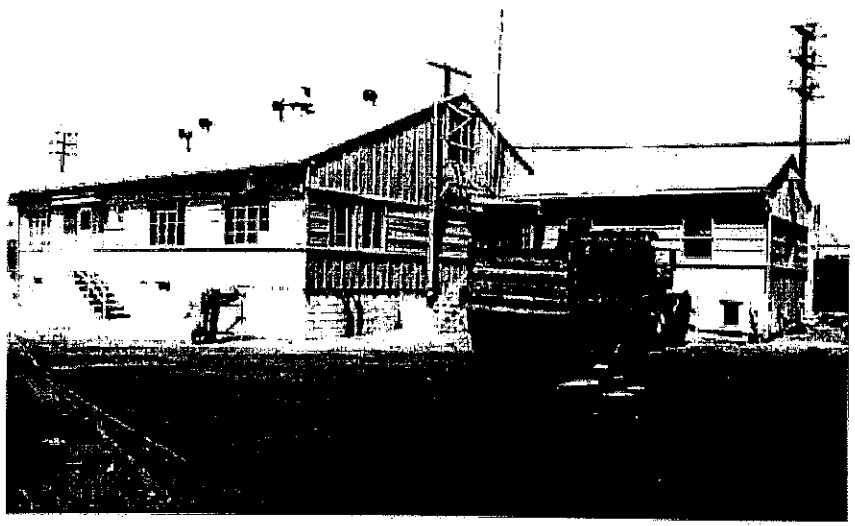
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-and-one-half story office building (43 by 75 feet) is L-shaped in plan and clad with horizontal and vertical standing-seam corrugated metal siding and rests on a concrete perimeter foundation. The horizontal metal panel details are employed in a band wrapping around the entire structure, producing a mildly Streamlined Moderne effect. The roof is a medium-pitched gable covered with composition materials. Windows are steel mullioned three by four with center casements units. This building was constructed in 1941 and expanded substantially in 1943. It was used as the yard's employment office and hospital. The building appears to be unaltered since its completion in 1943.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and western elevations, viewed from southwest (#1014, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1941, 1943 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Blacksmith & Anglesmith Shop*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This large, two-and-one-half story industrial building (130 by 42 feet) is rectangular in plan, with the addition of a one-story, shed-roofed lean-to section attached to the western elevation, and is clad with corrugated metal siding and rests on a concrete slab foundation. The roof over the main body of the building is a medium-pitched gable and features an unusual tubular-shaped roof vent extending the entire ridge line. Windows are steel mullioned three by two and three by five multipanes arranged in pairs and triples, some with center pivot units located in a clerestory above the shed roofed section. The building appears to be unaltered.

This building was probably originally constructed in 1918 as the Anglesmith Shop and heavily altered in 1941. It is currently designated as both the Anglesmith and Blacksmith Shop.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #) *Western elevation, viewed from southwest (#1015, 6/6/96).*

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1918 E, 1941 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *6z*

Other Listings
Review Code _____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Floating Dry Dock No. 2*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Floating Drydock No. 2 is located within Slip No. 2 at the southern end of the site. This massive structure is composed of plywood decking over a steel frame superstructure flanked by tall, hollow wing-wall of steel plates topped by catwalks. These walls are flooded with seawater to submerge the structure, and pumped dry to lift ships above the waterline for repairs. The drydock structure was constructed in 1913 in Vancouver, British Columbia, and used in the Prince Rupert Shipyards until it was moved to this location in 1989. While this structure is of sufficient age, it is not presently considered to be a contributor to a potential NRHP district as it was recently moved to this site, and it is not historically associated with it.

P3b. Resource Attributes: (List attributes and codes) *HP11 - Engineering Structure*

P4. Resources Present ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)
View or southern wing wall, from east (#1016, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1913 F, 1989 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code _____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Dry Dock No. 1*

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

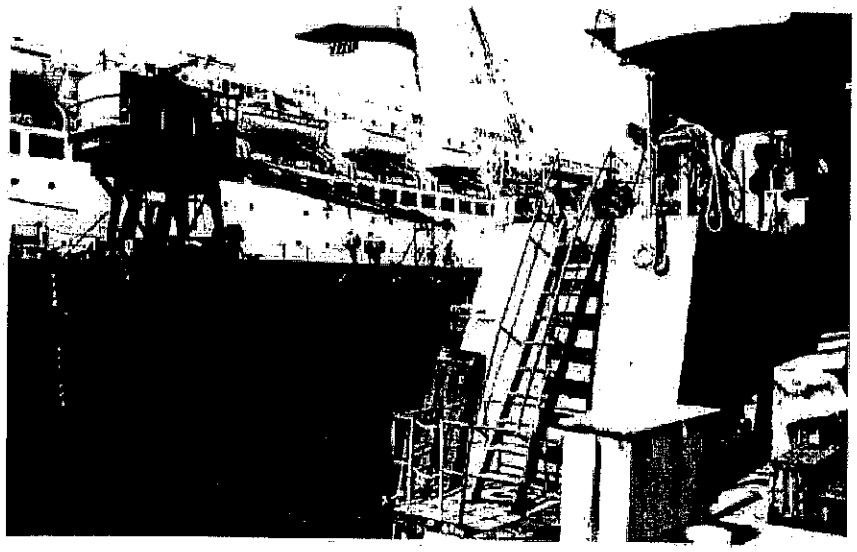
This 15,000 ton floating dry dock is located on the southern edge of the shipyard site, between pier nos. 1 and 2. It is rectangular in plan, U-shaped in cross-section and constructed of steel superstructure covered with wood decking and concrete on the wing walls. The overall dimensions of the structure are 515 feet in length and126 feet in width. The overall height of the structure is 50 feet 9 inches from the keel to the tops of the wing walls.

According to company records, this dry dock was constructed in 1920, installed in 1922 and reconditioned in 1943. It was moved to its present location in 1961. Its former location was apparently at the northern end of the site. This is one of the oldest, most physically impressive and functionally important features remaining on the shipyard site.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial Building*

P4. Resources Present ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Viewed from southwest (#1018, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1920 F, 1943 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

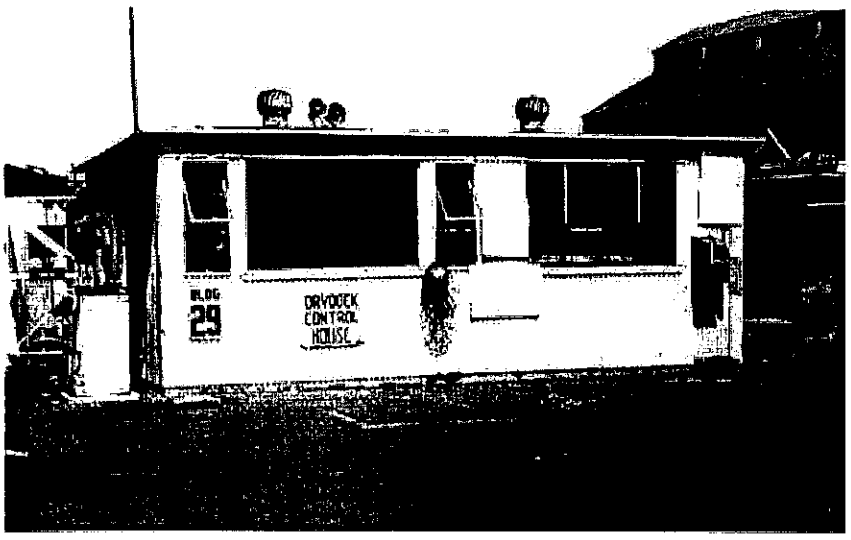
P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

Dry Dock Control House

This small building located to the rear (east) of Dry Dock No. 2 is rectangular in plan (16 by 24 feet) and clad in vertical corrugated metal panels. The roof is flat. Windows are multipaned steel with center pivots. It contains the control equipment for operating the dry dock evacuation pumps. The style and materials used in this building suggest that it was constructed during the early 1940s, though not in this location. It was apparently moved to this site from the north side of Slip No. 2, probably during the redevelopment of the shipyard occurring during the early 1960s.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
Western elevation, (#1017, 6/6/96)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *3d*
Other Listings
Review Code ____ Reviewer _____ Date _____

Resource Name or #: (Assigned by recorder) *Southwest Marine*

P1. Other Identifier: *Cranes*

P2. Location: ☐ Not for Publication ☐ Unrestricted a. County *Los Angeles*
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.
c. Address: *965-85 South Seaside Avenue* City *Los Angeles* Zip
d. UTM: (Give more than one for large and/linear resources) ; mE/ mN
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *258*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A large number and variety of cranes are located on the site. Of the seven extant "whirly" style cranes, six are 22-ton Colby cranes installed in 1941. The crane control houses rest atop tapered, 70-foot steel girder superstructures measuring 24 by 30 feet in width at the base. They are highly mobile, and run along railroad tracks adjacent to the slips and waterfront. The seventh whirly crane is a 60-ton Clyde installed during the 1970s.

A single, 5-ton overhead gantry crane installed in 1941 is located immediately to the south of the Transportation Shop. It was presumably originally associated with the now-removed Mold Loft to the south, and appears to no longer be in use. The several Joshua Hendy gantry cranes ranging from 3 to 8 tons in capacity, and found in various locations on the site, were installed in 1918. One notable example is located on the west side of the Plate Shop.

P3b. Resource Attributes: (List attributes and codes) *HP11 - Engineering Structure*

P4. Resources Present ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)
Colby crane No. 5, viewed from southwest (#1019, 6/6/96).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1918 F, 1941 F, 1977 E

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *6/6/96*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☒ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☐ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 **of** 4 ***Resource Name or #:** Pumphouse on Ways Street
P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** ¼ **of** ¼ **of Sec**. **B.M.**
c. Address: 700 block of Ways Street City: Los Angeles Zip: 90731
d. UTM: Zone: ; mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
The subject property is located on the west side of Ways Street approximately 300 feet south of Cannery Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject property, set on a small parcel on the west side of Ways Street, is a one-story, public utility building with a detached metal shed and supporting infrastructure. Designed in a modest Beaux Arts Classicism, Vernacular-style, the building is square in plan with a flat, parapet roof and an unadorned, yet pronounced cornice. Constructed on a concrete slab foundation, the exterior walls of the small wood-frame structure are clad in semi-smooth granite plaster. The front or north elevation contains a centrally located double, wood-frame door with glazing that is flanked by a single panel door to the east and a wood-frame 6/6 multi-pane wood-frame sash window with wood sill to the west. The east elevation is devoid of fenestration while the west side is punctuated with two 6/6 multi-pane wood-frame windows and a single wood panel entry door. The south (rear) elevation has two 6/6 multi-pane wood-frame windows that sit on either side of a small attached granite plaster covered accessory structure which is capped with a flat roof and projecting metal pipe that bends 90 degrees and continues over and into the roof of the main building. Few of the windows on the building have glass panes remaining and some window openings have been covered with plywood.
(See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public Utility Building, HP4. Ancillary Building
***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View northwest, August 24, 2011,
Photograph 0138.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1925, City of Los Angeles Harbor Department,
Building Plan #1970-1

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Pumphouse on Ways Street

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Pumphouse on Ways Street

B1. Historic Name:
B2. Common Name:
B3. Original Use: Pumphouse B4. Present Use: Vacant

***B5. Architectural Style:** Beaux Arts Classicism, Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1925 (City of Los Angeles Harbor Department Building Plan #1970-1). Infill of southeast corner of building (date unknown)

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: George F. Nicholson, Engineer b. Builder: City of Los Angeles Harbor Department

***B10. Significance: Theme:** Port of Los Angeles 1907-1980 **Area:** Fish Harbor, Terminal Island, POLA
Period of Significance: 1925-ca.1970s **Property Type:** Public Utility **Applicable Criteria:** N/A

The subject property contains a small, public utility building constructed in 1925 by the City of Los Angeles Harbor Department under Harbor Engineer, George F. Nicholson. The building was used to house a sewage booster pump that served the Fish Harbor area and connected to a larger, port-wide sewage disposal system. By the first quarter of the twentieth century, City leaders recognized that the growth of the Port was dependent on the development of sewers and sewage disposal infrastructure (Knowlton 1918). Influenced by the City Beautiful Movement, City leaders and the City of Los Angeles Municipal Art Commission (which was founded in 1903 to "work for the gradual elimination of ugliness from the conspicuous point of our city") advocated the use of Neo-Classical and Beaux Arts-style architecture and planning for projects within Los Angeles. These contemporary ideas affected the design of public infrastructure, including the support buildings of the City's growing sewage system. The first sewer lines began to be installed in the Harbor District in 1919, with pumping houses located in Wilmington, Mormon Island, and Terminal Island constructed by 1922. However, these systems were quickly overwhelmed, in large part due to the rapidly expanding fishing industry located at Fish Harbor, which used the sewers to dispose of fish waste. As early as 1923, reports of waste clogging the sewer lines began to arise and City leaders began calling for the installation of new pipes (*Los Angeles Times* 19 April 1923).

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

City of Los Angeles Harbor Department. Fish Harbor Pumping Plant, Building Plans and Elevation Details. Office of the Harbor Engineer, City of Los Angeles. 1925.

City of Los Angeles Harbor Department. Fish Harbor District, New Cannery Waste Sewer. Office of the Harbor Engineer, City of Los Angeles. 1927.

City of Los Angeles Harbor Department. Fish Harbor Waste Treatment Plant, Preliminary Plan. Office of the Harbor Engineer, City of Los Angeles. 1937

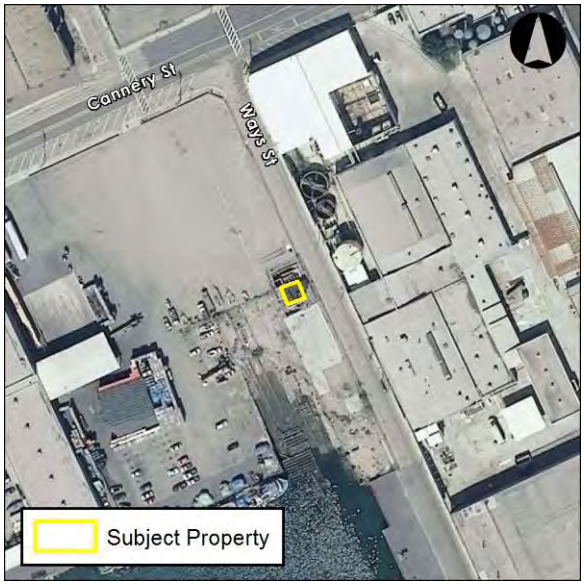
(See Continuation Sheet)

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

***P3a. Description: (Continuation)**

A very small corrugated metal shed with a corrugated metal gabled roof, corrugated metal door, and two open windows framed with flat wood surrounds sits detached from the main building to the immediate east. At the northwest corner of the property is a small detached pour-in-place concrete structure that is open above to the elements and devoid of fenestration. A series of large riveted metal pipes exit this wall and connect to adjacent mechanical equipment that sits on a raised concrete slab in front (north) of the main building. At the far north end of the property are a set of concrete steps with a metal pipe railings that lead to a semi-open underground space that is formed by pour-in-place concrete walls. There is a single, hooded security light pole at the northeast corner of the property. A non-original chain link fence topped with barbed wire encloses the property, which sits on a level parcel mid-block along Ways Street. Alterations to the property include the infill of a window opening along the east side of the building.

