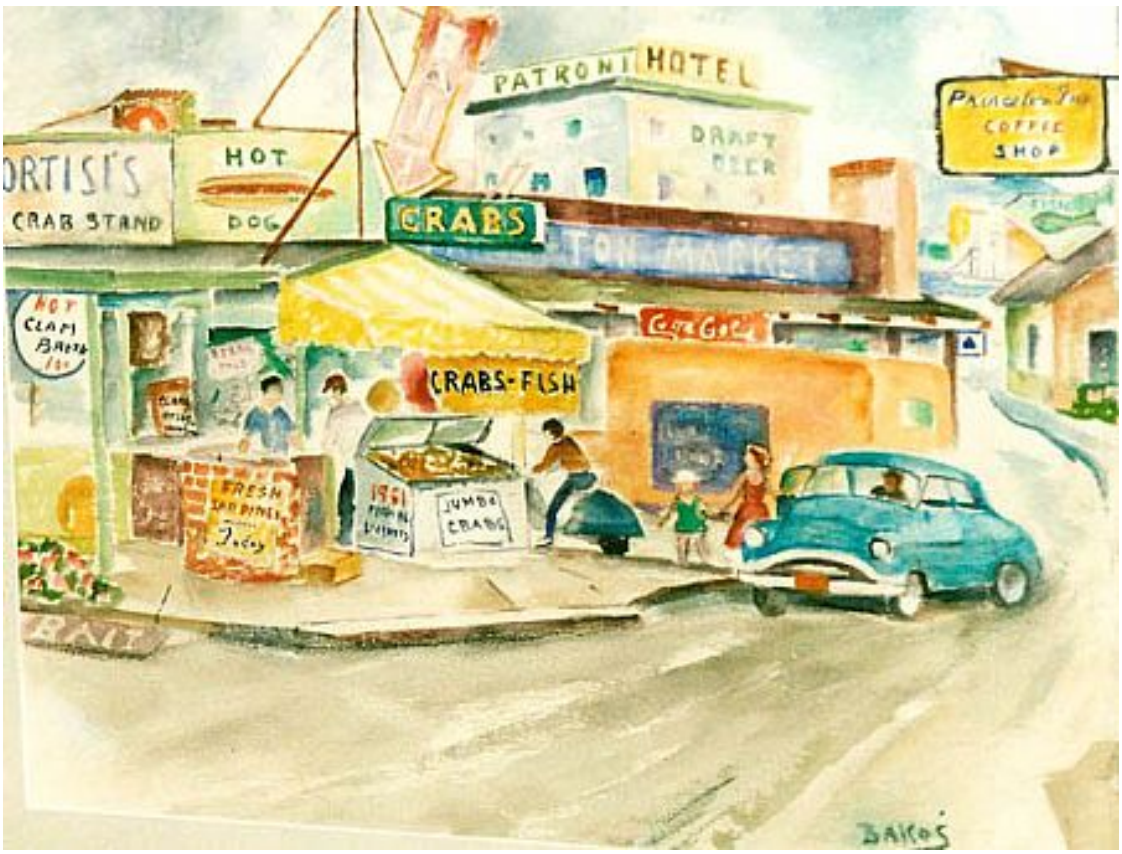

Princeton-by-the Sea, ca 1955. Watercolor by Jozef Bakos (Bakos 1955).

COASTAL EXPLORATION, SHIPPING, AND SHIPWRECKS

Rugged, forested mountains and rocky shorelines mixed with only occasional stretches of beach resulted in limited early exploration of coastal San Mateo County by both land and sea. (Marschner 2000:117) Juan Rodriguez Cabrillo's account of his 1542 voyage of exploration with the San Salvador and the Victoria briefly mentions seeing "neither Native Americans nor smokes[1]" along the coast north of Monterey Bay. (Environmental Science Associates 2001:1-7) The combination of a seriously injured Cabrillo and severe weather encountered the entire time they were north of Point Conception turned the expedition back to the south. (Reinhartz & Saxon 2005:22) The same two ships ventured back to the north in February of 1543 under the leadership of Cabrillo's former chief pilot Bartolomé Ferrelo de Lavantisa. Lavantisa's expedition reached Point San Pedro before again being turned back to the south by inclement weather. (Reinhartz & Saxon 2005:22-23)

By 1565 Spain occupied the Philippines and her Manila galleons had established a trade route which ran from Asia across the Pacific to the California coast then southerly to Mexico, around the Horn, back up the coast and across the Atlantic [Figure 1]. The need for safe refuge and a resting place for these ships coupled with unwelcome forays by the English raider Francis Drake into California waters[2] beginning in 1578 served to heighten Spain's need for exploration of the California coast. The next attempts at coastal exploration were undertaken by returning Manila galleons operating with crews decimated by the long Pacific crossing and resulted in poor demarcation of the coast. The first of such voyages was in 1584, with Francisco Gali aboard the San Juan Bautista, who reportedly made landfall in the Monterey area and then cruised southward noting various features of the landscape. Following Gali's sudden death, his position was assumed by Pedro de Unamuno, who in 1587 sailed from Japan to the California coast, making landfall in the vicinity of Santa Cruz on October 17 and again traveling southward from that point. (Reinhartz & Saxon 2005:24)

The final attempt at exploration by the captain of a returning Manila galleon did not take place until 1595, when Spanish explorer Sebastian Cermeño, on board the San Agustín, made landfall in the northern California area of Trinidad Bay and worked his way south. Cermeño anchored at Pt. Reyes, but when his vessel was battered by storm winds, her anchor did not hold. The San Agustín became California's first recorded shipwreck, lost on the shores of Drake's Bay. In December of 1595, Cermeño and his crew were heading home in their longboat when they sailed in close along the San Mateo coastline, they did not see anything noteworthy. (Reinhartz & Saxon 2005:24-25; Wagner 1966:160) As they traveled further south, Cermeño noted that "in going along very close to land, frequently only a musket-shot from it, all that may be seen is bare land near the sea and pine and oak timber in the high country. No smokes or fires appeared." Due to the mention of the "high country," it is believed that by this time they were well south of Pillar Point and most likely viewing the Santa Cruz Mountains (Wagner 1966:160, 371) Accompanying Cermeño as pilot was Francisco de Bolaños, who wrote the following description of the coastline south of Point Reyes: "from the Punta de los Reyes about fourteen leagues [about 36 miles] southeast a quarter south there is a point [probably Pigeon Point]. Before reaching it the country consists in places of sierra, bare to the sea and of medium height with some cliffs, but soon the country inside becomes massive and wooded until you reach a point of low land in 37½ degrees named the 'Punta de Año Nuevo.'" (Wagner 1966:160) The description written by Bolaños would be used by Spanish ship captains as their guide along the San Mateo coastline for the next 150 years. (Wagner 1966:384-385)

Bolaños later returned to California in 1602 with Captain Sebastian Vizcaíno (Wagner 1966:167, 373) on an expedition which differed from those of the aforementioned Manila galleons in that it was established specifically for the tasks of exploration and discovery. Vizcaíno's expedition was ordered "to chart and sound all bays, islands, reefs, and bars; take solar and stellar readings; note wind directions, and mark locations of anchorages, water and firewood sources; and to clarify geographic information, establish universal place names through topographical descriptions, and prepare detailed logs and charts." (Reinhartz & Saxon 2005:25) As can be seen in Figure 2 and

[1] Presumably this was a reference to manmade fires.

[2] Scholarly debate continues to this day over the actual site of Drake's California landing, which took place in 1579. For example, the March 17, 1960 edition of the San Mateo Times reported the Half Moon Bay City Council's recent passage of a resolution decreeing that not only did Sir Francis Drake make land in Half Moon Bay, but that school-teachers in the area were to teach this fact "with a straight face." (Schellens N.d.c) Drake's description of the anchorage used could easily fit Half Moon Bay. (Miller 1971:31)

Figure 3, charts from Vizcaíno's 1602 voyage clearly show the location of Half Moon Bay even though the narratives written by Vizcaíno, Bolaños and Fray Antonio de la Ascensión (the priest who accompanied them) make no direct references to the site. (Davidson 1889:159)

During the 18th century, while the English continued to venture into Pacific waters, other troubling reports began arriving in Spain of Russian expansion in the North Pacific. Partly in an effort to halt foreign intrusions and partly in response to tantalizing early reports of Alta California, in 1769 Don Gaspar de Portolà and a party of 64 persons were sent to explore by land. Intending to go as far as north Monterey Bay, they instead ended up in San Pedro Valley. Exhausted and realizing they had gone too far, Portola's band of explorers set up camp near present-day Linda Mar, resting and exploring the area, including of course, their discovery from atop Sweeney Ridge of San Francisco Bay. (Pacifica Chamber of Commerce) During this time, Don Miguel Constanzó, a member of the expedition, determined the latitude of Pillar Point as 37 degrees 31 minutes north and named it Point Guardian Angel, although later Spanish documents referred to it as "Punta de Corral Tierra." (Davidson 1889:159)

In an attempt to formally take possession and protect her interest in the coast, in January of 1774 Spain sent the Santiago, captained by Juan Pérez. Pérez sailed northward to about Queen Charlotte Island, but he was unable to land and take possession. The Santiago then returned along the coast of Vancouver Island, stopping in Monterey in September and reaching Mexico in early November. (Reinhartz & Saxon 2005:30) Pérez's failure to take possession resulted in the 1775 expeditions of Bruno de Hezeta aboard the Santiago and Juan Francisco de la Bodega y Quadra aboard the Sonora.[3] After stopping in Monterey for provisions, the two ships worked their way as far north as about Sitka, landing, taking possession and then heading back to the south. (Reinhartz & Saxon 2005:30)

These early voyages of northern exploration and Portola's discovery of San Francisco Bay led to further Spanish expansion and the production of detailed maps of the area. In 1779, the Spanish vessels Princesa and Favorita worked their way southward along the California coast and made additional observations. In 1782, under the command of different captains, these same two ships again explored coastal California. Spain's increased exploration of the area and her claims of possession were not enough of a deterrence to keep out foreign interests as was demonstrated by the explorations of Jean François Galaup de la Pérouse in 1783 on the Boussole and again in 1786 on the Astrolabe [Figure 4]. (Reinhartz & Saxon 2005:31) Finally, while on what was to be the last Spanish reconnaissance voyage along the California coast, in 1802 Martínez Zayas charted from north of the Columbia River to San Francisco and prepared charts of Bodega Bay and Monterey. The beginning of the 19th century "marked the end of Spanish cartography of the Pacific coast of North America," two hundred years after the voyage of Vizcaíno. (Reinhartz & Saxon 2005:34)

Throughout these early years of discovery and exploration, there not many Europeans who viewed the rugged San Mateo coastline and so few descriptions exist. In one written during an 1827 south-bound voyage, French sea captain Auguste Duhaut-Cilly reported:

> "All day we had telescopes in hand to examine the coast, whose aspect was altered every minute by the swift progress of the ship. The land is generally quite high in the interior and everywhere covered with conifers. It then slopes gently toward the shore but rises again to form a long line of hills, from which it descends at last to the sea, which here beats against vertical cliffs and there glides in sheets of white foam onto beaches of sand or shingle. Plains and hills were clothed in a splendid green, and everywhere we saw immense herds of cattle, sheep, and horses. Those belonging to Santa Cruz meet those, less numerous, of San Francisco; so that this long strip of eighteen leagues is but one continual pasture." [1999:63-64]

In general, during the 19th century travel along the coast was difficult regardless of whether one chose to travel by land or by sea. In 1849, Julsto Veytia and a companion left Santa Cruz on horseback headed for San Francisco. Choosing to avoid the treacherous mountain route, they instead followed the coast. In his unpublished journal, Veytia related some of the difficulties encountered on the journey:

[3]It was on October 3 of this southbound journey that Bodega passed and named "his" bay. (Reinhartz & Saxon 2005:30)

> "Two days of this expedition were the most difficult. The second day on the road one has to travel along the beach very close to the water and this can only be done when the tide is low. The day we passed the sea was quite choppy. Neither [of us] knew the road so when we went onto the beach we figured it was all right because when a very big wave came up, it only reached the horses' hooves. So we rode on about 300 varas,[4] experiencing two very bad spots because of some rocks, when the very rough sea began to wash over us up to the pommel of our saddles. We didn't deliberate in making a decision—to go back was clearly dangerous because the rocks were now under water and we couldn't see the openings between them so we resolved to continue forward to look for some pass where we could go up, for the waves had us pinned against a fairly high cliff. We went on walking for about 200 varas until we found a foot path to ascent and as soon as we were safe we undressed completely to put our clothes to dry because the waves had knocked us down three times, horses and all, so we had to dismount and pull them forcibly. We got out at ten in the morning and as soon as we finished stretching out our clothing and the saddles, we sat down naked on the grass to lunch on the supplies we brought which were now also soup." [Veytia 1975; Environmental Science Associates 2001:1-13]

For the most part the few settlers that did come to the area during the 1850s settled to the south of Half Moon Bay, in and about the then-popular resort area of Purissima Creek, attracted by the fine hunting and fishing. (Moore & DePue 1974:22) Resources abounded, from good farm and grazing land to redwood timber, and dozens moved in, some buying, some renting and others just squatting. (Stanger 1963:128, 140) For these new Coastside residents, the biggest issue was not whether their new land would produce, but how they would reach markets. (Stanger 1963:128) Such early shipping as did occur along the San Mateo coast depended on a combination of expert seamanship, ingenuity and perseverance of residents in developing shipping points. The coastline from Point Año Nuevo to the Golden Gate was described by Professor A.D. Bache in his 1858 Report from the Superintendent of the Coast Survey as generally being "exceedingly rocky and forbidding." When searching for shipping points, newcomers found that "the shore-line and the country generally present a very broken and rugged appearance, occasioned by the deep gulches that cut through to the ocean." (Bache 1859:328) By the time Bache wrote his 1858 Report, changes were beginning to occur, but in general the San Mateo Coastside was so isolated during the 19th century that even the gold rush had little effect. (Stanger 1963:127) Passing steamships would not enter the "hazardous natural harbors and inlets on the Coast of San Mateo County;" instead, local shipping was accommodated by small sailing ships which could more easily approach anchorages like the one found on the northern end of Half Moon Bay. (Gualtieri 1982:32) And so, by 1853 San Francisco was receiving shipments from Half Moon Bay on coastal schooners (Miller 1971:70) loaded at "a contracted anchorage" (Bache 1859:329) where the small ships safely anchored and their crewmen waded in and out to shore shouldering the cargo of grain. (Stanger 1963:128-129)

Exploration and settlement of San Mateo County's coastal area was seriously hindered by the lack of an adequate natural harbor. (Foster 1989:28) To illustrate just how inconvenient this was, consider the story of one early settler, James Johnston, the purchaser of half of the Miramontes' rancho on the south side of Spanishtown (today's Half Moon Bay) In 1853, while his brothers brought dairy cattle and supplies[5] from Ohio, James undertook the building of his home. (Stanger 1963:127; Hynding 1984:138) Not satisfied with the prospect of living in the typical adobe of the day, Johnston was determined to build a New England-style "saltbox" house—no easy feat since hauling lumber over the surrounding hills was out of the question. Undaunted, Johnston had hand-hewn redwood timbers brought near by ship, then dropped off and left to float ashore where they were collected from the beach much like driftwood. Set back on a low, sloping hill located just south of Half Moon Bay, today the white Johnston House has been fully restored and is a historical landmark [Figure 5]. (Stanger 1963:127; Foster 1989:37)

Undoubtedly it was difficult business to navigate this foggy, rocky coastline; perhaps nowhere was that better illustrated than south of Half Moon Bay at Pigeon Point, the scene of many a disaster. The first of such disasters involved the clipper ship Carrier Pigeon, the first recorded vessel to wreck along the rugged coast while

[4] A Spanish vara was 33 inches.

[5] Bringing cattle to the Coastside in the 1850's was no easy feat, and as Stanger put it, there is no doubt the Johnston brothers "saw many an adventure, although from Ohio to the San Andreas Valley there were … beaten trails to follow. But to reach the Coastside they had to make their own way, [the wagons] eased down with ropes over the hill where now winds the abandoned road from the Skyline Boulevard to Half Moon Bay." The Johnston brothers and their 800 dairy cattles opened the first road to the San Mateo coast from bayside. (Stanger 1946:173)

lost in the fog and searching for the Golden Gate. (Reinstedt 1975:12) Last sighted the morning of June 6 off Santa Cruz, the Carrier Pigeon was 129 days into her maiden voyage when she struck what was then called "Punta de la Ballena" (Whale Point). (Reinstedt 1975:12-13) According to the June 8, 1853, Daily Alta California, the ship struck the rocks on June 6, and although the ship was heavily damaged, it was hoped the cargo would be saved. Two days later, the Alta reported that the steamer Active was on the scene attempting to salvage cargo from the Carrier Pigeon, the bow of which "lay about 500 feet from the beach" while amidships she rested "on a ledge of rocks, which have broken the ship's back." Further complicating the tragedy, the June 13 Alta reported that the steamer Sea Bird had been anchored nearby assisting with salvage efforts when her anchor gear parted and she also went onto the rocks. The captain of the Sea Bird managed to get her off, and then beached the vessel near Año Nuevo; from there it was later salvaged. Meanwhile, the Goliath arrived on the scene, picked up the salvaged cargo from the ailing Sea Bird and brought it, together with Captain Doane, the officers and the crew of the Carrier Pigeon, into San Francisco. (U.S. Department of Commerce 2006b) Although she did not enjoy a long life, the Carrier Pigeon did achieve immortality. The next shipment of potatoes to arrive in San Francisco from nearby Pescadero was referred to as having come "from Carrier Pigeon Point" and the point was renamed. (Morrall 1978:53)

January of 1856 found the Isabelita Hyne grounded on the north side of Half Moon Bay with possible evidence of mutiny on board. (Secrest & Secrest 2006:236) Believed to have struck the reef in the fog, the first recorded shipwreck on Half Moon Bay was a total loss. (Martin 1983:315) The January 14, 1856, Daily California Chronicle reported receiving a tip from an "intelligent seafaring man who had communication with persons from the wreck" that it may have been grounded intentionally to conceal the mutiny. (1856:1) Seeming to confirm this tip were reports that Captain Calhoun's body was found "lashed to some of the rigging with his head cut off," together with the fact that the ship's crew and their clothing, along with the Isabelita Hyne's papers, charts and compasses all disappeared. The only thing left on board was the ship's log, which contained only two entries. (Burnette N.d.) Another mystery surrounding the wreck was the disappearance of the cargo of Chinese goods, sugar, tea and rice despite the wreck being guarded to prevent local pilfering. The spot the Isabelita Hyne grounded was owned by James G. Denniston[6], who "placed his entire force of men and Indians together with his animals at the disposal of those who were endeavoring to offer relief to the persons and property of the disabled vessel." Two weeks later the sea had claimed her prize and the 350-ton clipper bark had disappeared. (Burnette N.d.)

"Blessed with the best natural harbor on the coastside," Half Moon Bay was destined to become the area's shipping center. (Manning & Crow 2004:35) In 1859, Denniston built the first private deep-water landing with a warehouse. Built on "the west side of the cove, running southward parallel to Pillar Point," Denniston's Landing allowed schooners to dock and was used to ship hay, grain, and potatoes to waiting Bay Area markets by schooners such as the Black Warrior[7]. (Gualtieri 1982:32-35; Stanger 1946:174, 1963:128-129; Lander, Lockridge & Kazakh 1993:42-43) Dairy products such as butter and cheese were also picked up and transported to San Francisco. (Miller 1971:76) In April of 1860 the San Mateo Gazette reported: "The general market for [local] produce is at San Francisco, to which shipments are made from two landings on the coast, one of which is at Denniston's Ranch … probably one of the most productive ranchos in the state [where] grain and stock raising and all descriptions of farm produce are raised." (Gualtieri 1982:34) With the completion of the new landing, in the 1860s Spanishtown started to attract newcomers. (Moore & DePue 1974:22-23; Miller 1971:52) Half Moon Bay was soon known for successful potato crops, so much so that the landing was often referred to as the "Potato Wharf." (Miller 1971:68; Rose 1941:19) According to long-time Princeton resident John Patroni, the wharf was maintained by a cooperative. Eventually, Denniston's came to be known as the "Old Landing," as was the town of Princeton. (Rose 1941:19)

The other landing referenced in the April 1860 Gazette article was nothing more than a glorified anchorage belonging to James Van Carnap. Located near Miramontes Point at the southern end of Half Moon Bay, south of Spanishtown, Van Carnap's Landing was one of the more creative docking areas on the San Mateo County coast and involved the "loading and discharging vessels … by means of a hawser stretched from a post on the shore to a rock

[6] One of the county's wealthiest men, Denniston acquired the Rancho Corral de Tierra (North) through his marriage to the original grantee's widow. (Gualtieri 1982:34)