***B10. Significance: (Continuation)**

Constructed on Ways Street at the eastern corner of Fish Harbor, the subject property was the result of these growing concerns. Unlike the earlier pumping plants in the Harbor District which were circular in plan and constructed of brick, the subject property is square in plan and consists of stucco and wood framing, though the design is still within the City Beautiful Movement period and recommended architectural style. An examination of existing sewer lines shows a series of pipes extending from the pump house to the north and east of Fish Harbor (NavigateLA). Most of these pipes were installed between 1924 and 1942, and appear to coincide with the growth of the canning industry on Terminal Island. While the building was situated between a once extant property historically associated with the Harbor Boat Building Company, it does not appear to be directly linked to the business since it is situated on a small, but separate parcel and city plans indicate it use and function.

As the canning industry rapidly expanded in the following decades, the subject property continued to serve the Fish Harbor area and would be upgraded over the years to accommodate the area's growing needs. Initially, the pumphouse directed waste to an outfall at the southeastern edge of Fish Harbor, however this method eventually proved unsustainable and preliminary plans soon called for an adjacent treatment plant to be built at the corner of Cannery and Barracuda Streets (City of Los Angeles Harbor Department Plan #2-1015). While this treatment plant was never realized, the subject property would be connected to the Terminal Island Treatment Plant, which opened in 1935. New equipment was added to the subject property during its operation and the building was altered with the infill of the southeastern corner and windows on the east elevation, most likely to keep up with the major growth of the surrounding industry in the 1950s. While it is unclear when the property ceased operation as a pumphouse because of its clearly deteriorated condition, it appears to have occurred with the decline of the fishing and canning industries at Fish Harbor during the 1970s.

Although the building is associated with the development of the fishing and canning industries at Fish Harbor, it has lost significant historical integrity. Little of the surrounding canning industry buildings remain, and the pump house no longer conveys its mission and function as a waste sewage pumping plant. As such, the property does not appear eligible for listing in the National or California registers under Criteria A/1 for its associations with historical events or patterns of development. Archival research indicates the subject property does not appear to be associated with persons of significance; therefore, it does not appear eligible for the National or California registers under Criteria B/2. Because the property lacks serious integrity in its design, materials, and workmanship, it does not appear eligible under Criteria C/3 for its architectural associations. No evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a larger historic district as it does not contribute to a unified entity. For the same reasons listed above, the property does not appear eligible for local designation.

***B12 References: (Continuation)**

Department of Public Works. "Navigate LA" in City of Los Angeles Department of Public Works at http://navigatela.lacity.org/index01.cfm. Accessed August 24, 2011.

"Harbor Sewer Work Must Be Done At Once." *Los Angeles Times,* April 19, 1923, II2.

Knowlton, Willis T. "Sewage Collection and Disposal Proposed at Los Angeles Harbor." *Municipal And County Engineering Index*. Chicago: Engineering Publishing Company. July-December, 1918.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** 700-702 Tuna Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 700 Tuna Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is an altered one and two-story, commercial building located in the Fish Harbor area of Terminal Island at the southeast corner of Tuna Street and Cannery Street. As with the adjacent building to the south, the subject property was built in 1918 as a one-story horizontal lap sided vernacular commercial shop with a false front, single shop entry, and storefront fenestration pattern on the primary (west) elevation. Though no permits are on file to indicate when the two-story addition was constructed or when the stucco was added over the building, the 1921 Sanborn Fire Insurance Map indicates the changes occurred sometime after the first quarter of the twentieth century. Historical photographs from the early 1940s and the 1951 Sanborn map show the wood-sided building with the two-story addition. The original square shape footprint of the building is still evident, though two-thirds of the building is one-story in height and the southern third includes the second story addition. Capped with a flat roof with false fronts and minimal parapet walls, the primary (west) façade includes a wood-frame glazed storefront topped with a ribbon of transom windows along the single-story portion of the building and a non-original, single-panel double wood door on the two-story portion. South of the original recessed entry on the one-story portion of the building the glass storefront has been infilled with a stucco wall. The austere north and south side elevations of the one-story portion of the building are devoid of fenestration, while the east (rear) elevation and the north and rear walls of the second story are punctuated with wood-framed sash and non-original aluminum sliders. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View northeast, October 8, 2011,
Photograph 102011(1).jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1918, Los Angeles Building Permit #02674

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** October 4, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** 700-702 Tuna Street

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 700-702 Tuna Street

B1. Historic Name:
B2. Common Name:
B3. Original Use: Dry Goods Store
B4. Present Use: Industrial

***B5. Architectural Style:** Commercial, Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1918 (Los Angeles Building Permit #1918LA02674); alterations: partial infill of storefront and addition of stucco cladding to exterior walls (post-1941).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme:** Port Worker Commercial Resources **Area:** Fish Harbor, Terminal Island, POLA
Period of Significance: 1918-1942 **Property Type:** Commercial Retail **Applicable Criteria:** N/A

Built in 1918, the subject property was the former site of the Nanka Company Dry Goods Store, one of many Japanese-American businesses located on Tuna Street in the years before World War II. Also named Nanka Shokai, or "Southern California Store," the subject property was the only clothing store in the area, and was particularly popular with the women of Fish Harbor (Ryono). Though the owner of the store is unknown, the Nanka Company appears to have served the Fish Harbor community for over three decades, which by 1940 had grown to a population of approximately 3,000 (Waugh et al. 1988).

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: http://www.nps.gov/nr/publications/bulletins/nrb15/. Accessed December 27, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Ryono, Chikao Robert. "Although Patriotic, We Were Drydocked," at http://ryono.net/terminalisland/culture1.htm. Accessed October 8, 2011.

San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at http://www.torranceca.gov/libraryarchive/. Accessed October 4, 2011.

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

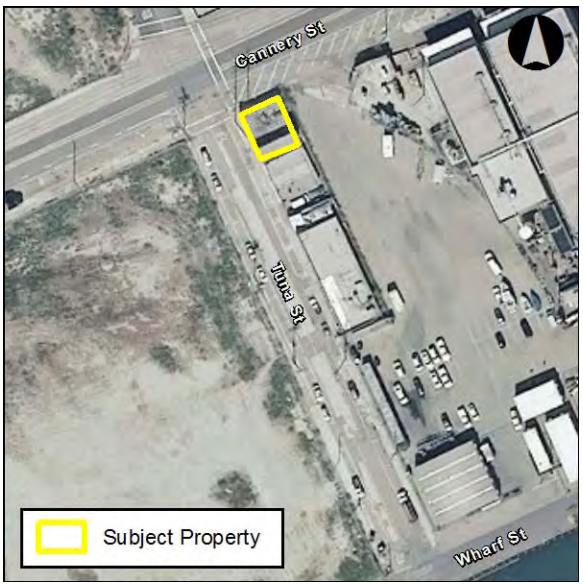
B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** October 4, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** October 4, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continuation)**

The building appears to be physically connected to the adjacent building to the south (712-716 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. Alterations to the property include the addition of stucco cladding, the extension and modification of the parapet wall along the front (west) elevations, the partial infill of the storefront glazing, and the inappropriate replacement of the original wood and glazed entry door on the primary (west) elevation, the replacement of some sash wood-frame windows with aluminum sliders, the second floor addition over the southern third of the original one-story building, and the modification of the double door and opening within the front wall of the two-story addition.

***B10. Significance: (Continuation)**

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with restaurants, barber shops, and pool halls, including the Nanka Company Dry Goods Store. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or extensively altered to accommodate the new uses. By the late 1940s the subject property housed the Harbor Sheet Metal Works business, electrical contractors and the Sunhill Electric Company among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that many of the changes to the building occurred including the partial infill of the storefront and the addition of stucco cladding to the exterior lap wood surfaces. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Wescotek, Inc. a food industry consultant.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition to Photograph 2 of the original Nanka Co. storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the National or California registers under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear to be eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

Photograph 1: Overview of 700-702 Tuna Street in 2011; view to the northeast

Photograph 2: Original Nanka Co. storefront, date unknown (Source: ryono.net)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 **of** 5 ***Resource Name or #:** 712-716 Tuna Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 712-716 Tuna Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a one-story, wood-frame commericial building located at the north end of Terminal Island's Fish Harbor area, in the Port of Los Angeles. Built in 1918 as a horizontal lap sided vernacular style commercial shop with false front, single entry, and large storefront window, the building was expanded and modified in 1921, 1923, and 1930. Though no permits are on file, it appears that the design of the structure was modified into the Streamline Moderne idiom sometime following 1941. The now stucco clad building is square in plan and features a façade that integrates the Streamline styling popular at the time. Hidden behind a parapet wall that runs the length of the primary (west) elevation is a low-pitch front facing gable roof and a shed roof that covers an early addition made to the south side of the building in 1921. Characteristic of the Streamline Moderne-style, the primary (west) elevation features a long horizontal projecting band that runs the width of the façade, glass tile block windows, and curved walls at the two entrances. The primary entrance is situated to the north and is identified by glass tile blocks and decorative vertical step banding above the horizontal projection that wraps over the parapet wall. Both the primary and secondary entrances are along the west elevation, set atop a single concrete step with metal sheathed solid panel doors that feature mail slots and transoms. The rear (east) elevation has been altered by the addition of two small projecting wings, the north capped with an irregular gable roof and the south crowned by a shed roof. Wood-frame sash and aluminum-frame sliders punctuate the back (east) of the property. There are also numerous wood-frame windows and aluminum sliders of varying sizes on the south and north elevations. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View northeast, October 8, 2011,
Photograph 102011(2).jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1923, Los Angeles Building Permit #53272

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #:** 712-716 Tuna Street

***Map Name:** San Pedro, California ***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 712-716 Tuna Street

B1. Historic Name: Nakamura Company
B2. Common Name:
B3. Original Use: Store and Residence B4. Present Use: Industrial

***B5. Architectural Style:** Commercial, Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1923 (Los Angeles Building Permit #53272). Alterations: addition of Streamline Moderne façade (post-1941).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: William F. Durr b. Builder: A. Nakamura

***B10. Significance: Theme:** Port Worker Commercial Resources **Area:** Fish Harbor, Terminal Island, POLA
Period of Significance: 1918-1942 **Property Type:** Commercial Retail **Applicable Criteria:** N/A

Built in 1923, the subject property was the former site of the A. Nakamura Company Grocery Store; and while the building permit lists the owner and contractor as K. Nakamura, this is most likely Akimatsu Nakamura, owner of the business which would occupy the building from its construction until 1942. A. Nakamura became an American citizen in 1911 and operated a grocery store beginning in 1918 at an earlier building located at the same site as the subject property. The extant building was designed by William F. Durr, a local designer responsible for a number of industrial buildings in the area including the nearby South Coast Fisheries Cannery which was located at 821 Ways Street (Jones & Stokes 2008). The A. Nakamura Company was one of many grocery stores at Fish Harbor including Murakami Company (110 Terminal Way), Tanishita (779 Tuna Street), and Maeda Ben (721 Tuna Street).

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: http://www.nps.gov/nr/publications/bulletins/nrb15/. Accessed December 27, 2011.

Ancestry.com. "1930 United States Federal Census," in Ancestry.com at http://search.ancestry.com/cgi bin/sse.dll?db=1930usfedcen&indiv=try&h=123786792. Accessed October 4, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Jones & Stokes. *Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street Terminal Island Port of Los Angeles*. Prepared for the Los Angeles Harbor Department. 2008.

Preserving California's Japantowns. "Terminal Island." Accessed from http://www.californiajapantowns.org/survey/index.php/component/mtree/los-angeles-region/terminal-island. Accessed October 4, 2011.

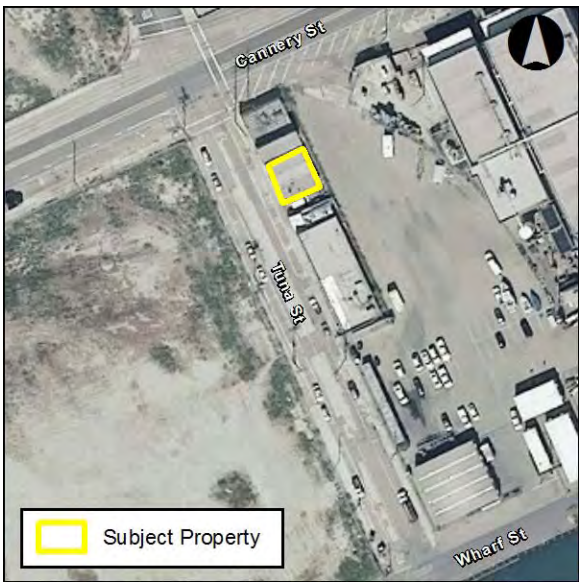
San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at http://www.torranceca.gov/libraryarchive/. Accessed October 4, 2011.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***Date of Evaluation:** October 4, 2011

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** October 4, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continuation)**

The building appears to be physically connected to the adjacent building to the north (700 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. The subject property is enclosed at the rear (east) by a metal chain link fence topped with barbed wire and affronts Tuna Street with minimal setback. Alterations to the property include room additions to the south (side) and east (rear) elevations; replacement of original wood-frame windows with aluminum sliders; the application of stucco over the original wood lap siding; the replacement of the original entry doors with solid plain contemporary panel doors; the reconfiguration of the front storefront design into a Streamline Moderne style façade; the addition of exposed utility equipments on exterior walls surfaces (south, east, and north elevations); and the infill of the door transoms.

***B10. Significance: (Continuation)**

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with shops, restaurants, barber shops, and pool halls, including the subject property. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. By the late 1940s the subject property housed Inspectors Seafood Company and Hackney Inspection Lab, among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that Streamline Moderne façade was applied to the building. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Gregorio Aquatech Incorporated, a research company involved in aquaculture.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition and Photograph 2 of the original A. Nakamura storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

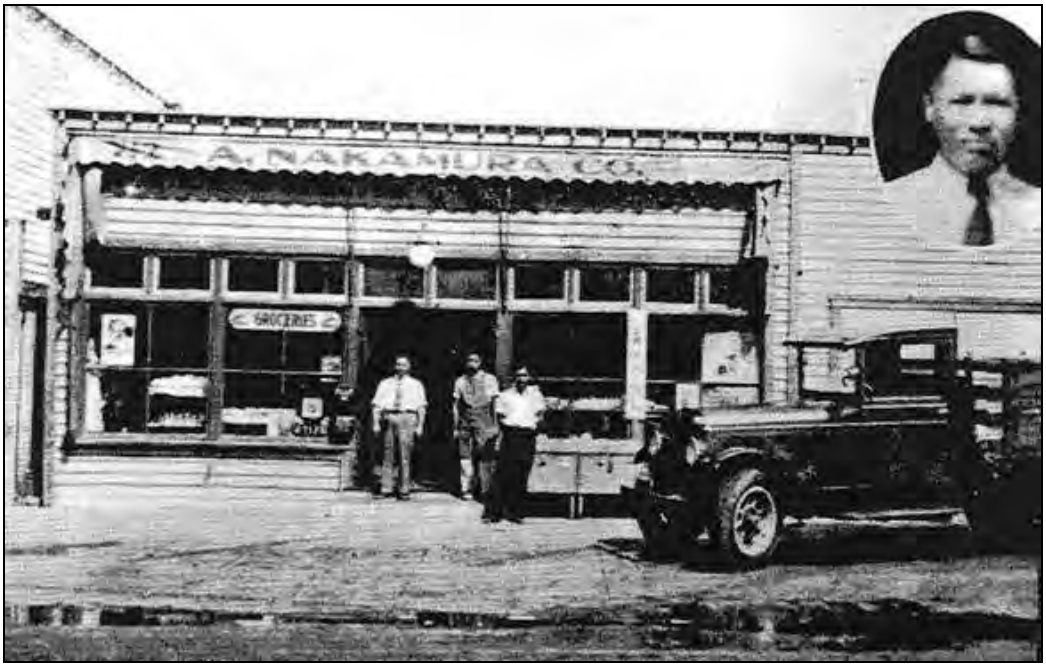
***B12. References: (Continuation)**

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

Photograph 1: Overview of 712-716 Tuna Street in 2011; view to the northeast



Photograph 2: Original A. Nakamura Co. storefront, date unknown (Source: ryono.net)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 4 ***Resource Name or #:** 742-748 Tuna Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 726-748 Tuna Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a one-story, commercial building located mid block along the east side of Tuna Street within the Fish Harbor area of Terminal Island. Designed in a non-descript Commercial, Vernacular-style, the stucco clad building is rectangular in plan and features a flat roof, which is surrounded by a short parapet. The primary (west) elevation features two glass storefront bays, both of which are flanked by recessed entryways. A large recessed opening, covered with horizontal wood planks and a plain panel door, is set between the two distinct storefronts. With the exception of the northern most entryway, all entries into the building are recessed at an angle (canted) with either non-original metal-paneled, non-original plain panel wood, and wood and glass paneled doors with transoms. The northern storefront bay and entryways are both enclosed by metal security bars. Fenestration consists of fixed, single-pane wood-frame windows along the front (side) of the building and 6/6 multi-pane sash metal frame windows with wood sills along the back side (east). The north and south elevations are austere in design and devoid of windows. Additional features of the primary (west) façade include two projecting canned box lit signs of plastic some with contemporary Japanese script, wood louvered window and door transoms, and wall mount air-conditioning units set within the wall plane of the facade or within some of the door transoms.

(See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View southeast, October 8, 2011,
Photograph 102011(20).jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1946, Los Angeles Building Permit #19403

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** October 4, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 **of** 4 ***Resource Name or #:** 742-748 Tuna Street

***Map Name:** San Pedro, California ***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 742-748 Tuna Street

B1. Historic Name:

B2. Common Name: Harbor Light Cafe

B3. Original Use: Market B4. Present Use: Restaurant and Office

***B5. Architectural Style:** Commercial, Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built 1946 (Los Angeles Building Permit #19403). Alterations: infill of the northern most window opening with wood boards; replacement of most entry doors with inappropriate solid panel doors; infill of some door transoms with either air conditioning units or solid wood panels; the inappropriate closing of the central bay space; the application of contemporary type red, square shape pavers within some of the recessed entryways; and the addition of a large floor to ceiling security gate system in front of the 744-746 recessed entry space as well as security bars over the windows on the north half of this elevation (dates unknown).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme:** Port Workers Commercial Resources **Area:** Fish Harbor, Terminal Island, POLA

Period of Significance: 1946-ca.1950s **Property Type:** Commercial Retail **Applicable Criteria:** N/A

Constructed in 1946 for a cost of $20,000, the subject property initially occupied by the Fish Harbor Market. The building was built for John Thomas and his brother Vincent Thomas, a California State Assemblymen who served the Harbor area from 1940-78 and who is most widely recognized as the namesake of the nearby Vincent Thomas Bridge (*Los Angeles Times* 1 February 1980). While Thomas owned the market with his brother John, he was serving in the California Assembly at that time and was most not likely closely involved in the daily operations of the business (*Los Angeles Times* 15 September 1965). The brothers catered to the surrounding community, which had changed significantly following World War II and had become primarily industrial in nature.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Allen, Don A. "Assembly." Los Angeles Times, September 15, 1965, C1.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Belcher, Jerry. "Ex-Assembleyman Dean Vincent Thomas Dies." *Los Angeles Times*, January 31, 1980, 3.

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

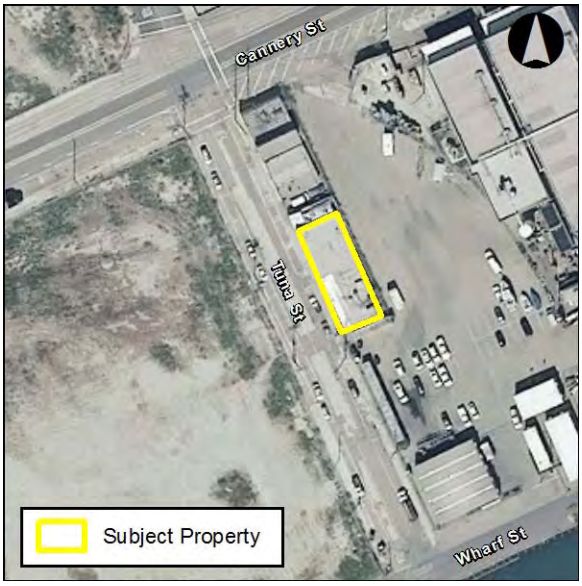
Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** October 4, 2011

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** October 4, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continuation)**

An open frame lean-to set behind a metal fence is attached to the north (secondary) elevation of the building. Set-back from Tuna Street by a concrete sidewalk, the property is bordered by vacant lots to the north and south, and is enclosed to the east and north by a metal chain link fence. Significant alterations, particularly to the primary (west) elevation, include the infill of the northern most window opening with wood boards; the replacement of most entry doors with inappropriate solid panel doors; the infill of some door transoms with either air conditioning units or solid wood panels; the inappropriate closing of the central bay space; the application of contemporary type red, square shape pavers within some of the recessed entryways; and the addition of a large floor to ceiling security gate system in front of the 744-746 recessed entry space as well as security bars over the windows on the north half of this elevation .

***B10. Significance: (Continuation)**

After 1946, the Japanese-American community that had characterized the residential identity of Terminal Island prior to World War II would not return and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or extensively altered to accommodate the new uses. The subject property was one of these buildings, replacing previous commercial buildings associated with the Japanese Fishing Village period, with the purpose of serving employees of the large facilities operated by the French Sardine Company and the Van Camp Seafood Company (later renamed StarKist and Chicken of the Sea respectively), which by 1950, occupied the entire west side of Tuna Street between Fish Harbor and Cannery Street. Thomas and his brother sold the business in the late 1950s, apparently because it did not prove profitable, and by the late-1960s, the building was occupied by a cafe (*Los Angeles Times* 15 September 1965, Historic Aerial Photographs). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. By 1981, the owner of the building was Daniel Williams and the 746-748 portion of the building was adapted for use as a restaurant (currently the Harbor Light Restaurant) and the 742-744 portion of the building was adapted for use as offices (currently the Bell of Friendship Restoration Association).

Although the subject property is associated with the development of Fish Harbor and Terminal Island in the post-Japanese Fishing Village era, the all but complete removal of the surrounding built environment have seriously affected the building's setting, feeling, and association, and it lacks sufficient integrity to reflect its historical associations and period of significance. As a result, the subject property does not appear eligible for listing in the National or California registers under Criterion A/1. While the building and its initial business was at one point owned by Vincent Thomas, an important person within the San Pedro area, archival research did not identify the subject property as important in Thomas' productive life when he achieved significance. The property does not demonstrably represent a location of Thomas' important contributions to the local community. It did not play a vital role in Thomas' political career, but rather served as a short-lived business venture with his brother John. As a result the property does not appear eligible for the National or California register under Criterion B/2 for its associations with important persons. As a vernacular commercial building, the subject property is relatively unremarkable and does not appear to embody any distinguishable architectural elements and does not appear eligible for the Nation or California registers under Criteria C/3. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property does not appear eligible or local designation because of compromised integrity issues.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 3 *__Resource Name or #:__ Marine Sheet Metal Works

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T R ¼ of ¼ of Sec**. **B.M.**

c. Address: 813 South Seaside Avenue City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a tall one-story, Utilitarian-style industrial building located on the west side of South Seaside Avenue just south of Wharf Street. The building is rectangular in plan, consisting of three primary sections that step down to the north of one another and feature moderately pitched, side-gabled corrugated metal roofs. A large shed-like structure abuts the south (side) elevation while a small shed abuts the north elevation. All exterior wall surfaces of the building are clad in corrugated metal. There are non-mechanical ventilation units along the roof ridge of the north section of the building. A large fascia board on the east (primary) elevation advertises the building occupant's business name, services, and address. The east elevation also features three, large horizontal sliding metal doors. The shed to the south has a roll-up metal door and the shed to the north has a paneled wood and glass door. All windows are metal-framed, multi-paneled windows. The west (rear) elevation originally abutted a railroad track, which has since been removed, and features an inoperable loading bay sliding door and fenestration similar to that on the front (east) of the building. To the south of the building is a small parking lot. Despite its deteriorated appearance, there appears to be no significant exterior alterations to the building.

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Building

***P4. Resources Present:** ☒Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View northwest, August 24, 2011, Photograph 2045.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
ca. 1931, San Pedro and Wilmington Telephone Directory

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Marine Sheet Metal Works

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Marine Sheet Metal Works

B1. Historic Name:
B2. Common Name: Marine Sheet Metal Works
B3. Original Use: Sheet Metal Fabricator B4. Present Use: Sheet Metal Fabricator

***B5. Architectural Style:** Industrial, Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built ca. 1931 (San Pedro and Wilmington Phone Directory 1931). Alterations: addition to southern portion of the building (1938-1949).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: N/A b. Builder: Unknown

***B10. Significance: Theme:** Port of Los Angeles, 1907-1980 **Area:** Fish Harbor, Terminal Island, POLA
Period of Significance: ca. 1931 **Property Type:** Metal Shop **Applicable Criteria:** N/A

The subject property is a marine sheet metal facility constructed in the early 1930s (circa 1931) and has continually operated as a Machine Sheet Metal, providing heavy sheet metal and plate work, steel water and fuel tank, and electric and aceletyne welding services to the greater Fish Harbor Area. Marine Sheet Metal Works has been one of the many sheet metal works facilities on Terminal Island to support the local fishing industry including with others including, Harbor Sheet Metal Works and the Crescent Harbor Sheet Metal Works. Archival research indicates the property was owned and operated for some period during the 1940s by W.H. (Bill) Hall and E. Theobald (San Pedro and Wilmington Phone Directory, 1946). No subsequent information was found regarding any previous owners associated with the building.

In considering the property's historical significance, it was one of many sheet metal works facilities located on Terminal Island; and like the others, supported the fishing industry in the area, and does not appear eligible for listing in the National or California registers under Criteria A/1 for its associations with historic events or B/2 for its associations with the important persons. The industrial, utilitarian style of the property is fairly common and does not possess any distinctive styling or features to warrant considerationf for architectural significande, therefore the building does not appear eligible for the National or California registers under Criterion C/3. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property is also not eligible as a contributor to a larger historic district as it does not contribute to a unified entity. For the same reasons as listed above, the property does not appear eligible for local designation.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

San Pedro and Wilmington Classified Telephone Directory, 1946. Accessed from http://www.torranceca.gov/libraryarchive/. Accessed August 24, 2011.