[7]The September 28, 1859, Sacramento Daily Union reported that in Half Moon Bay four days earlier "the schooner Black Warrior was injured to such an extent … as to compel her to undergo repairs by going upon the ways. It appears that at about three o'clock a slight trembling of the earth was felt and the water of the bay receded a distance of nearly fifteen feet leaving the vessel aground and the water returned with equal suddenness injuring her keel as stated" apparently the result of an earthquake. (Lander, Lockridge & Kozuch 1993:42-43)

in the sea. The articles to be shipped were placed in a sling, and by means of a dragrope are drawn along the hawser to the vessel, which is anchored in a suitable position to receive its freight." (Stanger 1963:129; Gualtieri 1982:34-35) This process was attempted from other areas on occasion; one major problem was that it was only safe as long as the sea was calm. Nevertheless, at Van Carnap's and other remote locations, San Mateo County's coastal farmers loaded freight onto ships from headlands using various apparatus including hawser and slings (Stanger 1963:129), so much so that the 1860 San Mateo Gazette reported that "considerable quantities of grain" were being shipped from both Denniston's and Van Carnap's aboard "the schooners Black Prince and Wild Pigeon." (Gualtieri 1982:35)

On January 13, 1862, the San Francisco Bulletin reported that the foggy San Mateo coast had claimed another victim, this time the schooner Elfin A. Kniper, inbound for San Francisco from Peru with a cargo of 337,000 pounds of sugar. (Schellens N.d.a:27-28; Martin 1983:315) A couple of days later, the January 15 edition of the Alta reported that the U.S. revenue cutter Shubrick had arrived in San Francisco "with the crew and lady passengers of the wrecked schooner Elfin A. Kniper," the vessel had been "found to be a total loss." About 8,000 pounds of sugar is all that was saved from the wreck. (Schellens N.d.a:28)

In short order, three more ships that were headed for San Francisco wrecked in the vicinity of the newly-named "Pigeon Point." (Moore DePue 1974:25) First, there was the Sir John Franklin, another American clipper ship, that was lost on January 17, 1865. (Secrest & Secrest 2006:239; Morrall 1978:53) Having spent all day in fog and heavy seas, Captain Dupeaux believed the Sir John Franklin to be far out to sea. Upon realizing his error, the captain and crew desperately attempted to save the vessel, but "three times in succession the pounding waves caught the ship and threw her on the rocks." The Sir John Franklin parted amidships, spilling her cargo and crew into the cold waters. Captain Dupeaux and seamen lost their lives. (Reinstedt 1975:21-22) As the bodies from the wreck washed ashore, local residents buried them in the sandy bluffs. A wooden tombstone was erected; over the years, the tombstone would be buried by sand and later reappear; its current whereabouts is unknown [Figure 6]. (Patterson 1972:14-A, 15-A) Survivors from the Sir John Franklin reported having been able to run across boxes of cargo which were strewn about (Jackson 1985:50), and so the owners "sent a small army of law officers to visit" with a view toward recovering a portion of their investment. Sadly, the officers learned that local residents had been so disturbed by the loss of the 13 lives that no one had felt capable of doing salvage work. The ship, its captain, 12 seamen and the entire cargo, including pianos, lumber, flour and 300 barrels of spirits, were all lost to the Pacific. (Reinstedt 1975:22; Patterson 1972:15A) For some time afterwards local residents enjoyed beach picnics from salvaged tins of meats and fruits warmed by driftwood fires started with cans of coal oil, all easily found in the sand. (Patterson 1972:15A) Many years later, early resident Pablo Vasquez recalled that after the wreck of the Sir John Franklin, the beach had been littered with wagons, pianos, boxes and kegs of liquor. Vazquez also recalled particularly enjoying the canned lobster, oysters, chicken and turkey. (Jackson 1985:50) The ship's quarterboard (the portion of the ship bearing its name) was at some point salvaged and many years later was found "hanging in a barn on the Cascade Ranch" and presented to the San Francisco Maritime Museum. (Patterson 1972:14A-15A) Like the Carrier Pigeon, the Sir John Franklin was memorialized by the renaming of the promontory upon which she struck as "Franklin Point." (Reinstedt 1975:21)

The next shipwreck recorded in the area occurred in 1866 and involved even greater loss of life, with 26 people perishing between Pigeon Point and Año Nuevo one cold November night. (Secrest & Secrest 2006:240; Moore & DePue 1974:25; Santa Cruz Sentinel 1866:2) Once again, dense coastal fog was to blame as the British iron bark Coya grounded near Pigeon Point after traveling from Australia bound for Santa Cruz. The Coya was carrying a cargo of coal and passengers, one of whom may have been wearing a money belt containing $5,000 in gold[8]. (Santa Cruz Sentinel 1866:2; Marshall 1978:49; Reinstedt 1975:13) According to the story told by Seaman Walter Cooper:

> "The vessel struck heavily and almost immediately began to break up, the place where she lay, broadside on, being exposed to the full force of the heavy rollers. The boats were all washed away, and the fierce breakers passing over the ship carried away by twos and threes the unfortunate beings who, half naked and benumbed with cold, could find no means of saving themselves, or of reaching land through the unbroken

[8] According to Marshall, one passenger, "carrying $5,000 in gold in a money belt was picked up by a huge wave and thrown head first down an open hatch." Neither the body nor the belt was ever recovered. (1978:49)

> line of angry surf that thundered in their ears, adding to the terror of the situation by its awful roar." [Santa Cruz Sentinel 1866:2]

On board were 29 persons, including the captain's wife, his young daughter, four other women and an infant; only three men were able to reach the shore: Seaman Walter Cooper, who immediately traveled by train to Santa Cruz to advise them of the wreck, and passenger George Byrnes of Sydney and First Mate Thomas Bairstow, both of whom were badly injured and recuperating at Half Moon Bay. (Santa Cruz Sentinel 1866:2)

Although it never amounting to what could be considered an actual "port," Pigeon Point was still the primary shipping spot for farmers in the southern part of San Mateo County. (Environmental Science Associates 2004:3-13; Postel 1988:52) On the lee side of Pigeon Point in a tiny space described by Stanger as "not much bigger than a drydock" where "ships could be warped into … provided the weather remained calm," some enterprising farmers attempted to establish a shipping point [Figure 7]. (1963:129; Postel 1988:52) The system of loading using a cable and boom to swing lumber and crops out to waiting ships was not yet in place as of May 23, 1861, when the Santa Cruz Sentinel reported that lumber was not being shipped from Pigeon Point, "owing, no doubt, to the difficulty of loading vessels." (Environmental Science Associates 2004:3-15) Six years later Pigeon Point had become a bustling landing, as was reported in the July 6, 1867, edition of the Santa Cruz Sentinel:

> "Long rows of shingles, pickets and other small lumber were piled on the point. The potato season being well nigh over, but few 'spuds' were to be seen, and the supply of butter and cheese is only renewed on the arrival of each schooner. The lumber mills, shipping from this point are Page's, Anderson's, Truffler's and Voorhee's , and Steens shingle mills; other shingle mills are in course of erection." [Environmental Science Associates 2004:3-16]

By the late 1860's it was obvious to residents around Half Moon Bay that Denniston's and Van Carnap's Landings combined were inadequate for their needs. It wasn't until 1868 that a third landing was built, this time at a spot roughly midway between Denniston's and Spanishtown [Figure 8]. An enterprising group that included Josiah P. Ames and Messrs. Byrnes and Harlow built a wharf at the site of present-day Miramar, thus saving miles of hauling for many farmers. (Schellens N.d.a:137; Moore & DePue 1974:22; Gualtieri 1982:49; Stanger 1963:129) An article found on page three of the August 1, 1868, edition of the San Mateo Gazette reports that five hundred feet of the planned one-thousand foot wharf had been completed. (Schellens N.d.a:137) Further, the Gazette reported that the wharf, known as "Amesport," would be ready for use by coastal steamers in late 1868. According to the August 15 edition, the San Mateo County Board of Supervisors granted to Charles Goodall and Company, a partnership which included Ames, a ten-year franchise to operate the wharf. (Coincidentally one of the other members of the partnership, James Byrnes, was also a county supervisor.) About a year later, as reported on page 3 of the July 31, 1869, Gazette, Ames and Byrnes extended their Amesport wharf an additional 1,000 feet in order to allow coastal steamers to be able to stop at Half Moon Bay. (Schellens N.d.a:138; Gualtieri 1982:49-51) Able to accommodate steamers and with warehouses available for the storage of local potatoes, grain and baled hay, Amesport became the central shipping point for not only Spanishtown but also the surrounding countryside. (Manning & Crow 2004:35; Gualtieri 1982:51; Stanger 1946:176)

Meanwhile, the hidden dangers that lurked about Pigeon Point and the continual loss of life finally resulted in the 1866 appropriation by the U.S. government of $70,000 to construct a lighthouse in the area. (Moore & DePue 1974:25) Originally planned at Año Nuevo, that site proved too expensive[9] and instead Pigeon Point was secured for $5,000. (Evans 1889:48) But merely appropriating funds did not make the coast safer, and tragedies continued to occur at Pigeon Point. (Patterson 1972:14A) The last of the tragic series of wrecks to occur before the lighthouse could be built was in November of 1868, when the British ship Hellespont went aground.[10] (Evans 1889:49; Moore & DePue 1974:25) Like the Coya, the Hellespont had sailed from Australia carrying a load of coal. (Reinstedt 1975:18) As with the other wrecks, Captain Soule believed his ship to be far at sea when she struck; and upon sighting the breakers, the captain and crew struggled valiantly to save the ship and themselves. Once aground, the captain ordered the masts cut away; to his dismay the falling masts landed on the lifeboats. The next wave to strike

[9] According to Evans, the owners of Año Nuevo were asking $40,000 for a deed to the point, twice what they had paid for the entire 17,000-acre land grant. (1889:48)

[10] While some sources say that 11 men lost their lives that night, most say seven. (Reinstedt 1975:18)

split the ship in half, tearing away the main deck. One crew member, George Thomas, recalled that he had just joined other members of the crew clinging to the cabin in desperation when another wave struck, taking the cabin off the ship and hurtling it towards shore. At that point Captain Soule received a neck wound. The next wave to strike flipped the cabin over, plunging everyone into the water. Thomas was among those who managed to hang on after this final dunking; Captain Soule was not. (Morrall, 1987:54) Fortunately for the survivors at that time there was a shore whaling station in operation in the vicinity. A few of the crew swam ashore and one managed to find his way to the whalers' homes, arriving "naked, bleeding, bruised and more dead than alive." (Evans 1889:49-50) As the story was told to Colonel Albert S. Evans during his visit in the 1870s, the whalers were asleep in their beds, unaware the wreck had occurred, when:

> "One of the sailors, bleeding from many wounds, more dead than alive, and wholly naked, every rag having been torn from him in his buffeting with the waves, managed to crawl up the bluff, and, groping in the darkness, stumbled upon the trail leading to the Point. Just as the day was breaking he had crept within sight of the cottages. One of the whalemen coming out met the poor fellow at the door and raising the cry, 'A ghost! A ghost!" ran back with such speed as his trembling limbs would give him. The supposed ghost, seeing a chance for life, and being too cold to speak, staggered after him. In his terror the [whaler] stumbled and fell headlong upon the floor, and the shipwrecked mariner stumbled also and fell upon him. The other [whalers], hearing the outcry, ran to the spot and fell over the prostrate couple, and the horrible and grotesque were strangely mixed. At last the ghost related his story, and the frightened fishermen started down in search of the other survivors, two or three of whom were met crawling along the road. The bodies of others were lying on the beach, or tossed to and fro by the breakers, while the fragments of the wreck strewed the shore for miles." [1889:49-50]