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed August 24, 2011

Jones & Stokes. 2004. Architectural survey and evaluation of 304 Sardine Street, Port of Los Angeles. (J&S) Sacramento, CA Prepared for Los Angeles Harbor Department, San Pedro, CA.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS; 5S3

Other Listings
Review Code Reviewer Date

Page 1 **of** 4 ***Resource Name or #:** Port of Los Angeles Police Dive Team Building

P1. Other Identifier: Berth 260

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** ¼ **of** ¼ **of Sec**. **B.M.**

c. Address: 954 South Seaside Avenue City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located on a level parcel along the western border of Fish Harbor in the Port of Los Angeles, the subject property includes a single-story, public utility building; a short pier, and small parking lot. Set back on the west side of Seaside Avenue, the wood-frame, Greek Revival-style inspired fireboat house building fronts east onto the water of Fish Harbor. Rectangular in plan, the building is capped with a gable roof with overhanging boxed eaves. The roof is sheathed in composition asphalt shingles with scattered projecting ventilation pipes and small arched shaped, louvered ventilation dormers evenly spaced across its surface. A tall, prominent square shaped tower that once stored the fire hoses is attached to the northeast corner of the building. Other features of this gable capped tower include a wood moulded belt course and elongated ventilation louvers that open out to the east and west. Exterior wall surfaces on the fireboat house and tower are clad in non-original asbestos shingles (original ship lap wood siding underneath). A small porch area and main entrance into the building are recessed under the east facing gable end that is supported by six square shaped, wood columns. Within this classically ornate pedimented gable end is a decorative, circular ventilation louver and a projecting flag pole. The primary (front, east) elevation contains three entry doors with wood-frame transoms and large, 9/9 multi-pane sash wood-frame windows with wood sills and flat surrounds. Remaining fenestration is primarily 9/9 multi-pane sash wood-frame windows with wood sills and flat surrounds evenly placed on the side (north, south) elevations and on the rear (west) elevation. All windows have metal security bars over them. There are also multiple window-mount air-conditioning units and numerous security cameras attached to the building. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public Utility Building

***P4. Resources Present:** ☒Building ☒ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View north, August 24, 2011,
Photograph 2094.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1927, *Los Angeles Times*

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Port of Los Angeles Police Dive Team

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS; 5S3

***Resource Name or #** (Assigned by recorder) Port of Los Angeles Police Dive Team Building

B1. Historic Name: Fireboat House 1

B2. Common Name: Fire Station 111, Port of Los Angeles Dive Team

B3. Original Use: Fireboat House B4. Present Use: Port of Los Angeles Police Dive Team Station

***B5. Architectural Style:** Greek Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Building and wood pier constructed 1927 (*Los Angeles Times*). Alterations: addition to northwest corner of building (1959-1960)(Historic Aerial Photographs), reconstruction of pier (concrete), and addition of a security door and security bars on the windows (dates unknown).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: City of Los Angeles

***B10. Significance: Theme:** Municipal Fire Stations; Late 19th and Early 20th Century Architecture, 1865-1950

Area: Fish Harbor, Terminal Island, POLA

Period of Significance: 1927 **Property Type:** Fire Station **Applicable Criteria:** 1/1; 3/3

The subject property contains a fireboat house building that was constructed in 1927 for a cost of $15,000 (*Los Angeles Times* 3 May 1927) by the City of Los Angeles Fire Department (LAFD). It was one of only two boat houses built during this period and used to supplement land-based fire fighting operations in the Port of Los Angeles. The subject property housed Fireboat 1, Los Angeles' first fireboat, which was built in 1919 and originally housed across the Main Channel at Berth 89 (Dahlquist 1984). As the Port industrialized in the early twentieth century, the need for increased fire protection services became evident and the LAFD commissioned an additional fireboat in 1926, which was soon housed in a newly constructed boat house on the north side of Terminal Island at Berths 226-227 (Firehouse No. 112, Los Angeles Historic Cultural Monument No. 154, demolished 1986). With the Main Channel protected by the new Fireboat 2, the LAFD focused its attention on Fish Harbor, and the concentration of wood constructed fishing canneries and oil facilities that posed serious fire threats to the Port. Prompted by these concerns, the decision was made to transfer Fireboat 1 to Fish Harbor and construct a new boathouse in the immediate area (*San Pedro Daily Pilot* 27 January 1927). (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Dahlquist, William E. *Fire on the Waterfront: A History of Fire Protection in Los Angeles Harbor, 1542-1984*. Los Angeles: Wilmington Branch Library, http://dbase1.lapl.org/dbtw-wpd/exec/dbtwpub.dll, accessed August 24, 2011.

"Firehouse Will Be Built At Fish Harbor." *San Pedro Daily Pilot*, January 27, 1927, 2.

Halfill, Stanley E. "Eventide: Boat 1, The Oracle of the Harbor." *The Grape Vine*, August 15, 1941. From the Los Angeles Fire Department Historical Archive, http://www.lafire.com/fire_boats/Boat1.htm, accessed August 24, 2011.

"Shipping and Los Angeles Harbor News." *Los Angeles Times*, May 3, 1927, 13.

Stone, Mitch. "Fire Boat Station No. 1." State of California Department of Parks and Recreation Primary Record, 1995.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***Recorded by:** S. Treffers, S. Murray, and J. Ostashay ***Date:** August 24, 2011 ☒ Continuation ☐ Update

***P3a. Description: (Continuation)**

There is a wharf to the east of the building running south along Fish Harbor from the northwest corner of the harbor. A concrete pier with concrete pylons used for docking vessels associated with the building (originally a wood structure) extends from the wharf in front of the fireboat house building approximately 25' into the harbor. At the rear (west elevation) of the building is a small hipped roof addition which is also clad in non-original asbestos siding. Behind the building, abutting Seaside Avenue is a small parking lot that is partially covered by a temporary carport and enclosed by a chain link fence with plastic slats. There is a concrete pathway south of the building that leads from South Seaside Avenue to the front (east) entrance and adjoining wharf area. Alterations to the building include the small addition to the rear (northwest corner) of the building and the addition of asbestos siding (ca.1959-1960), metal security doors and window bars, security cameras and air-conditioning units .

***B10. Significance: (Continuation)**

On May 2, 1927, Fireboat 1 was relocated to the new fireboat house (subject property) at Berth 260 in Fish Harbor. The Greek Revival style selected for the building was unusual, particularly in late-1920s Southern California where architectural trends leaned more towards Period Revival styles such as Spanish-Colonial Revival or Tudor Revival.This building, however, was architecturally similar to some other port buildings of the era, including Fireboat House 2, which was designed in a Neoclassical style. The design of this property and other public improvements on Terminal Island and elsewhere in the Port reflect classical features in a refined manner. This attention to detail may have been part of the City's boarder program to integrate the City Beautiful Movement into many of its public improvements; a civic program popular and overseen by the Los Angeles Municipal Art Commission. The Municipal Art Commission, founded in 1903, was central in bringing City Beautiful concepts to fruition in Los Angeles and was for decades the voice of beautification of the city.

Over the following decades, Fireboat House 1, would be come known as the "oracle of the harbor." The building, its boat, and its crew were connected to the local community, providing Fish Harbor with numerous services, "a clearing house for fish, first aid station, legal advice given on request, fire fighting as needed and anything one desires." (Halfhill 1941). By the early- 1950s, the surrounding canning industry had become home to one of the world's largest fisheries in values and in tonnage of fish, helped no doubt by an effective local fire patrol (Board of Harbor Commissioners 1951-52:47). Fireboat 1, which was re-christened the Archibald J. Eley in 1965 after the chief engineer of the fire department when it was commissioned in 1919, was retired in the summer of 1968 and replaced a more technologically advanced fireboat.

The subject property was renamed Fire Station No. 111 in the 1970s and would continue to function as fireboat house until the early-1990s, when it was transferred to its current occupant, the Port of Los Angeles Police Dive Team.While the property has operated as an institutional building for the City of Los Angeles since it construction and has undergone somemodifications to maintain its functionality, overall the alterations have minimal. Such alterations include the construction of a smalladdition at the rear (northwest corner) of the building, the application of asbestos shingles over the original the shiplap wood siding for fire protection, and in more recent years the addition of security doors and window bars (dates unknown), and the alteration or reconstruction of the pier (date unknown).

The subject property is the oldest extant example of a fireboat house in the Port of Los Angeles. It maintains a high degree of historical integrity in its feeling, association, location, setting, and design to adequately reflect its historic associations with important historical patterns of development. Due to its association with urban planning policies in Los Angeles and the development of fire protection services within the Port during the half of the twentieth century the subject property appears eligible for the California Register under Criterion 1. And despite its asbestos siding (original wood lap siding underneath), the property retains sufficient integrity to reflect the distinctive characteristics of the an early twentieth century fireboat house and as a result also appears eligible for the California Register under Criterion 3 for its architectural merit as a unique and rare property type designed in the Neo-Classically style. In addition, the property is eligible for local landmark designation because of its historical associations and architectural merit. No evidence was discovered to warrant consideration under Criteria B/2 or D/4. In addition, the property is also not eligible as a contributor to a larger historic district as it does not contribute to a unified entity.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *4s7*

Other Listings
Review Code ____ Reviewer _____ Date _____

Page 1 of 3 **Resource Name or #:** (Assigned by recorder) *Fire Boat Station No. 1*

P1. Other Identifier:

P2. Location: ☐ Not for Publication ☐ Unrestricted **a. County** *Los Angeles*

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **B.M.**

c. Address: *954 South* *Seaside Avenue* City *Los Angeles* Zip

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Berth 260

Parcel No. *256*

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

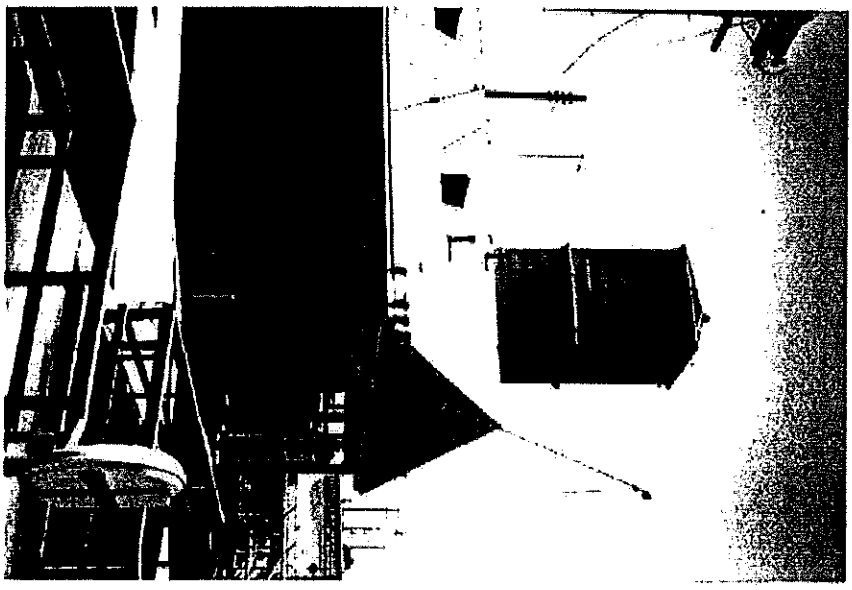
This wood frame building is one story in height, and rectangular (25 by 75 feet) in plan with a medium-pitched hip and gable roof covered with composition shingles. The body of the building is clad in wood lap or ship-lap siding, now overlaid with wide asphalt shingles. A woodframe hose drying tower roughly 40 feet in height and topped with a hip roof is integrated into the northern elevation. Windows are primarily tall, narrow three-by-three over three-by-three woodframe sash units organized individually and in pairs. Eaves are shallow and boxed.

The eastern, or waterfront elevation of the fire boat house consists of a full-front portico under a pedimented gable end. The overhanging porch roof is supported by six slender, wood box columns. Centered within the pediment is a circular bull's-eye light. The western street-side elevation is windowless and characterized mainly by a hip roof and boxed eaves. The tower is divided into two segments by a horizontal cornice line composed of a shelf moulding with dentils underneath, located roughly two-thirds up the tower shaft. The upper segment of the tower features narrow openings on all four sides filled with pairs of horizontally louvered panels.

P3b. Resource Attributes: (List attributes and codes) *HP13 - Community center/social hall*

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
Southern and eastern elevations, viewed from southeast (#0109, 4/13/95)

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both

1927 F

P7. Owner and Address

P8. Recorded by: (Name, affiliation, and address)
Mitch Stone
San Buenaventura Research Associates
627 East Pleasant Street
Santa Paula CA 93060

P9. Date Recorded: *4/13/95*

P10. Survey Type: (Describe)

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

NRHP Status Code *4s7*

Resource Name or #: (Assigned by recorder) *Fire Boat Station No. 1*

B1. Historic Name: *Fire Boat Station No. 1*
B2. Common Name: *Fire Boat Station No. 1*
B3. Original Use: *Fire Station* B4. Present Use: *Fire Station*
B5. Architectural Style: *Neoclassical*
B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed 1927, wing on rear removed after 1960.

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date : Original Location:
B8. Related Features: *wharf*

B9a. Architect: *unknown* b. Builder: *unknown*
B10. Significance: Theme: *Public Facilities* Area: *Port of Los Angeles*
Period of Significance: *1901-1945* **Property Type:** *fire station* **Applicable Criteria:** *A,C*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

This Fire Boat House was constructed in 1927 from plans produced by the City of Los Angeles Board of Public Works Department of Construction. It was one of two fire boat stations at the Port during this era. Fire Boat No. 1 served Fish Harbor and the Outer Harbor district, while Fire Boat Two, located on the east side of the Turning Basin, served the inner harbor. Of these, only Fire Boat House No. 1 is extant.

The Neoclassical architectural style selected for this building is unusual, particularly in light of the very pronounced Southern California architectural trends of the late-1920s towards the Spanish Colonial Revival style. However, this building is architecturally similar to some other port buildings of the era. It is currently unknown if this was a reflection of a conscious attempt to create a Neoclassical architectural theme for the port.

This building has been altered in several ways, none of which are major in and of themselves, but do result in a cumulative effect on its appearance. Accordingly, the building does not appear to presently be eligible for listing on the NRHP. However, the removal of the composition singles, the single most evident alteration, may result in eligibility under Criterion A (events), as the only remaining historic fire boat station at the Port, and Criterion C (design). Despite the alterations, this building should be regarded as eligible for listing as a City of Los Angeles Historic-Cultural Monument.

B11. Additional Resource Attributes: (List attributes and codes) *HP13 - Community center/social*
B12. References:

(Sketch Map with north arrow required.)

B13. Remarks:

B14. Evaluator: *M. Stone*
Date of Evaluation: *10/31/96*

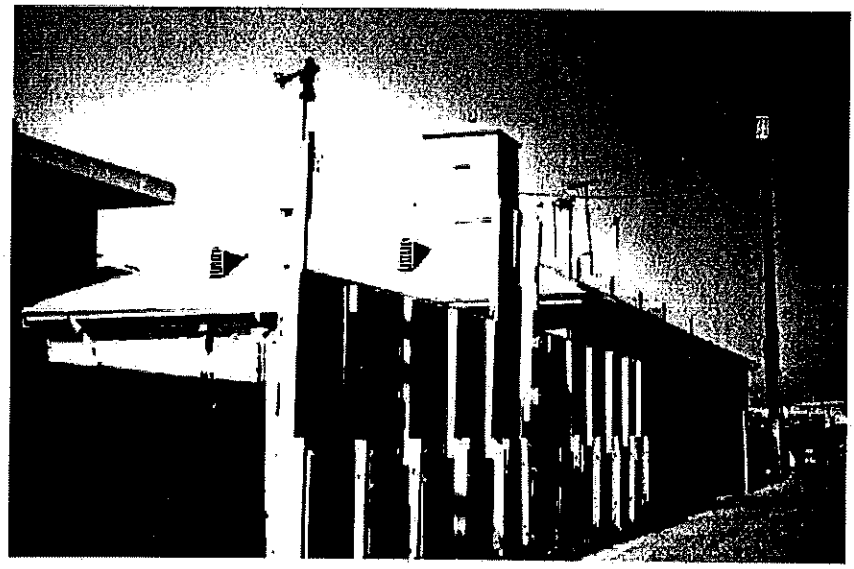
(This space reserved for official comments.)