At the time of the wreck of the Hellespont, a telegraph station was located at Pescadero and so news of the wreck quickly spread along the coast. (Reinstedt 1975:19; Evans 1889:50) Local residents responded and, on discovery of an additional body, purportedly asked the whalers for assistance in transporting it to the place where the other seamen were buried. As the story goes, the superstitious whalers refused to assist, and in retaliation the corpse was reported to have been buried on the bluffs at Pescadero, between two of the whalers' cottages where "'his ghost has annoyed them every stormy night since.'" (Evans 1889:50-51) Col. Evans also wrote of an enclosure on the bluffs near Año Nuevo where some forty shipwreck victims were buried. (1889:49) Although this enclosure and any other grave markers have long since vanished, the remains of eight unidentified mariners are buried under a 15-by-15 foot wooden observation deck atop a sandy bluff at Franklin Point, reachable by a wooden walkway[11] [Figure 9]. (Stannard 2003:B-1)

The wharves along Half Moon Bay helped to alleviate shipping problems for residents in and around Spanishtown, but those living along the long stretch of coastline from Pigeon Point to Half Moon Bay had to be more creative. Determined not to be barred from trade, local lumbermen and farmers shipped and received cargo at chutes and other awkward coastal shipping points. In places where it was impossible to build wharves directly into the sea, systems of cables and pulleys such as described at Van Carnap's were rigged all along the San Mateo Coast. Intrepid captains would maneuver their schooners and steamships in tight along the rocky San Mateo County shoreline, mooring at the end of a cable. Waiting goods would then be slid out and dropped directly onto the ship's cargo deck. (Environmental Science Associates 2004:3-15) By the time Evans visited the coast, it was already known to sailors by "a terrible name." (1889:47) He described the shore as bending inward, saying that all along there were "black reefs of rocks" that reared "their ugly fangs, like wild beasts watching for their prey." (1889:48) During his travels, Evans also visited the landing at Pigeon Point, describing it as:

[11] While the original graves protected the mariners for many years, by the 1980s bones had started surfacing. To protect the remains from both souvenir hunters and haphazard archaeology, California State Park archeologist Mark Hylkema obtained a state grant. He then collected what remains could be found, including many stored in boxes at research facilities throughout the state, with a view toward their proper interment. Before the bones were reburied, U.C. Davis anthropologists examined them, reporting that "most were men, sailors in their 30s, with bulky muscles, bad teeth and lead poisoning from 19th century canned meat. One suffered from severe arthritis and would have walked the deck with a painful, rolling gait. Another was a woman of African descent, just 19 years old, whose skull was shattered by the violence of the shipwreck that killed her." Hylkema hoped that this project would help to increase people's "appreciation that it was those ships that opened the world to humankind." (Stannard 2003:B-1)

> "A semicircular bay, partially sheltered from the northern winds, but the heavy swells rolling in from the southwest prevent any wharves being erected. Out about 200 yards from the shore is a high monument-like rock, rising to a level with the steep rock bluff which half encloses the bay. From the bluff to the top of the rock stretches a heavy wire cable, kept taut by a capstan. A vessel rounding the reef runs into the sheltered cove under this hawser, and then casts anchor. Slings running down on the hawser are rigged, and her cargo lifted from her deck load by load, run up into the air fifty to one hundred feet, then hauled in shore, and landed upon the top of the bluff. Lumber, hay in bales like cotton, fruit, potatoes, vegetables, dairy products, etc., etc., are in like manner run out and lowered at the right moment upon the vessel's decks. If a southwester comes on, she slips her anchor and runs out to sea till it is over." [1889:47]

Not just in southwesters, as mentioned by Evans, but during any kind of weather ships mooring at Pigeon Point risked grounding on rocks. (Martin 1913; Postel 1988:52; Circuit Rider Productions, Inc. 2004)

Six years after appropriation of the funds, the stately 115-foot tall Pigeon Point Lighthouse was first lit on November 15, 1872 [Figure 10]. It is one of the tallest lighthouses in America, and has a lantern room that was constructed in New York and then shipped around Cape Horn. (CA Department of Parks & Recreation 2004) It included a first-order Fresnel lens that needed to be wound like a clock [Figure 11] (Stanger 1946:171), made in France from 1,008 prisms, standing 16 feet tall with a six-foot diameter. (CA Department of Parks & Recreation 2004) Although eventually converted to electricity, the lens was originally lit by "a series of wicks burning refined lard oil."[12] (Stanger 1946:171) During the 1870s George Chandler constructed a wharf by the lighthouse [Figure 12]. In order to reach ships as they bobbed about in the rough seas off Pigeon Point, Chandler rigged a chute at the end of the wharf which could be adjusted to reach cargo decks [Figure 13]. Small coastal ships were finally able to come near enough to Pigeon Point to take on cargo [Figure 14]. (Hynding 1984:147; Environmental Science Associates 2004:3-13)

By this time, regular steamship travel was provided by Pacific Mail [Figure 15 and Figure 16] and their competitors Goodall, Nelson & Perkins[13], with large ships which used a combination of both sails and steam for power. (Schwendinger 1984:94; Best 1964:99) According to the August 21, 1875, San Mateo Gazette, steamships operated by Goodall, Nelson, and Perkins stopped at Amesport three times a week. (Gualtieri 1982:51) In addition to mail, they were capable of carrying passengers and all types of cargo. (Schwendinger 1984:94) Needless to say, with steamships frequently passing along the foggy San Mateo County coast, even when Amesport was not a destination there were still steamship mishaps in the area. For example on November 9, 1868, one of the earliest sidewheelers[14], the Colorado, grounded on a reef off Point Montara while carrying the U.S. mail and hundreds of passengers [Figure 17, Figure 18 and Figure 19]. (Lighthouse Friends 2005) Wreckers managed to save the Colorado, her passengers and the mail. (Martin 1983:315) To memorialize the near disaster, the ledge where she had grounded was rechristened, from "Uncle Sam Reef" to "Colorado Reef." (Lighthouse Friends 2005) Another steamship mishap occurred just two years later when the William Taber grounded on the reef at Half Moon Bay; once again disaster was averted when the ship was saved. (Martin 1983:315) Some steamship captains were at least able to use one reef in particular, to the southeast of the bay to their advantage when bound for San Francisco—if they saw breakers on that reef, they were forewarned not use the South Channel when crossing the San Francisco Bar. (U.S. Department of Commerce 1943:112)

From 1850 to 1860, while working for the U.S. Coast and Geodetic Survey, renowned American geographer and astronomer George Davidson charted the Pacific coast of the United States for purposes of navigation. (Columbia Encyclopedia 2001-05) Along the more northerly part of the San Mateo Coast, Davidson referred to Point Montara not as the spot where the Colorado was stranded but as where the Aculeo, inbound from Liverpool, grounded in the fog for a total loss. (1889:161; Martin 1983:315; Foster 1989:26) As the story goes,

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[12] Today the Fresnel lens is not used; instead the lighthouse transmits a 24-inch Aero Beacon as an aid to navigation. (CA Department of Parks & Recreation 2004)

[13] By 1876, Goodall, Nelson & Perkins had expanded and renamed their company "Pacific Coast Steamship Co." (Best 1964:99)

[14] The large sidewheeler steamships were almost obsolete when built. Although their strong wooden hulls could withstand anything the seas might throw at them, the "floating palaces" burned about 45 tons of coal daily and were susceptible to fire. (Schwendinger 1984:94)

before striking the rocks on October 17, 1872, the Aculeo had been lost and groping her way through blinding fog for several days. Crashing into the rocks at virtually the same place the Colorado had grounded four years earlier, the Aculeo cracked open and immediately filled with water. All 21 persons onboard managed to escape into the lifeboats. For over a week, the abandoned ship was pounded by waves before a salvage crew could get to her cargo of sheet iron, steel wire and coal. (Lighthouse Friends 2005; Decades.com 1996-2006) In August of 1874 salvage work was ongoing; in 1873 "a large force of workmen … rescued many tons of iron." According to J. A. Fleming of "the Federal Government for the port of Half Moon Bay," the salvage work was being done "by a gang of 15 men, and with average weather the wrecking [would] be completed by the last of next month." (Schellens N.d.a:171)

The "most daring attempt of all to create a port where nature had provided none" was located midway between Pigeon Point and the wharves on Half Moon Bay. Rancher and county supervisor Alexander Gordon owned a 1000-acre farm on Tunitas Creek where in 1872 he had William Bell[15] construct a chute reaching from the top of the high bluffs near the mouth of the creek down to the open sea [Figure 20]. (Stanger 1963:133; Postel 1988:52; Hynding 1984:147; Rose 1941:24) Not only did Gordon hope this innovation would solve his shipping problems, but also that it would generate income through its service to other residents. (Stanger 1963:133; Postel 1988:52; Hynding 1984:147) Known as "Gordon's Chute," the structure had a framework built at the base of a bluff on rocks which were awash at high tide. Running at a 45-degree angle from the top of the cliff and having an apron at the bottom which swung down to the deck of the waiting ship, the chute looked grand [Figure 21]. Gordon's plan was that waiting goods be taken from the warehouses located at the top and merely started down the chute, letting gravity do the work. (Stanger 1963:133) Although in 1878 Moore and DePue went so far as to describe Gordon's Landing as "one of the finest landings or chutes to be found anywhere on the coast" (1974:23), from the very beginning the enterprise was plagued with troubles. (Stanger 1963:133) The high, windy location of the chute made it a dangerous place for working, and more than one man was killed. (Rose 1941:27) Despite the fact that the chute was over 100 feet high and securely guyed with wire cables, waves frequently broke ten to twenty feet over it. Even if the farmers were able to convince a ship's captain to brave open ocean swells and come in to the hazardous site, weather was always a factor when anchoring on the open reef to receive cargo. (Davidson 1889:156; Postel 1988:52) To make a secure mooring, ships would have to tie to the rock where the chute stood. Captains would turn their vessels stern-in to the chute, ready to run at the slightest sign of trouble. (Rose 1941:27) With the exception of a live-in watchman[16], there was no crew maintained at Gordon's Chute. When a ship was found that was willing to come in and load cargo, area farmers would all join in and operate the chute. (Rose 1941:29) The unsheltered nature of the location—an open cliff side—meant the ship would have to drop her moorings and seek deeper water in any wind. Unfortunately, although Gordon's plan to use gravity to deliver goods to the ships was successful, friction from the long slide down sometimes ignited the sacks of grain and potatoes, causing them to arrive in flames or with holes burned in them; other times they burst upon impact with the deck. (Postel 1988:52) In addition, frequently the current would cause the ship to slip out from under the apron at the bottom of the chute and sacks would be lost in the sea. (Miller 1971:95) Add the fact that Gordon's enterprise came into being in 1872, the start of a long period of economic depression and it meant the chute was often idle with produce spoiling in the warehouses. At times Gordon's Chute was definitely a boon to Coastside farmers. For example, in the 1870s when they experienced a brief grain boom (Hynding 1984:147), and again in September of 1881 when an advertisement in the Gazette read: "Goodall & Perkins' steamers will until further notice load at Amesport Landing three times a week and at Gordon's Chute twice a week." (Schellens N.d.b:246) Eventually the enterprise went bankrupt and, as should have been expected, the sea destroyed Gordon's Chute on November 17, 1885, in a southeast gale. (Stanger 1963:133; Postel 1988:52; Davidson 1889:156) As late as the 1980s eye bolts were reported to still be visible in rocks used to support the chute. (Stanger 1963:133; Postel 1988:52)

Despite the risks and wrecks, coastal farmers managed to regularly reach their markets. James Imray describes the area "around Half Moon Bay" as a "limited extent of agricultural country," adding that local farmers employed "small coasters" to "carry the produce to San Francisco." (1881:207) The August 22, 1874, Gazette noted:

[15] An elevator builder, Bell had a fondness for constructing elevated, complex structures. Bell envisioned loading chutes being constructed all along the coast, but his plans were not realized. (Rose 1941:24)

[16] One long-time watchman, known as "Captain" Ryder, is buried in the Purissima cemetery. During the grain boom of 1880-1881, Captain Ryder contracted pneumonia after being caught in a storm covering sacks of grain awaiting shipment; he died shortly thereafter. (Rose 1941:29)

> "Shipping at Ames wharf is and has been very lively for some time. Half Moon Bay has had control of the potato market in San Francisco this year. The old landing has been repaired, so we have two shipping places from Half Moon Bay. I believe the same parties have both wharves so there is no competition … A boat or vessel may be seen loading every day, and sometimes two. The Monterey went out last Saturday with a load of 6,000 sacks, mostly potatoes." [Schellens N.d.a:171]

By the 1870s, it was estimated that as many as 90 vessels had struck rocks near where the Colorado and Aculeo came crashing to shore at Point Montara. It took the threat of a loss of the magnitude of the Colorado coupled with the real casualties of the Aculeo to finally propel Congress into action. In 1873, $15,000 was appropriated for the installation of a fog whistle at Point Montara. The 12-inch steam whistle went into operation on March 1, 1875, and its five-second blast was reportedly audible 15 miles away. Depending on the number of foggy days, the whistle required between 150,000 and 200,000 pounds of coal annually. (Lighthouse Friends.com 2005) Unfortunately, the addition of a fog signal at Point Montara was not enough to prevent disasters. Exactly four years after the loss of the Aculeo, on the foggy evening of October 17, 1876, the Rydal Hall crashed onto Frenchman's Reef just above Pillar Point. (Lighthouse Friends.com 2005; Martin 1983:315; Monroe 1999; Lonsdale, 1964:156) The Rydal Hall was a three-masted Welsh sailing ship on her way to San Francisco with a cargo of coal. Upon impact with the reef, general chaos broke out aboard the ship. Four of the panicked crewmen commandeered the captain's gig and lowered it into the waves where it was swamped; they were never seen again. The ship's boat was launched by eight other members of the crew but it was also swamped; three out of the eight passengers managed to make it to shore. The captain and seventeen of his crew were taken off the Rydal Hall by members of Pillar Point's shore whaling company who rowed out in their whaling skiffs. (Monroe 1999b) Ironically, the nine panic-stricken crewmen died needlessly and could easily have awaited rescue; the Rydal Hall sat on the reef almost a month before she broke apart. Salvage proved impossible and her cargo of coal was left to spill. (Lighthouse Friends.com 2005; Martin 1983:315) The whalers were rewarded by salvaging "vari-colored thread that was part of the cargo" which they then stretched to dry on bushes, creating acres of "prismatic cobwebs." (Wolf N.d.:3)

In August of 1877, an attempt at salvage work on the Rydal Hall was commenced. San Franciscan James Steel was reportedly on the scene, had erected "diving and wrecking apparatus," and was attempting to recover anchor gear and chains from the wreck. (Schellens N.d.a:182; Marshall 1978:44) Steel is reported to have recovered a small amount of chain and one anchor. (Marshall 1978:44) Almost 100 years later, local commercial abalone diver John Köepf dove on the wreck, recovering an anchor, the ship's bell and a small cannon.[17] (Monroe 1999; interview with E. Köepf 2/15/2006) In a recent interview, Köepf recalled that by the time he dove on the wreck the cargo of coal had coalesced into one solid mass, with the anchor sticking out. On further investigation, the two divers discovered what they believed to be a cannon resting nearby. Köepf related that he attached a large inflatable sack to the anchor with the hope of raising it. During the process of filling the sack with air, the current was whipping Köepf and the sack around. The motion of the anchor, rocking back and forth with the pull of the air sack, dislodged a piece of the coal-mass that was covering the bell and Köepf says it "twinkled at him," the brass still shining over 100 years later. Today, the treasured bell resides on Köepf's mantelpiece; the cannon was donated to the San Francisco Maritime Museum. The anchor was sold to a local Princeton restaurant and is still on display along Capistrano Street [Figure 22 and Figure 23] (interview with J. Köepf 3/15/06).

Although Chandler's wharf at Pigeon Point was a vast improvement over the earlier cable systems, still it was not a dependable landing. With or without a wharf, wary captains were only willing to enter the small cove in the best of weather. Farmers wishing to ship from there took the added risk of losing their grain while it sat in the warehouse awaiting the arrival of a ship. For example, the November 27, 1880, edition of the Redwood City Times and Gazette reported that large amounts of grain were awaiting shipment from Pigeon Point but coastal steamers were unable to land due to early storms. (Environmental Science Associates 2004:3-13)

Wrecks continued, and the rocky San Mateo County coastline was littered with coal, lumber and railroad iron. (Lighthouse Friends.com 2005) On October 27, 1880, Captain Johnson left Bowen's Landing onboard the two-masted schooner Ada May loaded with lumber for San Francisco [Figure 24]. (CA State Lands Commission 2006; Martin 1983:120, 315) Thinking he heard the Point Bonita fog signal when it was actually the one at Point Montara,

[17] According to an interview with long-time resident Nat Johnson, what was actually recovered was a Lyle gun, not a cannon. (3/29/2006)

Captain Johnson expected to be passing through the Golden Gate at about the time the Ada May landed on the Point Montara rocks, where she was a total loss. (Lighthouse Friends.com 2005; Martin 1983:120)

At about midnight on September 26, 1881, the Alice Buck, bound for Portland from New York carrying a load of railroad iron, struck the rocks south of Half Moon Bay at Hovious' Beach. A local dairyman who was "out milking at the first streak of dawn heard cries of distress from the wreck" and "rode to Amesport, where the steamer Salinas was loading. Captain Smith [of the Salinas] at once hastened to the scene of danger where he arrived barely in time to rescue six of the survivors who were still clinging to the [Alice Buck]. The Salinas then steamed around in search of others who might be floating on spars or fragments of the ship, and in doing so found the captain about a quarter of a mile from the wreck and saved him[18]." (Schellens N.d.b:249) Eleven seamen died and the schooner Alice Buck was a total loss (Martin 1983:315). The Alice Buck's cargo drew quite a bit of attention. First, on December 10, 1881, it was reported that "the steamer Ferndale was busily engaged for several days last week at the wreck of the Alice Buck, the water and weather being very favorable, the vessel secured several hundred tons of railroad ties which were delivered to San Francisco." (Schellens N.d.b:248). Next, in January the Redwood City Times and Gazette reported that "Mr. J. A. Fleming has been successful in securing the contract for building the wharf to be built to the wreck of the Alice Buck. When all the preliminaries are completed, work will be commenced on the bridge which will be about 1800 feet long." (Schellens N.d.b:252). On June 24, the Gazette reported that salvage efforts were continuing, and that "the wharf to the wreck is almost finished" (Schellens N.d.b:251), and finally, on July 8, 1882, they announced that "in a few days diving for the wreck of the Alice Buck will commence." (Schellens N.d.b:251)

The temporary wharf built at Hovious' Beach was described in the August 5, 1882, Times and Gazette as:

> "A piece of engineering skill accomplished, and never before attempted on the coast. The great difficulties in the accomplishment of such an undertaking are apparent when it is known that this wharf is built on a solid rock bottom, holes having been drilled in the rock in which to put the piling, but under the efficient superintendency of Mr. Thompson the task has been well performed. The wharf has been gradually pushed out into the ocean a distance of 1200 feet, and to the wreck. The height is over 54 feet, and it is built directly out from the cliff over the rough and rugged boulders." [Schellens N.d.b.:251]

According to the Gazette, once the wharf was in place the cargo of 2,000 tons of steel rails were being salvaged at the rate of about 30 tons a day. (Schellens N.d.b:254) Rumors abounded regarding the possibility that the rails would be used locally by Ocean Shore Railroad Company. (Schellens N.d.b:251) Most likely it was with disappointment that locals read the notice in the September 16 Gazette soliciting bids for hauling the rails to Amesport. (Schellens N.d.b:254) Regardless, salvage work continued, and in June of 1883 the Gazette reported that divers were still at work. In September there must have had a slight mishap, for the Gazette commented that "a new 8ngine was brought out for use at the wreck of the Alice Buck on the 18th, and work was at once resumed. The engine that went over the wharf to the rocks below was badly damaged." (Schellens N.d.b:259) In December of 1984 the Gazette reported that the temporary wharf had been sold to J. A. Fleming, who planned to take up the wharf and use the timber for other purposes. (Schellens N.d.b:263) During this period railroad iron was so scarce and valuable that the Alice Buck did not yet fade from memory. In August of 1885, four years after the schooner was wrecked, the Gazette reported "a schooner is lying off the wreck of the Alice Buck raising the remainder of the railroad iron which went down with the vessel." (Schellens N.d.b:269)

Pescadero residents were not the only ones to be entertained by unexpected visitors crashing into their shores. Labeled a "dull sailor" after her 1883 maiden voyage, the T.F. Oakes was a three-masted sailing ship with iron sides [Figure 25 and Figure 26]. In a few short years, she earned such a bad reputation that crewmen could not be located and the Oakes sat idle for several years until the vessel's identity was concealed by a name change. (Morrall 2006; Paine 1997; Peabody 1950:159; Monroe 1998) A mere name change was not enough to shake the jinx, and on the morning of March 13, 1898, the newly-named New York was sitting high and dry on the beaches of