P3. Description [continued]

The building is designed mainly in the Front-gabled Roof mode of the Neoclassical style, and based in part on the earlier Greek Revival style. This mode is somewhat rare and usually associated with domestic architecture. Its use for an institutional building design is especially uncommon. The incorporation of the tower element, an entirely practical consideration for a fire station, adds another interesting but atypical architectural element to this otherwise highly unusual design.

The building appears to be generally unaltered except for the covering of the original wood siding materials with asphalt shingles. An examination of plans for the building prepared in 1926 suggests that some architectural details (shutters, fan light, and arch with keystone) were removed from the tower. A small wing at the rear of the building was removed after 1960.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
Southern and western elevations, viewed from southwest (#0111, 4/13/95).

***Recorded by:** Steven Treffers and Sam Murray ***Date:** August 24, 2011 ☐ Continuation ☒ Update

P2c. Location/Address: 304 Sardine Street, Los Angeles (Terminal Island) 90731

B10. Significance:

Located at the southeast corner of Sardine Street and Ways Street, the subject property consists of a rectangular shape vacant parcel with a tall metal security fence around it. The once extant two-story, stucco clad warehouse building, which was built in 1937, was initially recorded in January 2004, and at that time found to be ineligible for National Register, California Register, and local City of Los Angeles Historical and Cultural Monument listing because of lack of important historical associations and compromised integrity issues. The building was demolished soon after it was documented and evaluated. In re-evaluting the parcel today, it does not satisfy any evaluation criteria for federal, state, or local designation since it is not associated with any important historical events, personages of note, or architectural importance. Further, the ground in and around this parcel has been extensively disturbed over the years and is comprised of fill, so the likelihood of encountering any pre-historic or historical archaeological resources is extremely remote. Therefore, this parcel does not have the potential to yield information important in prehistory or history.

P5b. Description of Photo: (View date, accession #) View to the southeast, August 24, 2011, Photograph #2030

P9. Date Recorded: August 2011

B12. References:

Schmidt, Andrew. "Pan-Pacific Fisheries Cannery." State of California, Departments of Parks and Recreation, Primary Record. Jones and Stokes, 2004.

B14. Evaluator: Jan Ostashay, Steven Treffers, SWCA Inc. 150 South Arroyo Parkway, 2nd Floor, Pasadena, CA 91105

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Marine Hardware Company

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6
Other
Review Code _____ Reviewer Date

Page 1 of 4 *Resource Name or #: (Assigned by 304 Sardine Street

P1. Other Marine Hardware Company

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad San Pedro, CA Date 1981 T ; R ; ¼ of ¼ of Sec ; B.M.

c. 304 Sardine Street City San Pedro Zip

d. UTM: (Give more than one for large and/or linear resources) Zone: ; mE/ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This building was partially demolished at the time of recordation. Portions of the building that were demolished/removed include: the roof; the interior wall materials, exposing the wood framing; and some windows. It is likely that additional interior elements were removed, though the interior was not accessed to confirm. It is a two-story, rectangular-plan commercial building that once had a flat roof. The walls have a stucco veneer, except the south elevation, which has a plain horizontal wood siding. The western 1/3 of the building (fronting Ways and Sardine streets) has a roofline raised approximately 3 feet above the eastern 2/3 of the building. This segment of the building was historically the storefront. Adorning the cornice are horizontal bands flaring out from projecting, six-sided geometric motifs. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and HP8 Industrial Building

*P4. Resources present: x Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates,

P5

P5b. Description of Photo: (View, date, accession #)
NW Elevation
1/8/04

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Constructed 1937

Source: Building Records

*P7. Owner and Address:
LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)
Andrew Schmidt, Jones & Stokes
17310 Red Hill Ave, Suite. 320
Irvine CA, 92614

*P9. Date Recorded: 1/8/04

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter Jones & Stokes 2004. *Architectural Survey and Evaluation of 304 Sardine Street, Port of Los Angeles.*

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) 304 Sardine Street

B1. Historic Name:

B2. Common Name: 304 Sardine Street

B3. Original Use: Warehouse B4. Present Use: Warehouse

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
constructed circa 1937

*B7. Moved? X No Yes Unknown Date: Original Location:

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Ship Chandlery Area: Southern California

Period of 1937 Property Type: Warehouse Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

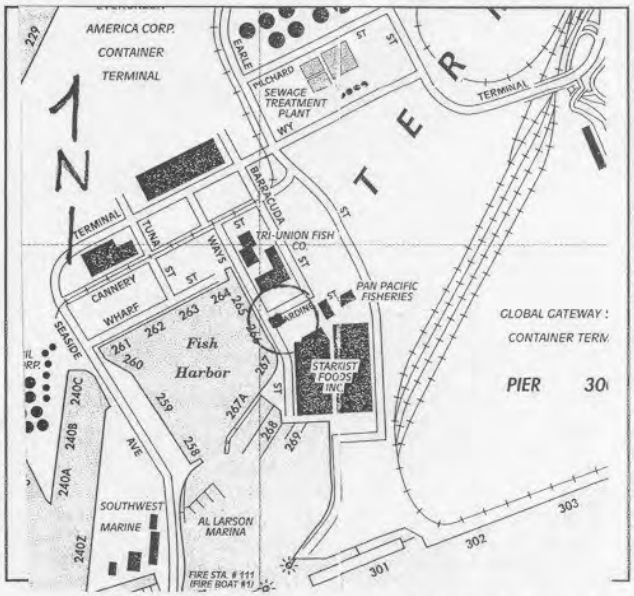
The building at 304 Sardine Street does not appear to meet the criteria for listing in the NRHP or the CRHR. The ancillary warehouse building was constructed in 1937 when the northeastern portion of the Fish Harbor first developed. The period of significance for the building is 1937 to 1954; or the period of initial construction and an arbitrary date fifty years ago. The context for evaluating the 304 Sardine Street building is the fishing and canning industry at the Port of Los Angeles. The building at 304 Sardine Street functioned as a warehouse operated by the Marine Hardware Company (also known as Marine Hardware and Paint Company) for over 40 years. Marine Hardware Company, founded in 1902, has played a valuable role in the San Pedro area for over 100 years. Headquartered on Beacon Street in San Pedro, the company opened supporting warehouses at 304 Sardine Street and in the San Francisco Bay Area. While the Sardine Street warehouse, as a marine supply business, contributed to the success of the Fish Harbor, it was not directly responsible for the growth of the Port fishing or canning industries. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See Jones & Stokes 2004. *Architectural Survey and Evaluation of 304 Sardine Street, Port of Los Angeles.*

B13. Remarks:



*B14.Evaluator: [redacted], M. Bowen, Jones & Stokes

*Date of Evaluation: 1/12/04

(This space reserved for official comments.)

*Required Information

Description (Continued)

The west elevation is divided into three bays. The three sets of storefront windows on the first floor are in-filled with plywood, and of the three second-story window openings, two do not have windows and the third has a modern fixed-sash window. On the north elevation, two first floor storefront windows flank an inset entry on the western segment and have been in-filled with plywood. Many of the 2/2 double-hung wood sash windows are intact on the second floor. On the east segment of the north elevation, there is a loading bay with a metal roll-up type door, and 1/1 and 2/2 double-hung wood-sash windows.

Evaluation (Continued)

Rather, the Marine Hardware Company warehouse was one of several support businesses located on Terminal Island during the Fish Harbor's boom years in the early to mid-twentieth century. Other support businesses on Terminal Island during this time included the Island Marine Supply Company, the Harbor Boat Building Company, Harbor Marine Supply Company, and Crescent Harbor Sheet Metal Works. Because the 304 Sardine Street business is not directly associated with important events at the Port or the region overall, it does not appear to qualify for the NRHP under Criterion A or the CRHR under Criterion 1. The building is not known to have any associations to persons significant to the history of the area and therefore do not appear to qualify for the NRHP Criterion B or CRHR Criterion 2 (Board of Harbor Commissioners 1953)

Architecturally speaking, the 304 Sardine Street building is a rather ordinary and undistinguished example of a 20th century commercial building and lacks architectural merit. Therefore, it does not appear to be eligible under Criterion C of the NRHP and Criterion 3 of the CRHR. In addition, the building is in poor physical condition through the removal or demolition of the roof, interior wall materials, and some windows. In addition, some of the wood framing has been exposed and some windows have been filled in. These changes have compromised the integrity of the building. More specifically the building lacks integrity of design, materials, and workmanship. In summary, the building at 304 Sardine Street does not appear to meet the criteria for listing in the NRHP and CRHR.

For the same reasons stipulated above, the buildings do not appear to meet the designation criteria for City of Los Angeles historical and cultural monument status.

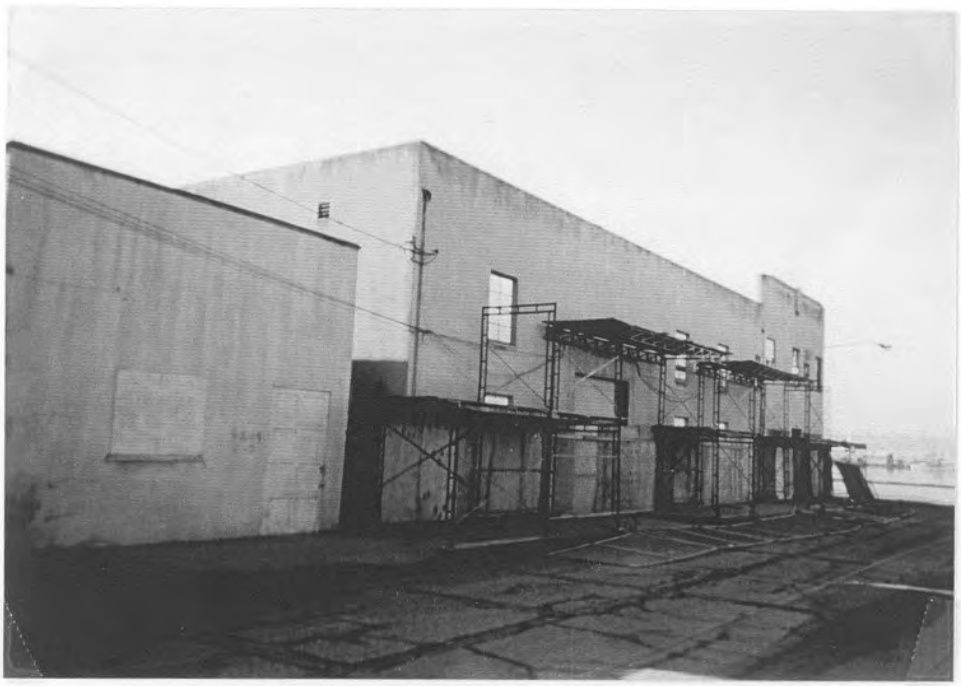
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 4 of 4 *Resource Name or # (Assigned by recorder) 304 Sardine Street

*Recorded Andrew Schmidt, Jones & Stokes *Date 1/8/04 [x] Continuation [ ] Update

Photographs (Continued)



Photograph 2. North Elevation

***Recorded by:** Steven Treffers and Sam Murray ***Date:** August 24, 2011 ☐ Continuation ☒ Update

P2c. Location/Address: 350 Sardine Stree/991 Barracuda Street Los Angeles (Terminal Island) 90731

B10. Significance:

The subject property appears in moderate condition with no significant alterations visible since it was last recorded in July 2004. Although the physical condition of the property is moderate and its general setting has been altered, the plant continues to convey a clear sense of its historical purpose and function as a fishing and canning facility located within the Port of Los Angeles dating from the 1940s. Therefore, the property remains eligible for National Register, California Register, and local City of Los Angeles Historical and Cultural Monument listing because of direct associations with the port's early fishing and canning industries under Criteria A/1/1.

P5b. Description of Photo: (View date, accession #) View to the southeast, of the main entrance (north elevation), August 24, 2011, Photograph #0164

P9. Date Recorded: August 2011

B14. Evaluator: Jan Ostashay, Steven Treffers, SWCA Inc. 150 South Arroyo Parkway, 2nd Floor, Pasadena, CA 91105

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

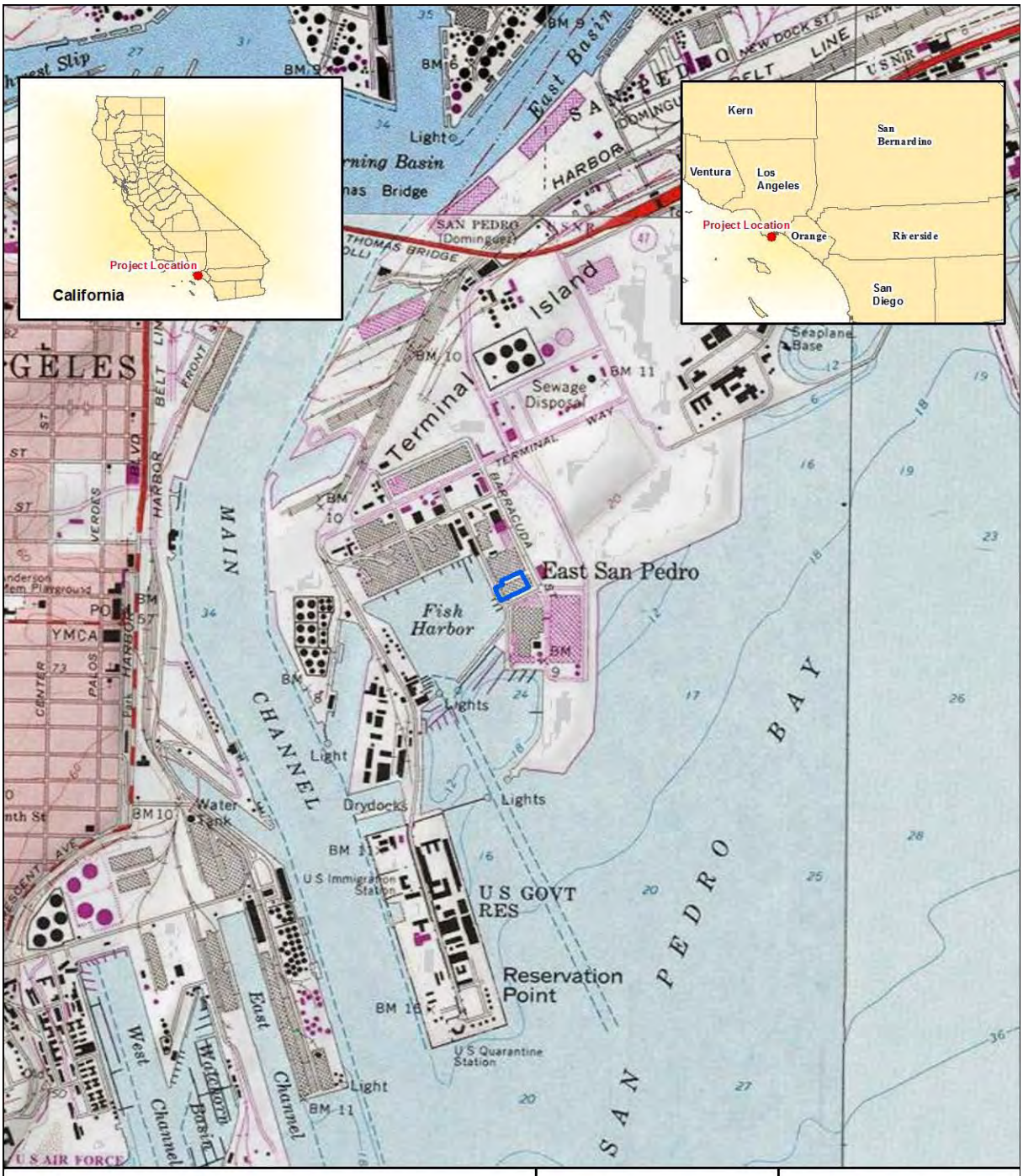
LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Pan Pacific Cannery

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)



***Recorded by:** Steven Treffers and Sam Murray ***Date:** August 24, 2011 ☒ Continuation ☐ Update

P2c. Location/Address: 350 Sardine Stree/991 Barracuda Street Los Angeles (Terminal Island) 90731

P5b. Description of Photo: (View date, accession #) View to the southeast, of the main building facing Sardine Street (west elevation), August 24, 2011, Photograph #2028

P5b. Description of Photo: (View date, accession #) View to the southwest, of the can warehouse (north elevation), August 24, 2011, Photograph #0151

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: Pan-Pacific Fisheries Cannery

P1. Other Identifier: 350 Sardine Street / 991 Barracuda Street

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1992 **T** **R** **of Sec** **B.M.**
c. Address: 350 Sardine Street City: San Pedro Zip: 90731
d. UTM:
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The former Pan-Pacific Cannery occupies most of the parcel on the south side of Sardine Street between Ways and Barracuda Streets. Buildings front all three streets, with no setback from the sidewalks. A large, irregular-plan building that contained the fish cleaning and canning and the reduction operations occupies most of the complex. A smaller canned-goods warehouse is located on the west side of the parcel. Asphalt surfaced yard space separates the buildings. Both buildings are wood framed with stucco-clad walls and rest on concrete-slab foundations.
(See Continuation Sheet.)

P3b. Resource Attributes: (List attributes and codes) HP8, Industrial Building

***P4. Resources Present:** ☒Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Facing

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Built in 1945-46. City of Los Angeles Building & Safety Division Archives, Permit #86206 (12/14/45).

***P7. Owner and Address:**
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151

***P8. Recorded by:** (Name, affiliation, and address)
Andrew Schmidt
Jones & Stokes
17310 Red Hill Avenue, Ste. 320
Irvine, CA 92614

***P9. Date Recorded:** July 2004

***P10. Survey Type:** (Describe)
Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2004. Architectural Survey and Evaluation of 350 Sardine Street and 991 Barracuda Street, San Pedro, California.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # (Assigned by recorder) Pan-Pacific Fisheries

B1. Historic Name: Pan-Pacific Fisheries
B2. Common Name: 350 Sardine Street / 991 Barracuda Street
B3. Original Use: Cannery **B4. Present Use:** None – vacant
***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
City of Los Angeles building permit #86206 was issued to Sardamack Fisheries, Wilmington, California, on December 14, 1945, to construct a one-story, 120' by 264' fish cannery. The address was 350 Sardine Street, Fish Harbor, San Pedro. The estimated cost of construction was $90,000. James R. Friend was cited as architect.
(See Continuation Sheet.)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: James R. Friend **b. Builder:**

***B10. Significance: Theme:** Fishing and Canning Industry **Area:** Port of Los Angeles
Period of Significance: 1945-1954 **Property Type:** Industrial **Applicable Criteria:** A (1)
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The former Pan-Pacific Fisheries Cannery at 350 Sardine Street and 991 Barracuda Street appears to be eligible for listing in the NRHP under Criterion A for its association with the Los Angeles fishing and canning industry. Similarly, this property appears to be eligible for the CRHR under Criterion 1. When it was built in 1946, the Pan-Pacific plant was a modern, state-of-the-art facility. The buildings and intact equipment illustrate the postwar expansion of canneries in the Fish Harbor area, and they are a rare surviving example of a cannery operation with a high degree of historic integrity.

(See Continuation Sheet.)

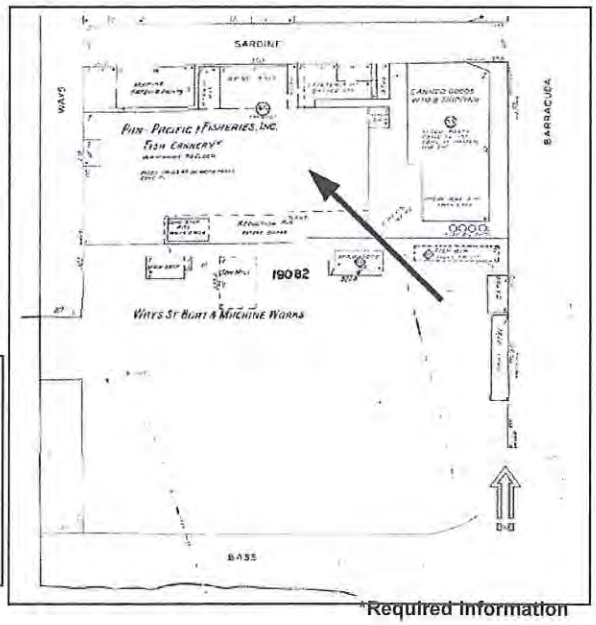
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** Building Permits for 350 Sardine Street, City of Los Angeles Building & Safety Division Archives; Los Angeles Board of Harbor Commissioners, Annual Reports, 1919-1963; Queenan, *The Port of Los Angeles: From Wilderness to Worldport*, 1983; Sanborn Map Company, Fire Insurance Maps for Los Angeles, Vol. 19; various articles from: *Los Angeles Times*, *Pacific Fisherman, San Pedro News Pilot, San Pedro News Tribune*.

B13. Remarks:

***B14. Evaluator:** Andrew Schmidt, Jones & Stokes

***Date of Evaluation:** July 2004



(This space reserved for official comments.)

*Required information

P3a. Description: (continued)

The main building has a varied roofline: a single-story main section with a high (two-story equivalent) arched roof supported by wood bow trusses, and multiple single- and two-story flat-roofed wings. One of two street-front elevations, the west façade consists of five bays – four of which are two-story equivalent plus a three-story tower. Windows on this elevation consist of four large openings subdivided into four single-light, fixed wood-sash windows. One of the openings is completely in-filled with plywood, and in the other three, some of the individual windows are missing or in-filled. There are two entries, one of which is topped with a transom, and there are two oversized loading doors with corrugated metal roll-up doors. In the upper level of the tower, there are six square openings.

The north elevation (fronting Sardine Street) is dominated by a wing running parallel with the main massing and consisting of single-story section to the west and a two-story section to the east. At the far west end of this elevation, the building jogs around the vacant parcel where the Marine Hardware building once stood. The wing contained offices and restrooms/showers. The main entrance is located at the midway point of the wing and, along with the tile mural (removed and archived at the Los Angeles Maritime Museum) represents the only decorative elements. The entry consists of a plain wood door (likely replacement) surrounded by glass block. Dividing the entry from an inset secondary entrance is a fluted rounded panel that, when viewed from the north, has the appearance of a classical column. The first-floor windows along the entire wing all have been in-filled with plywood. On the second floor, there is a band of nine six-over-six, double-hung wood-sash windows with a projecting surround around the group. Some of the individual window panes are missing.

The east elevation faces the yard. The first floor of the main massing is open sided. On the second floor, there are four openings, which originally contained groups of multiple-light fixed wood-sash windows, though many of the windows are missing. Stringcourses run along the tops and bottoms of the windows. A wood and composition shingle awning projects just below the windows, covering the open first floor. Overhead conveyors extend from the main building to the warehouse to the east. A wood exterior staircase leads to a second-story entry in the office wing. The south elevation is largely unadorned, comprised of seven openings with four fixed wood-sash windows each. Stringcourses run along the tops and bottoms of the windows.

The can warehouse has an open undivided floor plan, except for the addition on the south elevation. A barrel-arched roof is supported by wood bow trusses and wood posts. The north elevation contains three loading bays on the first floor with corrugated metal roll-up doors, plus a fourth loading door on the northeast corner. Atop the doors, there are transom-level windows – open but covered with wire mesh. On the upper level, there are four groups of three windows that are mostly missing or in-filled, though a few two-over-two double-hung wood-sash remain. In addition, there is a window group on the northeast corner. Stringcourses run along the tops and bottoms of the windows. On the east elevation, there are three loading doors and four window groups on the first floor, and there are seven window groups and a loading door on the upper level. Stringcourses run along the tops and bottoms of the windows. The south wing of the building is a later concrete-block addition. The east elevation faces the yard and contains three loading doors – one in-filled and two open – and six window groups on the upper level.

The interior spaces are largely intact. The large, open floor spaces necessary for cleaning tables, canning, and storage remain open. Although some original equipment has been removed, much of it remains. A large portion of the canning building was dedicated historically to the cleaning tables, andt hough the tables have been removed, two trenches run the length of this area, sloping toward the west, into which waste product could be hosed/dumped for disposal. Prior to cleaning, the tuna entered the plant through the loading door on the west elevation. The tuna, which were frozen immediately after being caught, were allowed to thaw in the south wing area. Once thawed, the fish were pre-cooked in steam ovens, four of which remain on the west end of the main section. After cooking, the fish cooled for 10 to 12 hours, then moved to the cleaning tables, where the bones, skin and dark meat were removed. The lateral muscles or loins of the tuna were removed, chopped to size and packed into cans (the canning equipment has been removed). Once sealed, the cans were pasteurized through steam cooking in retorts, which remain in the yard area just east of the canning building. Cans were stored for shipment in the warehouse building.

All of the remaining parts of the tuna were converted into meal, which was sold for animal feed and for fertilizer. The reduction equipment used to convert the skin, dark meat, bones, heads and tails, etc. into fish meal is largely intact and located in a sectioned off area on the south side of the building. In this process, the scrap was put through a pre-cooker, in which the steam forced the oils out. The solids were then pressed into cakes and sent through a drier. The oil-water mixture was sent through a centrifuge to separate the oil and water. The fish oil was another marketable by-product, using in the manufacture of paint.

B6. Construction History (Continued):

Building permit #3533 was issued to Sardamack Fisheries on February 7, 1946 to construct a flame pit. The estimated cost was $500, and the architect cited was James R. Friend. Building permit #85491 was issued to Sardamack Fisheries on April 16, 1946 to add restrooms to the cannery already under construction. The estimated cost was $5,000, and the architect cited was James R. Friend. Building permit #86245 was issued to Pan-Pacific Fisheries on October 1, 1945 to construct a one-story, 16' x 24' stucco guard house. No architect was cited. Callahan Construction Company were cited as contractors. The estimated cost of construction was $2,000. On May 13, 1947, building permit #9310 was issued to Pan-Pacific Fisheries to install automatic sprinklers in the office and warehouse, for the estimated cost of $2,000.

Building permit #14172 was issued to Pan-Pacific Fisheries on May 29, 1947 to install a sprinkler system in the warehouse. The estimated cost was $8,600. On February 26, 1947, building permit #85299 was issued to Pan-Pacific Fisheries to construct a fish elevator. The architect cited was James R. Friend. The estimated cost was $600. On June 16, 1953, building permit #6084 was issued to Pan-Pacific Fisheries for a 15' x 18'6" office addition. The estimated cost of construction was $3,500. Building permit #6355 was issued to Pan-Pacific Fisheries on July 24, 1953 for equipment housing. The estimated cost of construction was $175. Permit #7628 was issued to Pan-Pacific Fisheries on January 22, 1954 to enlarge the women's restroom. The estimated cost was $400.

Building permit #23057 was issued to Pan-Pacific Fisheries on July 27, 1960 to construct a two-story, 54'8 x 106'8 addition for the purpose of storing can goods. No architect was cited. The contractor was cited as S. E. Aldous. The estimated cost of construction was $32,190. Building permit #41654 was issued to Pan-Pacific Fisheries on March 3, 1969 to reroof three buildings. The estimated cost was $11,000. Building permit #46779 was issued to Pan-Pacific Fisheries on September 15, 1971 to build office partitions. The estimated cost of construction was $7,000. Building permit #48966 was issued on December 8, 1972 to sandblast, color coat and waterproof at the estimated cost of $2,135.

B10. Significance (Continued):

In the years following World War II, canning and fishing was an important industry in Los Angeles generally and at the Port specifically. The Los Angeles Harbor, led by Fish Harbor, became the largest U.S. fishing port during the 1930s. After the war, the Port became homeport to the world's largest fisheries in value and in tonnage of fish. Some 950 million pounds of fish were landed in the San Pedro district during the 1950-1951 season, with a total value of the catch and canning distribution at approximately $78 million. The Los Angeles Harbor area alone produced nearly half of the 9.5 million cases of tuna packed in the U.S. during that season. New plants and expansions by Pan-Pacific, French Sardine, Van Camp, and others propelled Los Angeles Harbor into the position of largest fish packing center in the world by the mid-1950s. By 1957, the Los Angeles canneries accounted for 80 percent of the 11.9 million cases of tuna produced in the United States. The canneries employed 5,000 people with payrolls of $15 million, and they maintained a yearly volume of business exceeding $150 million.