[18] October 8, 1981: "A great deal of just credit has been given to Silas Hovious and Frank Hale Jr. for rescuing the sailors from the wreck of the Alice Buck, in the daily papers; but due credit should also be given to Benjamin A. Griffith who at the risk of his own life brought Sydney Smith of the Alice Buck safely to land." (Schellens N.d.b:249)

Half Moon Bay [Figure 27 and Figure 28]. Among the persons onboard were Captain Peabody, his wife and seven-year-old stepdaughter [Figure 29], along with Paul Scharrenberg, who would eventually become director of the California State Department of Industrial Relations. (Morrall 2006) In 1950, Captain Peabody's stepdaughter wrote of her sailing adventures, telling the story of the last voyage of the New York. She recalled that after a long, arduous journey across stormy seas, they had finally reached the California coast. In her bunk, she was suddenly awakened by unusual activities; the "ship started to shiver and shake." By that time, she was "wide awake and terror-stricken" as she listened to the noise of the New York's keel "pounding and grating." (Peabody 1950:182) With her mother, she "ran up the companionway, opened the door, and stood perfectly still for a horrified moment. The pounding of the surf seemed to be right upon us. Just then a gigantic wave rolled over the ship, and she lurched wildly. Salt water dashed all over us and ran down the steps while unleashed winds and the crew's hoarse voices made an exciting accompaniment" [Figure 30]. Captain Peabody ordered them to go back below and stay there until sent for, at which point both ladies returned to their cabin in tears. (Peabody 1950:183) About an hour later, the Captain came and told them "in a cold, matter-of-fact way that we were aground on the sands of Half Moon Bay. 'But there's nothing to fear,' he assured [them], 'when the moon rises at one o'clock, I'll order the lifeboats lowered and everyone will be rowed to safety through the surf'" [Figure 31]. (Peabody 1950:183-184) Local newspapers called the wrecking of the three-masted New York the "greatest excitement here for a long time." Tourists and residents alike enjoyed watching the unloading of her rich cargo of opium, silks, wine, tea, silk and jute [Figure 32]. A U.S. Customs office was set up [Figure 33] and there were four customs inspectors on duty night and day to supervise the landing of cargo. According to the March 26, 1898, San Francisco Chronicle this was necessary because the beach was "invested with thieves, who prowl in the night as well as during the day." (Schellens N.d.b:347) What cargo they were able to salvage was sold directly from the beach. (Martin 1993:289; Patterson, 1972:15A) Despite the best efforts of the customs inspectors, Half Moon Bay residents proudly displayed souvenirs from the wreck in their homes and everyone enjoyed the firecrackers and ginger candy which littered the beach. (Morrall 2006) The ship's bell wound up in the possession of the Nelson family, who would use it at mealtime to summon workers out on the ranch (interview with N. Johnson, 3/29/2006). The Peabody family was made welcome in the Half Moon Bay community, staying for a few weeks in the home of George Schaeffer, editor of the local newspaper. In 1941 Schaeffer recalled he had "salvaged a goodly sized keg of old Jamaica rum from the wreck," and he remembered how Captain Peabody and he had enjoyed testing it frequently "to see if the sea water had spoiled it." (Morrall 2006)

Even with these seemingly insurmountable hardships, today it is easy to understand why coastal farmers were willing to go to such lengths to ship their produce when one considers the summary published in the Times and Gazette on August 7, 1886, that "butter and cheese carried by wagon to San Mateo [from Pescadero], thence by rail to San Francisco costs shippers $10 to $13 per ton. The same articles shipped by steamer or schooner from Pigeon Point cost for freight less than one-half those prices." (Environmental Science Associates 2004:3-24) To accommodate this early shipping, there was a chute located: "inside [Pigeon] point to the eastward … about one hundred and fifty yards northeast of the Light … on the bluff above … with a long outstretching booms and tackle … constructed [and] by which small coasting vessels are loaded." Called the "Coburn Chute," according to Davidson this structure stood for 20 years, and was blown away in the same southeast gale of November 17, 1885 that destroyed Gordon's Chute. Davidson went on to explain that while chutes and wires were used for transporting goods to awaiting ships, "all freight … is delivered in surf boats and carried on shore on sailor's backs;" and that "there is anchorage under Pigeon Point, and it is reported as somewhat better than the average of these exposed places; but it is broad open to the south, and there is very little protection from the summer winds and swells." (1889:154)

Continuing northward, he described the coast:

> *"From Pescadero Point to Pillar Point,* which forms the southwestern point of Half Moon Bay, the … cliffs have a smooth yellow and chalky appearance and present quite vertical faces towards the sea. South of Pescadero Creek the color of the cliffs is reddish and more irregular. The shore-line and the coast generally present a broken and ragged appearance, caused by the deep gulches cutting through them." [Davidson 1889:156]
>
> "There is a reef of sunken rocks, upon which the sea sometimes breaks, a little over two hundred yards west from the end of the chute. The head mooring for the chute has fifteen fathoms of chain, and the anchor lies just on the inside edge of this reef. The distance from the buoy to the chute is estimated to be about two hundred yards." [Davidson 1889:157]

"One-half mile off the beach to the southward of Gordon's Chute, and off the mouth of Tunitas Creek, schooners anchor in seven fathoms over hard sandy bottom. Eleven miles hence to the northward, to Montara Point and including the shores of Half Moon Bay, the shore is a cliff bordering a narrow strip of table-land which flanks the high and bold mountains." [Davidson 1889:157]

"Half Moon Bay. This northwest anchorage is formed by Pillar Point … on the west, and the long curving shore which stretches over two miles to the northward and round to the eastward and southeast at Amesport. The rocky ground stretching one mile southeast from Pillar Point, and known as the Inner or Pillar Point Reef makes the bay available as a good summer anchorage. With light southerly winds a heavy swell sets in, and it is exposed to the full sweep of the south-easters; sailing; vessels should be ready to go to sea on the approach of bad weather. Some steamer captains report that they have been lying here during a heavy southwest swell when the bar of San Francisco was breaking badly." [Davidson 1889:158]

"The most conspicuous objects in the bay are the Amesport wharf and the large white warehouse at the base of it…. After rounding Pillar Point the coasters generally steer for [the] anchorage. The wharf close under the point [Denniston's] and the large unpainted ware-house are in the shadow of the head and not easily distinguished." [Davidson 1889:158-159]

"*Amesport Landing*.—The old landing for Half Moon Bay was in the northwestern part of the bight just east of Pillar Point; but the wharf built there has been abandoned, and a new one constructed from the eastern cliff nearly two miles east two-thirds north (E. 2/3 N.) from the extremity of Pillar Point. Sailing vessels can now pass between the two reefs and haul up directly for this wharf. There are three good mooring-buoys lying off it. The trade is principally done by steamers which can lie at the wharf." [Davidson 1889:159]

"The irregular depths … indicate very foul bottom … and it is therefore imprudent for any vessel to approach the shore nearer than one mile; yet coasting steamers are reported passing inside the location of the breakers. The shore immediately south of the fog whistle has a low bluff from twenty to sixty feet high, with a low, flat valley behind it, so that vessels in hazy or dark weather may mistake their distance from it; because to the south and north the high bluffs and mountain flanks come more boldly to the water." [Davidson 1889:161]

Even with the Pigeon Point Lighthouse in operation, navigation along the San Mateo coast remained hazardous. Although a lighthouse could not have prevented the loss of the Pacific Coast Steamship Co.'s 107-foot wooden San Vicente [Figure 34], questions still linger as to the lighthouse keeper's actions that fateful morning. As was reported in the December 22, 1887, edition of the Santa Cruz Sentinel, the survivors were rescued by the passing steamer Queen of the Pacific [Figure 35], who chanced upon the blazing vessel off Pigeon Point. According to the Queen's Second Officer William Olsen, they spotted "a ship on fire, which was soon learned to be the San Vicente, having on board a crew of 19. Soon loud cries for help were heard in the darkness. The Captain at once ordered the boats to be manned and lowered. The men went gallantly to the rescue, and several had to be put back as the officers did not want to overcrowd the boats with the too-willing rescuers." Olson took command of the first rescue boat to leave the Queen and proceeded toward the San Vicente. He encountered a boat leaving the burning vessel with injured crewmen onboard whom he assisted to the Queen. Meanwhile, another rescue boat plucked Captain Charles Lewis and his second mate off the San Vicente with only minutes to spare. The Queen of the Pacific "hovered around the burning vessel, and all hands kept an anxious lookout to see if there was not some chance left to rescue more of the crew." In all seven survived men the tragedy. After the San Vicente began to burn, Captain Lewis lost control of his crew. He described the frenzied fashion in which they rushed "about the deck completely terror-stricken [and] as unmanageable as wild beasts." In short order, the San Vicente's boats had been launched, the first overburdened, the second with only one man aboard. The Captain and the second mate were abandoned on the burning vessel. The second mate reported that although the cook had been the one to give the initial alarm, the cause of the fire was unknown. The Pigeon Point Lighthouse keeper said he had seen a light on the water, but expressed surprise to hear that a steamer had burned nearby. Likewise, several people at Año Nuevo reported observing a burning boat, "enveloped with smoke" and a large steamer circling it. The Sentinel described it as "queer … that a vessel the size of the San Vicente should burn to the water's edge within such a short distance of two government stations, and the keepers of both stations be utterly ignorant of the facts." (Santa Cruz Sentinel 1887:3)

Another schooner that was a total loss was the Argonaut which in 1890 got caught in the breakers between Pillar Point and Point Montara and wound up aground on the rocky coast. (Martin 1983:315) The November 8 Coast Advocate reported finding the vessel "loaded with lumber, apparently lying at anchor in the surf" and that "the crew, consisting of two mates and five seamen, were on the bluff above the beach drying their clothing and putting their baggage in shape." The captain of the stranded lumber schooner, George C. Lovdal, sent dispatches to San Francisco asking for a tug to assist in pulling the Argonaut off the rocks, and then relaxed and enjoyed the local hospitality. According to the Advocate, "while feasting on yellow-legged chicken at the Methodist ladies election supper, [Captain Lovdal] facetiously remarked that he had been shipwrecked six times, but never before had he been cast up among so many kind people, such pretty women, and so much good grub." A tug arrived a few days later, but was unable to free the schooner. (Coast Advocate 1890a) Two weeks later, the Advocate reported that over 100,000 feet of lumber had been salvaged, as well as five big spars and the vessel's fittings. The wreckers intended to haul the lumber to Amesport; the spars it was hoped could be floated down instead. (Coast Advocate 1890b) Additional salvage work was attempted after the holidays; the January 1, 1891, San Francisco Examiner reported: "The scow schooner San Pedro leaves for Half Moon Bay tomorrow in tow of the tug Robards to complete the wreckage of the Argonaut. (Schellens N.d.b:311)