Although Pan-Pacific was not the largest cannery in the Fish Harbor area by the mid-1950s, it was the first of a wave of new modern canning facilities in the early post-World War II period. Both Van Camp Seafoods (Chicken of the Sea) and French Sardine Company (Star-Kist) expanded their plants and built new facilities in the early 1950s. Pan-Pacific's new facility preceded those of the larger companies by about five years, and it was considered the most modern plant in Fish Harbor at the time it was built. In addition to being the first of the modern plants, the Pan-Pacific cannery is the most intact example of a cannery from the postwar boom period (1946-circa 1960). Although it could be argued that the Star-Kist and Chicken of the Sea plants still extant at Fish Harbor were more important to the industry, both plants have been extensively altered through later additions and modifications. In addition, neither facility represents the original plant of Van Camp or French Sardine.

The Pan-Pacific facility maintains good historic integrity. The small additions to the plant do not compromise its integrity. Although the physical condition of the buildings is poor and is beginning to compromise the integrity of the materials and workmanship, those aspects are still fair. Furthermore, the overall design, the location and setting, and the feeling and association of the cannery all remain good.

Due to its significant historic associations and its high degree of integrity, the former Pan-Pacific Fisheries Cannery at 350 Sardine Street and 991 Barracuda Street appears to be eligible under NRHP Criterion A. Other NHRP criteria do not appear to apply, however. The cannery is not known to be associated with persons significant in history (Criterion B), its architectural qualities are undistinguished (Criterion C), and it is not likely to provide significant new information in history (Criterion D).

P5a. Photo or Drawing (Continued):

Corner of Sardine and Ways streets, facing southeast, May 2004

Corner of Sardine and Barracuda streets, facing southwest, May 2004

P5a. Photo or Drawing (Continued):

View along Sardine Street, facing southeast, January 2004
Note: former Marine Hardward Building (razed) along right edge

Yard between buildings, facing south, May 2004

P5a. Photo or Drawing (Continued):

Interior view – pre-cookers, May 2004

Interior view – area for cleaning tables and canning, May 2004

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**

PRIMARY RECORD

Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Maxum Petroleum

P1. Other Identifier: General Petroleum, Berth 258

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T R ¼ of ¼ of Sec**. **B.M.**

c. Address: 1029 South Seaside Avenue City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

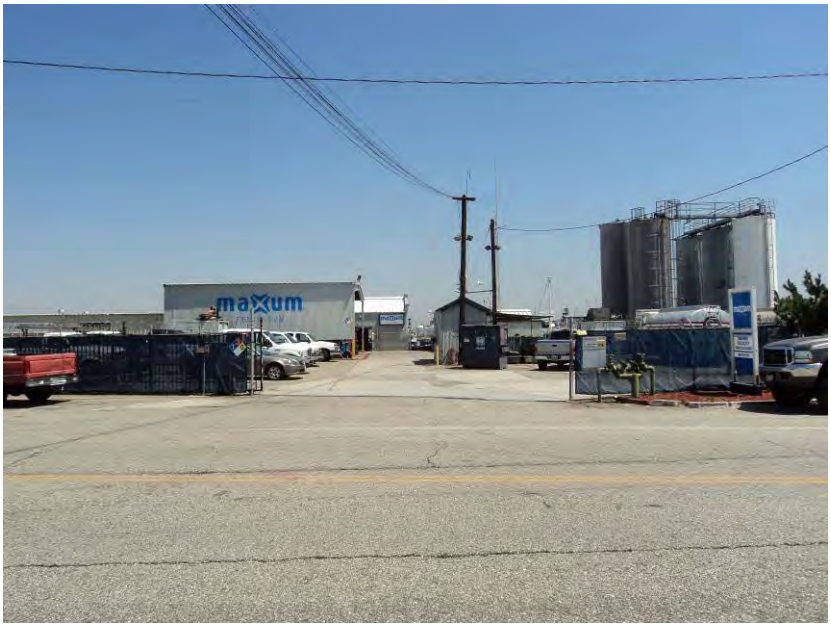
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property sits on a rectangular-shaped parcel that is approximately 175′ x 200′ on the east side of Seaside Avenue. It is situated on the western side of Terminal Island's Fish Harbor within the Port of Los Angeles. Also referred to as Berth 258, the property has operated as an industrial oil facility since 1930 and consists of an office building, a storage warehouse building, an open, corrugated-metal shed, a small-guard shack, five metal storage tanks, and an adjacent wharf.

(See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Building

***P4. Resources Present:** ☐ Building ☐ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)
View east, August 24, 2011,
Photograph 2062.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1930, General Permit #35-1949

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
S. Treffers and S. Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** August 24, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** Maxum Petroleum

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Maxum Petroleum

B1. Historic Name: General Petroleum Corporation Marine Gas and Oil Station

B2. Common Name: General Petroleum, Maxum Petroleum

B3. Original Use: Petroleum Loading Terminal B4. Present Use: Fuel Dock

***B5. Architectural Style:** Industrial, Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)

1930 (General Permit #35-1949). Alterations: Construction of concrete pier (1949); additions to office building (1949, 1966-1987); addition to the warehouse (1949); addition of awnings to guard shack (post-1987); the removal of a pumphouse (1949-58); and the installation of a fifth storage tank (post-1990).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: N/A b. Builder: General Petroleum

***B10. Significance: Theme:** Oil and Other Petroleum Products, 1892-1965 **Area:** Terminal Island, POLA

Period of Significance: 1930-1965 **Property Type:** Petroleum Storage **Applicable Criteria:** N/A

The subject property is a marine loading station initially constructed by the General Petroleum Corporation (under ownership of Standard Oil Company of New York [Socony]) in 1930, which included an office building, warehouse, pumphouse, guard shack, and four 21,000 tanks. Offering an easy approach, ample mooring space, and relatively deep water for ships to load oil from, the property was developed to accommodate "the vast fleet of fishing boats serving the canneries and the metropolitan market" (Board of Harbor Commissioners Annual Report 1930:24). As the fishing industry on Terminal Island grew to become on of the foremost fishing industry centers in the world during the early twentieth century, General Petroleum and other major oil companies including Standard Oil Company and Union Oil Company, constructed adjacent facilities along the western edge of the centrally located Fish Harbor (Board of Harbor Commissioners 1931). The subject property appears to have initially serviced the fishing fleet of the Van Camp Seafood Company (later renamed Chicken of the Sea) and was connected by pipeline to the large, General Petroleum facility immediately to the northwest, located on Terminal Island along the Main Channel at Berths 238 and 239.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

City of Los Angeles Harbor Department. General Petroleum Corporation, Van Camp's Marine Service Station, General Plan #35-1949. Office of the Harbor Engineer, 1930, 1949.

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, 1930.

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, 1931.

Sanborn Fire Insurance Maps, Los Angeles, 1921 rev 1950, Sheet 1913. Available at the Los Angeles Public Library; accessed on August 24, 2011.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description: (Continuation)**

The largest building on the property is situated in the northeast corner of the parcel and is adjacent the wharf and Fish Harbor. It was initially constructed in 1930. The enclosed warehouse structure is rectangular in plan and measuring approximately 20′ x 50′ the structure is capped with a moderately-pitched, parapet on gable roof sheathed in large metal panels. The roof is asymmetrically divided into two segments by a third parapet located roughly two-thirds up the building to the north. The northern segment is an addition to the building completed in the late 1940s (ca. 1949). The building is clad in corrugated metal sheets with louvered, ventilation openings centrally located at the gable apex of the north and south elevations. There is one large, metal roller door on the east-facing (secondary) elevation fronting the wharf and one large, metal roller door on the west (primary) elevation. On both the north and south façade there is a centrally located door. There are no windows on the building.

Another building just south of the larger building described above is centrally situated at the eastern portion of the property. It too was initially constructed in 1930. It is irregular in plan, with a moderately pitched, cross-gabled, parapet on gable roof. Like other buildings on the property, the roof is sheathed in large metal panels and the exterior walls are clad in corrugated metal sheets. A corrugated metal sheet awning extends from the roof on the east elevation. There are two doors on the north elevation, and a single door on the east elevation. All visible windows are vinyl, double-hung windows except for a large picture window on the north elevation. The original floor plan of the building was I shape in configuration, however, it is currently an irregular, rectangle in plan. After a number of alterations and additions the building has experienced a loss of historical integrity.

A small guard shack, which constructed in 1930, is located in the center of the property. It is rectangular in plan with a moderately pitched, gabled roof. Similar to the other buildings on the property, the roof is sheathed in large metal panes and the exterior walls are clad in corrugated metal sheets. There is an awning extending from the south façade and a smaller awning extending from the west façade; both are made of corrugated metal sheets and are supported by thin metal poles. Multi-pane, steel casement windows are on each of the façades and have been partially painted over. There is a metal door centrally located on the north façade and a large, dish antenna affixed to the roof. While two awnings have been added, the building has undergone few alterations and retains a moderate level of integrity.

At the northern edge of the property is a large, semi-open corrugated metal shed that was constructed ca. 1990. It is rectangular in plan and is 60′ x 40′. The shed is open except for a wall on its west-facing façade and is used for the storage of barrels.

Along the southern edge of the property is a concrete pier that was constructed in conjuction with improvements to the office building and warehouse in 1949.

The most prominent feature of the site are the five tall, elongated metal storage tanks situated at the southeast portion of the property. Each of the utilitarian type tanks is cylindrical with no ornamentation. The four oldest storage tanks, situated to the south and west, were constructed in 1930 and have a capacity of 23,000 gallons each. They are 30′ tall and a metal catwalk connects the tops of the four tanks. The fifth, slightly larger tank, was constructed after 1990 and is located directly east of the northwest tank. They are all painted grey except for the tank at the southwest corner, which is painted white. Photographs from 1966 show the tanks painted white, orange, and green. There A low-rise, rectangular shape cement firewall measuring approximately 55′ long x 45′ wide x 4′ tall encloses the tanks. The tanks are in fair condition and retain a moderate level of historical integrity.

The entire property is enclosed by a chain-link fence, topped with barbed-wire and is accessed via a sliding gate located on the east side of South Seaside Avenue. There is a wharf associated with the property, situated on the eastern border along Fish Harbor. While this wharf is shared with properties to the north, access is limited to the subject property by a sliding chain-link fence gate.

***B10. Significance: (Continuation)**

The discovery of oilfields around the Los Angeles basin in 1923 made oil production one of the primary contributors to Port commerce. Large regional companies including Standard Oil and Shell Oil dominated Port production, with new facilities constructed in Wilmington and Mormon Island during the 1920s. On Terminal Island, the General Petroleum Company, which had initially established itself in the Port in 1913, developed its new oil storage facility at Berths 238-239 in 1925. While production, storage, and loading remained the primary focus of these oil companies, the burgeoning fishing industry provided additional financial opportunities, as is evident from the construction of the subject property and at least ten other similar facilities by 1930 (Board of Harbor Commissioners Annual Report 1930:24).

The fishing industry continued to rapidly grow into the following decades, helped no doubt by a well equipped and functioning fishing fleet. To possibly keep up with the demand of this fleet, the subject property appears to have been expanded and improved in 1949 with the construction of a concrete pier and additions to the office building and warehouse (General Permit #35-1949). The facility continued to operate as Mobil Oil after Socony became Socony Mobil Oil Company in 1955 (and later Mobil Oil Corporation in 1966). By the time the fishing and canning industries began to decline in the 1970s, all of the adjacent marine loading stations, except the subject property were removed from Fish Harbor. During the mid-1990s, the facility was renamed General Petroleum and a fifth storage tank was constructed. Currently operating as Maxum Petroleum, the facility continues to function as a marine loading station.

Due to its compromised integrity and lack of sufficient historical associations necessary for National Register or California Register listing the property appears ineligible for such consideration under any evaluation criteria. In addition, the property does not appear to warrant consideration as a contributor to a potential historic district since a distinct and unified grouping of resources does not existing in the area. Further, the property does not appear eligible for local City of Los Angeles Historical and Cultural Monument status because of insufficient associations with important historical events, personages of note, or architectural merit.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S3

Other Listings
Review Code | Reviewer | Date

 *__Resource Name or #:__ American Marine Corporation

P1. Other Identifier: Berths 270 and 271

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Pedro, California **Date:** 1964 (PR 1981) **T** **R** **¼ of ¼ of Sec**. **B.M.**

c. Address: 1500 Barracuda Street City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Terminal Island

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located on Terminal Island, the subject property sits on a narrow 1.5-acre parcel that abuts the water along the eastern portion of Fish Island. Initially built in 1937 on its own pier (mole), the property was occupied by the Los Angeles Yacht Club from 1937 until 1993. The property is currently an industrial marine facility leased by the American Marine Company and consists of a long, narrow floating concrete wharf, an office building, and four storage/maintenance structures.

(See Coninuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Building

***P4. Resources Present:** ☐Building ☐ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View facing northeast, October 4, 2011, Photograph 2342.jpg

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐Prehistoric ☐Both
1937, Los Angeles Board of Harbor Commissioners Annual Report 1937.

***P7. Owner and Address:**
Port of Los Angeles
425 Palos Verdes Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers and Sam Murray
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** October 4, 2011

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

***Attachments:** ☐NONE ☒ Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #:** American Marine Corporation

***Map Name:** San Pedro, California

***Scale:** 1:24,000 ***Date of Map:** 1964 (PR 1981)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 5S3

***Resource Name or #** (Assigned by recorder) American Marine Corporation

B1. Historic Name: Los Angeles Yacht Club

B2. Common Name: American Marine Corporation

B3. Original Use: Recreational Yacht Club B4. Present Use: Industrial and Office

***B5. Architectural Style:** American Colonial Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Clubhouse, Garage 1-4, Garage 5-11, and Garage 12-19 built in 1937 (Los Angeles Yacht Club). Construction of Garage 20-32 ca. 1969 (Historic Aerial Photographs). Alterations to the clubhouse: removal of chimney (post-1993); a small addition to the south end of the clubhouse (post-1993); addition of two projecting bays on eastern façade (post-1993); window change outs in-kind on clubhouse (dates unknown); and replacement doors in-kind (dates unknown). Alterations to the garages include small additions, the replacement of doors, and the addition of a small portable building to Garage 1-4 (post-1993).

***B7. Moved?** ☒ No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme:** Yacht Clubs **Area:** Terminal Island, POLA

Period of Significance: 1937 **Property Type:** Yacht Club **Applicable Criteria:** 1

During the late-nineteenth and early-twentieth centuries, a small portion of the south side of Terminal Island (then known as Brighton Beach) was a popular tourist destination with a number of hotels, bathouses, and a boardwalk. In the tradition of other yacht clubs in the United States dating back to the mid-nineteenth century in places such as New York and San Francisco, the Los Angels Yacht Club (LAYC) was formed in 1901 as the South Coast Yacht Club (SCYC) in a leased portion of the Southern Pacific and Salt Lake Railroad depot (demolished) on Terminal Island. However, as the other recreational activites were pushed out by the rapid industrialization of the island by the 1920s, the SCYC moved south along the coast to Newport Beach in 1911 (Los Angeles Yact Club). After numerous location changes, the LAYC split from the SCYC in 1936 and began looking for a new location. A mole located at the southeastern edge of Fish Harbor, which had been completed under the City of Los Angeles Harbor Engineer George F. Nicholson in 1931, offered the LAYC a protected yacht anchorage and easy access to the outer harbor. A clubhouse with three detached garages and a floating dock were completed in April of 1937. The LAYC held opening ceremonies soon after for its new facilities, marking a return of recreational activities on Terminal Island (Los Angeles Yacht Club).

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Board of Harbor Commissioners. *Annual Report of the Board of Harbor Commissioners*. Los Angeles: Board of Harbor Commissioners, various years.

Lockabey, Almon. "Southland Sailing." *Los Angeles Times*, February 12, 1971, D11.

Los Angeles Yacht Club. "Los Angeles Yacht Club History," in lyac.org at http://layc.org/tp42/Default.asp?ID=126715 (accessed August 24, 2011).

McKnight, Margaret. "L.A. Yacht Club to Hold 55th Annual Opening This Morning." *Los Angeles Times*, June 3, 1956, C1.

San Pedro and Wilmington Classified Telephone Directory, 1946. Accessed from http://www.torranceca.gov/libraryarchive/. Accessed August 24, 2011.

B13. Remarks:

***B14. Evaluator:** Steven Treffers and Jan Ostashay

***Date of Evaluation:** August 24, 2011

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description: (Continuation)**

Constructed in 1937 as the clubhouse for the Los Angeles Yacht Club, the office building is situated at the bend of the narrow, arching pier. The building was constructed directly abutting the western edge of the pier in an open C-shape plan. Exhibiting Colonial Revival inspired elements the wood-frame structure is comprised of numerous segments of varying heights. The moderately pitched, cross-gabled roof features minimal overhangs with closed-eaves and asphalt compositional shingles. Exterior walls are clad in wide shiplap wood siding with cornerboards. A portion of the building along its eastern (primary) elevation is recessed and the overhanging roof creates a small porch, supported by simple wooden posts. The porch is enclosed with decorative wood railing. There is a flat wood balcony on the west façade of the building that extends out over the water. The building is accessed via multiple entrances along the eastern side of the building, with the primary entrances accessed via the small porch, and an additional entrance located at the north (secondary) elevation. All entrances are set atop short, straight, concrete steps and doors are flush, multi-paneled and multi-paneled with glass. Fenestration includes multi-pane, wood frame fixed and double-hung; aluminum sliders; and large wood-frame picture windows all set within the original wood casings and sills . While there have been numerous alterations to the building including: the addition of a small supported deck patio on the west (water side) elevation; a small addition to the southern portion of the building; the addition of two projecting bays on the east elevation; the removal of the chimney; the addition of roof and wall mount heating, air-conditioning, and ventilation (HVAC) units; and the replacement of all the doors (dates unknown), the building retains a good level of integrity, including location, design, materials, setting, feeling, and association .

There are four garage buildings located on the property, currently used for storage and maintenance. Three of the structures (Garage 1-4, located to the far north of the office building; Garage 5-11, located immediately north of the office; and Garage 12-19, located immediately south of the office) were constructed in 1937, while the fourth building (Garage 20-32, situated near the southern end of the pier) was constructed in the late 1960s (ca.1969). All of the wood-frame structures are rectangular in plan and have moderately-sloped shed roofs sheathed in asphalt compositional shingles. Exterior walls are clad in wood clapboard siding, vertical siding, and vinyl siding. Each of the buildings are characterized by large bays that punctuate the east elevations, which have individual numbers painted above each opening. Large doors cover these openings and consist of original vertical board doors and replacement plywood and rolling doors . Each of the garages has an addition to one or both ends, which houses office space, bathrooms, or covered porches . Some of these additions have large sliding, aluminum frame glass doors and vinyl and aluminum sliding windows . Some of the large openings of the Garage 20-32 building have been infilled with wood siding and plywood. The Garage 1-4 building has a corrugated metal portable structure affixed to its roof, which is accessed via a stairway located at its north façade. Noted alterations of the southern and northern most buildings have resulted in a significant loss of integrity. While Garage 5-11 and Garage 12-19 buildings have undergone numerous alterations, they are in fair condition and retain a fair level of integrity.

The narrow, arched concrete pier, which the subject property is located, was constructed in 1931 as a mole extending from the southeast corner of Fish Harbor. The mole was surrounded by water to the west and the east, and provided a protected yacht anchorage on its western side. The eastern side of the mole was infilled in the mid-1960s for the expansion of shipping container facilities..

***B10. Significance: (Continuation)**

The LAYC occupied the property for the next five decades using it as a social space, clubhouse, and boat mooring facility for its members. It remained the longest operating recreational facility on Terminal Island until the early 1990s (a small number of other yacht anchorages would operate at the north side of the island at Berth 208 and 209 from the mid-1950s till until the late 1960s, [Los Angeles Board of Harbor Commissioners Annual Report, various years]). Over the years, the LAYC grew into one of the most prestigious yacht clubs in Southern California, sponsoring a number of races and even assisting in the sailing selection trials of 1984 Olympics (*Los Angeles Times* 12 February 1971, Los Angeles Yacht Club). As headquarters of the LAYC, the subject property was the center for these activities, providing its members boat anchorage for nearly sixty years. The clubhouse was the focal point of the LAYC's operations hosting ceremonies and events throughout the Club's residency at the property. During this time, the LAYC made few alterations to the property, though additional storage space was eventually needed and a new garage was constructed in the late 1960s (circa 1969) at the southern end of the pier. However, as the Port further adapted the area to accommodate the containerization of the shipping industry, the immediate surroundings physical changed. The eastern side of the mole was infilled in the 1964 and twenty years later it still changed for the development of Pier 300 in the mid-1980s. As a result of these changes, the LAYC began looking for a new location, and eventually moved west in 1993 to their current clubhouse and anchorage at the nearby Cabrillo Marina in San Pedro.

The newly founded American Marine Corporation moved into the property later that same year and adapt the property for use as a marine contracting facility. With additional locations in Alaska and Hawaii the company is headquartered at the subject property and provides services which include marine construction, commercial diving, and vessel support services. The clubhouse was adapted for use as an office building for the company through the removal of chimney (post-1993), a small addition to the south end of the clubhouse (post-1993), an addition of two small projecting bays on eastern (primary) elevation (post-1993), in-kind window change outs, and in-kind replacement doors. The garages were adapted for use as support facilities through small additions, the replacement of doors, and the addition of a small portable building to Garage 1-4 (post-1993). The original floating dock set within the waters of Fish Harbor on the west side of the property was removed and replaced when American Marine began occupying the site.

Because the property lacks sufficient historical integrity necessary for National Register and California Register listing the property is ineligible for consideration under Criteria A/1, B/2, C/3, or D/4. The property is also ineligible for any type of designation as a contributing resources to a potential since such a distinct and unified entity does not exist in the immediate vicinity. However, the property does appear to satisfy City of Los Angeles evaluation criteria associated with historical events. Despite the property's modifications to its original design, workmanship, and setting, the property is the last remaining of its property type on Terminal Island. It also retains sufficient physical and tangible attributes to reflect its historical use and purpose as an early water-related social and recreational facility built during the first half of the twentieth century within the South Bay area.

Appendix B
OHR SurveyLA Property Table

PROPERTY #	RESOURCE NAME	ADDRESS	YEAR BUILT	RESOURCE TYPE	RESOURCE SUBTYPE	ARCHITECTURAL STYLE	CONTEXT	SUBCONTEXT	THEME	SUBTHEME	PROPERTY TYPE	STATUS CODE(S)	CRITERIA	REASON STATEMENT
1	SA Recycling	901 New Dock Street	1962-2009	Industrial	Other	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	Port Production, Manufacturing, and Processing Plants	Recycling Plant	6Z	None	Research did not indicate any associations with important events or persons and it is a ubiquitous property type that has been significantly altered.
2	Sewage Pump Station 669	390 N Seaside Avenue	1923	Infrastructure-Water & Power	Sewers and Sewer Utilities	Beaux Arts Classicism; Vernacular	Public and Private Institutional Development	Government, Infrastructure, and Services	Municipal water and power	None	Sewage Pump Station	3S; 3CS; 5S3	A/1/1	A manifestation of Los Angeles's public infrastructure during the historical period associated with the City Beautiful Movement.
							Architecture and Engineering, 1850-1980	None	Late 19th and Early 20th Century Architecture, 1865-1950	Neoclassical, 1885-1927	Sewage Pump Station	3S; 3CS; 5S3	C/3/3	A rare example of the Beaux Arts Classicism, Vernacular-style as represented in a city designed sewage pumphouse.
3	U.S. Customs House	300 S Ferry Street	1966	Institutional-Government	Other	New-Formalist	Architecture and Engineering, 1850-1980	L.A. Modernism, 1919-1980	Postwar Modernism, 1946-1976	New Formalism, 1955-1976	Customs House	3S; 3CS; 5S3	C/3/3	An excellent example of an institutional building designed in the New Formalist-style.
4	ExxonMobil Tank Farm	551 Pilchard Street	1961-1976	Industrial-Oil Production	Oil Company Facilities/Offices	Industrial, Utilitarian	Industrial Development	None	Oil and Other Petroleum Products (1892-1965)	None	Oil Tanks	6Z	None	A ubiquitous property type within the Port of Los Angeles, which is better represented by a number or earlier, extant examples.
5	Seaplane Lagoon	Terminal Way	1936	Institutional-Military	Military Post/Base/Armory	Not Applicable	Public and Private Institutional Development	Military Institutions and Activities	Los Angeles Harbor	None	Military	6Z	None	The property seriously lacks historical integrity and no longer conveys its mission and function as a seaplane anchorage.
6	Southwest Marine	955 S Neptune Avenue	c. 1918-1950	Industrial District	Plant	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	None	Port Shipyards	3S; 3CS; 5S3	A/1/1	The property is associated with the World War II emergency shipbuilding program.
7	Pump House on Ways Street	Ways Street	1925	Infrastructure-Water & Power	Utility Building	Beaux Arts Classicism; Vernacular	Industrial Development	None	Port of Los Angeles, 1907-1980	Canneries	Pump House	6Z	None	The property lacks significant historical integrity in its setting, design, materials, association, and feeling.
8	700 Tuna Street	700 Tuna Street	1918	Industrial-Food Processing	Other	Commercial, Vernacular	Industrial Development	Port of Los Angeles, 1907-1980	Port worker commercial resources	None	Commercial Retail	6Z	None	The property lacks significant historical integrity in its setting, design, materials, association, and feeling.
9	712-716 Tuna Street	712-716 Tuna Street	1918	Industrial-Food Processing	Other	Commercial, Vernacular	Industrial Development	Port of Los Angeles, 1907-1980	Port worker commercial resources	None	Commercial Retail	6Z	None	The property lacks significant historical integrity in its setting, design, materials, association, and feeling.
10	742-748 Tuna Street	742-748 Tuna Street	c. 1941-1949	Commercial-Food	Restaurant/Tavern	Commercial, Vernacular	Industrial Development	Port of Los Angeles, 1907-1980	Port worker commercial resources	None	Commercial Restaurant	6Z	None	The property lacks significant historical integrity; and while it was owned by Vincent Thomas, research did not identify it as important in his productive life.
11	Marine Sheet Metal Works	813 S Seaside Avenue	c. 1931	Industrial-Building & Construction	Metal Shop	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	Port Production, Manufacturing, and Processing Plants	Metal Shop	6Z	None	Research did not indicate any associations with important events or persons and it is a ubiquitous property type within the Port of Los Angeles.
12	POLA Dive Team	954 S Seaside Avenue	1927	Institutional - Government	Fire	Greek Revival	Public and Private Institutional Development	Government, Infrastructure, and Services	Municipal fire stations	Pre-World War II Fire stations	Fire Station	3CS; 5S3	1/1	The property associated with the development of fire protection services in the Port of Los Angeles.
							Architecture and Engineering, 1850-1980	None	Late 19th and Early 20th Century Architecture, 1865-1950	Neoclassical, 1885-1927	Fire Station	3CS; 5S3	3/3	The property reflects the distinctive characteristics of the rare, early 20th century fireboat house property type as designed in a Greek Revival-style.
13	Marine Hardware Co.	304 Sardine Street	1937	(Demolished)	(Demolished)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Demolished.
14	Pan-Pacific Cannery	350 Sardine Street/991 Barracuda Street	1945	Industrial-Food Processing	Other	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	Canneries	Cannery	3S; 3CS; 5S3	A/1/1	The property is directly associated with the fishing and canning industries within the Port of Los Angeles.
15	Maxum Petroleum	1028 S Seaside Avenue	1930	Oil Company Facilities/Offices	Other	Industrial, Utilitarian	Industrial Development	None	Oil and Other Petroleum Products (1892-1965)	Oil industry production and repair	Petroleum Storage	6Z	None	The property lacks historical integrity and does not appear significant for its association with important events, personages of note, or architectural merit.
16	American Marine Corp.	1500 S Barracuda Street	1937	Institutional - Social Clubs/Meeting Halls	Clubhouse	American Colonial Revival	Public and Private Institutional Development	Private Recreational Facilities	Yacht Clubs	None	Yacht Club	5S3	1	The property is associated with historical events within the Port of Los Angeles, and continues to reflect its historical use and purpose as a recreational facility. .