Once regular trade with San Francisco by ship was established from Amesport (and to some extent from the other mentioned shipping points), Spanishtown was connected to the outside world. During the 1890's for example, even though Denniston's wharf had fallen into disuse[19] (Hynding 1984:139; Miller 1971:90), the Coast Advocate reported Pacific Coast Steamship Company's[20] ("PCSS") steamer Gipsy [Figure 36] sailing "every Friday from San Francisco with freight for Half Moon Bay." (Stanger 1963:140; Postel 1988:52; Rose 1941:22) On her return trip to San Francisco from Amesport, the Gipsy might carry hay, grain or potatoes. (Postel 1988:52) Other coastal steamers served Amesport as well; the Advocate reported another steamer "due at Amesport Sunday, weather permitting," and that "the steamer Santa Cruz carried off '6,000 sacks of grain on Saturday night and completed her cargo at Pigeon Point where she took aboard several hundred barrels of whale oil.'" (Stanger 1963:140) Referring to Amesport, the November 16, 1899, Gazette reported the "warehouse at the new landing is constantly kept filled with grain being shipped by the farmers." (Schellens N.d.b:353) Another steamer that served Half Moon Bay, the Leelanaw, was reported to have struck the reef on September 23, 1899, although she was subsequently refloated. (Martin 1983:315) Yet, despite the hard work of the Gipsy, the Leelanaw and the other small steamers, Amesport was unable to fulfill all the shipping and transportation needs of coastal San Mateo. (Postel 1988:52)

On Thursday, October 8, 1891, the dependable little Gipsy narrowly escaped being destroyed in a fire. At about noon of that day, the Gipsy left the pier at Amesport after taking on a cargo of grain. 900 barrels of lime were already in her hold, having been picked up at Santa Cruz. Encountering rough seas outside the reef, the Gipsy began to roll and pitch. According to the Advocate,

> "Water that came through one of the lee ports reached the lime which slacked and caught fire. The flames were soon communicated to the wood work." Captain Jepson immediately put the steamer about and ran for the lee of the reef up near the Old Landing and then played two streams of water on the fire from the pumps. The main hatch was opened, and where possible the barrels of lime were got out and thrown overboard. After bout 100 barrels had been jettisoned the fire was got under control and put out." [Coast Advocate 1891b]

The Advocate estimated the loss to PCSS to have been about $250 and said that "the officers and crew handled themselves in a commendable manner." (Coast Advocate 1891b) It would appear that the PCSS was unhappy with their loss. By the time the next edition of the Coast Advocate was issued, PCSS had decided to discontinue shipping from Amesport due to the risks involved (although PCSS steamers would continue to land at Pigeon Point). Advocating that "the time has come … when it is absolutely necessary to have safe, regular and economic transportation to San Francisco," and that "future prosperity of our people depend on it," the newspaper was calling for residents to consider building a cooperative wharf and either buying or chartering their own vessel, so as to have

[19] According to Patroni, the wharf "fell apart" about fifty years prior to the time he was interviewed (in the 1940's), but rotting pilings were still visible at extreme low tides. (Rose 1941:19)
[20] Pre-1876, PCSS was known as *Goodall, Nelson & Perkins*. (Best 1964:99)

dependable transportation (Coast Advocate 1891a) the next week, October 24, the Advocate continued its lobbying with the comment: "A railroad, of course, is what we should have, but as such a blessing seems unattainable, at least just now, let us turn our attention to the next most practicable substitute—a people's wharf and independent steamer service." (Coast Advocate 1891c) Apparently the community continued to be held hostage by PCSS, since they operated out of Amesport Landing until 1917. (Rose 1941:22)

The next mishap in the vicinity of the Pigeon Point Lighthouse occurred in July of 1896 with the grounding of Pacific Mail's two-masted steamer Columbia [Figure 37]. The Columbia was reported to have been "on the verge of breaking the speed record for a run up the coast" at the time of her grounding. Despite the normal covering of dense summer fog, Captain William Clark had apparently decided to go for the record, trusting "his good judgment" and running full throttle "for the Golden Gate." (Reinstedt 1975:11-12) C. B. Lastrero, one of the passengers on that last voyage of the Columbia, related that the steamship: "had been speeding up the coast from Panama and had been in dense fog for five days. The captain, Clark, had told me the whistles offshore were those of Pigeon Point. Moments later he descended the bridge and stood in front of the pilot's house. I heard another whistle dead ahead, but why should I, a landlubber, warn an experienced navigator?" (Morrall 1978:54) Captain Clark's story differed; he claimed to have mistaken the Pigeon Point fog signal for a passing ship, and turning eastward, practically steamed "into the lighthouse." (U.S. Department of Commerce 2006b; Reinstedt 1975:12) It was reported that with visibility of less than 100 feet; Captain Clark had no idea where they were when they landed. Officials were baffled at the idea that an experienced captain could have mistaken the distinct Año Nuevo and Pigeon Point fog signals. (U.S. Department of Commerce 2006b) The keeper at Pigeon Point Lighthouse, James Marner, was on duty when the Columbia struck and reported that he "thought it was the tender Madrono that had come up in the fog and dropped her anchor," adding "I hollered to the boys, and they ran to put on their good clothes to receive the inspector, but we found our mistake. I could make out the Colombia. She was right up almost on dry land, and my fog horn [had been] blowing twice a minute all night." (Perry 1999) The confused passengers were reported to have remained quietly on board, believing they would be pulled free. Eventually, the tug Active safely removed from the stranded steamship all 62 passengers, those members of the 90-man crew still onboard and the mail. (U.S. Department of Commerce 2006b; Monroe 2000) The ship and cargo were a total loss to Pacific Mail; with no injuries or fatalities involved, locals and tourists alike were not only able enjoy the spectacle, but in many cases to benefit from it. Crowds came from as far as San Francisco to see the steamer, which appeared to be anchored just off shore. They were reported to have amused themselves "rescuing from the breakers the little yellow limes that swam shoreward to be salvaged" as the steamer deteriorated and broke up. (U.S. Department of Commerce 2006b) Residents salvaged much of the cargo of the Columbia, including a large quantity of white lead paint which was used on many of the buildings in nearby Pescadero. [21] (U.S. Department of Commerce 2006b; Monroe 2000; Morrall 1978:57; Reinstedt 1975:12) Other items salvaged included bolts of cloth, furnishings, cases of olive oil and a good deal of copper wire which used throughout the neighborhood for clotheslines. (Monroe 2000; Morrall 1978:56) The staterooms were stripped of luxurious gold and white molding. (Morrall 1978:56) At a dairy located two miles south of Pigeon Point on Gazos Creek, an entire back room was added to the main two-story house using salvaged lumber. (Jackson 1985:50) One person was reported to have earned so much from salvaging the Columbia that he was able to afford to buy a new home in nearby Spanishtown. (Morrall 1978:57)

By 1899, the pier at Amesport featured a rail line for moving grain and vegetables with horse-drawn cars capable of carrying ninety sacks of grain. (Rose 1941:22) There were three horse-drawn cars, and when all were operating 1,000 sacks of grain could be transported to the end of the pier in an hour. Around that time, the first pier washed away, but a new one was built in short order. The new pier was reported to have originally been 2,200 feet long, but was eventually shortened to about 500 feet. (Smookler 2005:65; Rose 1941:22) When the first pier washed away, "a team was on the wharf and was only saved from drowning by the buoyancy of the floor of the wharf, which acted as a sort of a raft just long enough for the team to reach safety." The warehouse at Amesport was capable of storing 20,000 sacks of grain. (Rose 1941:22)

Meanwhile, the only choice for vessels in search of the Golden Gate in the fog continued to be hugging the coast, which put them at risk of the rocky outcroppings. (Lighthouse Friends.com 2005) The British iron ship City of Florence was 46 days out from South America and headed for the Golden Gate when she grounded on March 20,

[21] Following the wreck of the Columbia, Pescadero became known for its neat appearance, due in large part to this salvaged white paint.

1900, near the wrecked Columbia. (Martin 1983:315) Some salvage work was completed on this site according to the Advocate-Pennant of August 15, 1901, which reported:

> "The gasoline wrecking schooner, Bessie K., which was wrecking the City of Florence off our shore last week, pulled up her moorings Sunday and returned to the city. The Pacific Wrecking Co., which purchased the Bessie K., also purchased the City of Florence wreck for a nominal sum, and made a good thing out of the investment. Besides a couple of anchors, many fathoms of chain and other fittings of the vessel, they succeeded in securing the large steam donkey engine and winch." [Schellens N.d.a:360]

Even with the addition of the new fog signal navigating past Point Montara continued to be hazardous. The next attempt to solve the problem of navigation in that vicinity was the 1900 *installation* of a kerosene lantern near the fog whistle. The red beam from the lantern could be seen twelve miles at sea. (Lighthouse Friends.com 2005) The lantern hanging on a post was only a temporary solution and, as the October 11, 1900, edition of the Gazette reported, a lighthouse was to "be established at Point Montara in conjunction with the fog signal at that place. The light will be red so as not to be confounded with the white light at Point Bonita, 15 miles north of Half Moon Bay." Additionally, the Gazette reported that Contractor Phillips had been "engaged on the work." (Schellens N.d.b:355) Just over a year later, on October 31, 1901, the Gazette reported that "work was commenced on the new fog signal station at Point Montara this week. Messrs. S. R. Sinnot and others of SF … have the contract for the work." (Schellens N.d.b:359) In 1902 the work was complete and the new fog signal was operational at Point Montara. (Lighthouse Friends.com 2005) It was not until 1912 that the government upgraded the Point Montara station to a lighthouse, installing a fourth-order Fresnel lens [Figure 38] atop a wooden tower [Figure 39]. Finally, in 1928 the cone-shaped Point Montara lighthouse was built [Figure 40]. To facilitate construction, the metal lighthouse was pre-fabricated on Yerba Buena Island and then transported to its present location where it was simply bolted together. The Point Montara lighthouse is a mere 30 feet tall to enable the beam to remain visible beneath the frequent fog[22] [Figure 41]. (Lighthouse Friends.com 2005)

Following installation of the Point Montara fog signal, the next wharf to be built on Half Moon Bay was in 1902 and located about midway between Denniston's Landing and Amesport. Built by Santa Cruz cement manufacturer Henry Cowell, construction of the 1000-foot wharf and warehouse took about six months, and Cowell had local farmers contribute a portion of the $10,000 cost. In 1921, a fierce storm destroyed the first warehouse, but Cowell replaced it that same year. Cowell's Wharf was used for shipping vegetables, grain and some general freight until about 1908; thereafter, it became a popular fishing spot. Steamers would call at Cowell's, including the Maggie. The wharf fell into a state of disrepair; by 1940 there was only about 500 feet left standing. (Rose 1941:20)

Elsewhere, coastside farmers kept working to establish dependable means for marketing their products, and the September 10, 1903, San Francisco Call announced their impending success:

> "A line of steamers to run between San Francisco and Half Moon Bay is soon to be established. A number of commission men of the city and several county ranchers are behind the project which has for its purpose the transportation of vegetable products to SF. The tug Alexander Volta has been chartered to make daily runs to and from Halfmoon Bay and it is likely that another small steamer will be built." [Schellens N.d.b:363]

Shipping continued to be newsworthy, and on September 29, 1904, the Coast Advocate reported that "quite a crowd of people were at the wharf to see the new passenger steamer Newport which made her initial trip to Half Moon Bay Sunday … She has ample room for all kinds of traffic that the Coastside can furnish, being about twice the size of the steamer Gypsy." (Schellens N.d.b:370)

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[22]In the 1970s an off-shore buoy was installed off Point Montara to help guide mariners. After a long, drawn out approval and funding process, both Point Montara Lighthouse and Pigeon Point Lighthouse were renovated and transformed; today they cater to tourists and feature youth hostels. The project was eventually funded by the State of California with assistance from Hostelling International USA, California Department of Parks and Recreation; California Coastal Conservancy and local businesses. (Lighthouse Friends.com 2004) In 2002, tours at Pigeon Point were suspended due to structural damage the lighthouse suffered during winter storms when "two large sections of brick and iron cornice broke away." (CA Department of Parks and Recreation 2002)

On January 18, 1906, the Redwood City Democrat reported that "Ira S. Lillick of SF applied to the Board for a franchise to construct a wharf at the end of Kelly Street at Half Moon Bay, a distance of 500 feet, more or less, to deep water. The privilege is to last 50 years, and after the first five years the franchise bidder is to pay the county two per cent of the gross earnings of the wharf." (Schellens N.d.b:384) The April 18, 1906, early edition of the San Francisco Chronicle reported that Mr. Lillick's application was granted, along with "a license to collect tolls for the use of the same." The franchise was granted for a fifty-year term. (Schellens N.d.b:377) No mention of a wharf at Kelly Street is found in either the 2nd and 3rd Editions of the Coast Pilot, and so it would appear that this wharf, while approved, was never constructed. (U.S. Department of Commerce 1909; U.S. Department of Commerce 1917)

While south of Pillar Point they experimented with devices for ocean shipping, none of which was ever completely successful, everywhere Coastside residents dreamed of a railroad. (Stanger 1963:140) Finally, in the beginning of the 20th century San Mateo Coastside residents got their first hint of freedom from the control the sea held on their lives with the promise of the long hoped-for Ocean Shore Railroad. (Hynding 1984:147; Gualtieri 1982:96) On July 24, 1890, the Redwood City Democrat prophetically asked: "what good will the wharf (Amesport) be when the railroad comes." (Stanger 1963:140; Gualtieri 1982:97) Until it could be built, farmers regularly hauled their produce "from as far south as San Gregorio" and loaded it onto ships at Amesport. (Stanger 1946:176) With the arrival of the railroad in 1908 the Amesport wharf "proved to be neither protected enough nor large enough to serve as a port" and was reduced to merely "a favorite fishing spot.' A winter storm swept about 150 feet of the Amesport Wharf away in early November of 1928. (Morrall 2005) By the 1940s, it was known as "McGill's Wharf" and was still a popular spot for local fishermen [Figure 42]. (Stanger 1946:176) As can be seen in Figure 43, the wharf suffered from years of neglect before it finally disappeared. According to one local resident, during the 1960s there pilings from the Amesport wharf were still sticking out of the water [Figure 44] (interview with Ernie Köepf, 2/15.2006). Today all that remains is a street and small development south of Miramar in Half Moon Bay with the proud old name of "Amesport." (Manning & Crow 2004:35)

In 1911, following an especially severe winter storm which resulted in the loss of some local fishermen, a group of local residents met at Patroni's Italian Restaurant in Princeton. Long-time resident George Dunn, Sr. [Figure 45] recalled attending the grim meeting that took place not long after the boats were lost, as the local community mourned. (Morrall 2000:1) To help alleviate these problems, a breakwater was planned, beginning at Sail Rock[23] and extending southward to form a safe harbor. (Jenkins 2005:24) After the meeting, influential locals passionately lobbied for a breakwater, but met with no success. (Morrall 2000:1)

By April 25, 1913, another wharf was under construction at Half Moon Bay. The Daly City Record noted that the owner "of the Patroni Café at Princeton, reports that 375 feet of the Princeton wharf has been completed and that work on the balance of 125 feet will be commenced shortly." (Filion & Wolfskill 2006f) In order to reach water deep enough to accommodate fishing vessels, Patroni's Pier eventually stretched 540 feet into the bay. (Smookler 2005:65; Rose 1941:21)

And still, Pigeon Point continued to be the shipping point for southern San Mateo County residents. Yet so impractical was the unloading and taking on of cargo at Pigeon Point that in August of 1913, even with an experienced coastal captain onboard, it proved the demise of one of the work-horses of the Pacific Coast, the 115-foot lumber schooner Point Arena. (Reinstedt 1975:20-21) The Point Arena was a two-masted steam schooner of 223 tons built in San Francisco and had served in the coastal lumber trade for many years. (Reinstedt 1975:21) The captains of lumber schooners were notoriously skillful in maneuvering their vessels in and out of seemingly impossible tight situations, although even they referred to coastal California as "a dangerous looking place." (Kortum & Olmsted 1971) The Pigeon Point wreck of the Point Arena in particular is described in Wallace E. Martin's unpublished manuscript, Sail & Steam on the Northern California Coast 1900–1950. In that manuscript, Martin states the Point Arena:

> "Stopped at Pigeon Point early Saturday morning to take on a cargo of tanbark. As she lay alongside the landing, the stern cable parted, and a large wave caught the craft swinging it broadside onto a big rock, tearing a large hole in the vessel's side. Before any action could be taken by the officers and crew of the

[23] "Sail Rock" was a large rock sticking out at the end of Pillar Point that, naturally, resembled a ship's sail (Jenkins, 2005:24)

vessel, a second wave lifted it and smashed it down on the rock, completely demolishing the bottom of the steamer. The crew barely escaped by taking to the boats, the captain being the last man to leave the vessel." [U.S. Department of Commerce 2006b]

In pieces, the Point Arena was scattered by the waves; part of her bow washed ashore near Greenoaks Creek, where it was buried in the sands. Seventy years later the winter storms of 1983 finally exposed this remnant of the battered Point Arena and it was discovered by a hiker [Figure 46]. (Sunset 1985; Jackson 1985:52)

For some enterprises, shipping from Pigeon Point continued to be the only viable alternative, despite the risks. The February 20, 1914, edition of the Daly City Record reported a father and son team named Notley had:

> "Purchased 640 acres of … timber and are already engaged in manufacturing it into ties and shingles. George Notley, the son, is at Pigeon Point managing the enterprise, which is located on Gazos Creek, about nine miles from Pescadero. Shipment can be made from Pigeon Point, where a store will be established by the firm. A shingle mill is near completion and ... its … output of ties … will be shipped to Los Angeles in schooners [owned by] the Notleys." [Filion & Wolfskill 2006f]

During this same period, one of the steamships which regularly traveled the coast was the Los Angeles—San Francisco Navigation Company's San Juan. Indicative of how progress was indeed catching up with the Coastside, the January 30, 1914, edition of the Record, reported that then-captain of the San Juan F. R. Barrett:

> "Was at Montara Sunday visiting [and] paid one of the highest compliments that could be paid to any locality, in saying that the 21 street lights at [Montara] was one of best advertisements that could be, as it showed that the citizens were up-to-the-minute and believes in leading the procession of progress [and adding] that hundreds of passengers aboard the San Juan had asked him what place it was and reports that the lights made a fine showing from the ocean." [Filion & Wolfskill 2006f]

Further to the south, at Pigeon Point progress came by way of the razing of Chandler's wharf and construction of an "offshore discharging station" on the cliff top. The station was on a large platform built from 12-by-12 timbers and included a blacksmith shop, steam-powered cable-loader, lookout tower, warehouses, small-boat davits, anchorages, several saloons and a dozen or so homes. (Rose 1941:32, 35) For the anchorage, several tall towers were built which held steel cables. The cliff sides as well as the rocks beneath were "studded with steel eyebolts for moorings" and captains secured their vessels by:

> "The use of a large steel eye-bolt on top of a large rock just south of the point, whence a steel cable was run to the stern bollards of the ship, which came in backwards, in order to insure speed and safety n getting out, in case of a sudden storm or other trouble. The vessel then let out her bow anchors and was ready to take on cargo. The steel cable was run down to her masts from the tall towers on the point, and a [steam-powered] pulley arrangement allowed either a movable platform or a set of grab-arms to go from ship to shore and back again bearing cargo." [Rose 1941:35]

The Beetle Steamship Company operated the station until 1920. (Rose 1941:32)

Unfortunately for area shippers, Ocean Shore Railroad ceased operations in 1920. (Pacifica 2005) The arrival of the motor car essentially the solved Coastside's shipping problems, forever linking it to the outside world. There was no longer any water-borne traffic at Pillar Point, "all shipments being handled by truck to San Francisco." (U.S. Department of Commerce 1943:111) With the loss of the railroad, trucks simply eased into place. (Stanger 1963:143) By 1942, the Coast Pilot advised mariners that "cuts for the highway [were] distinctive features in the bluffs." (U.S. Department of Commerce 1943:113) Motor trucks not only enabled area farmers to reach their markets easily, but also allowed for the growth of another coastal industry, commercial fishing. The wharf at Amesport may have been in ruins, but to the north at Princeton were Patroni's and Cowell's Piers, both used chiefly by fishing boats [Figure 47]. (U.S. Department of Commerce 1943:112; U.S. Department of Commerce 1917:80; Scofield 1954:84; Smookler 2006:65; Rose 1941:20) In the 1940s, Patroni's Pier was described as "a Mecca for sportsmen who enjoy a day's fishing for sole, cod, and occasionally steelhead and salmon" [Figure 48]. It was also used by the local commercial fishermen for landing crabs and various species of fish. (Rose 1941:21)

One thing that never changed on the coastside was the frequent dense fog. On December 1, 1921, the San Mateo coastal fog claimed one more unlikely victim. (Willshaw 2006; Toppan 2003) As Johnson recalled, about midnight his father was driving home from work in the oil fields when he heard the insistent call of a fog horn. He pulled over to investigate and to his surprise found the U.S.S. DeLong aground on the beach just south of Half Moon Bay [Figure 49 and Figure 50]. Johnson says his father rigged the breeches buoy to help effect the rescue of the men on board the destroyer before heading home for the night [Figure 51]. Later he was to return, bringing his five-year old son with him, for as Johnson recalled: "I touched that … thing" (interview with N. Johnson, 3/29/2006). Towed off 16 days later, U.S.S. DeLong was taken to Mare Island Navy Yard where a few months later the three-year old ship was decommissioned. (Willshaw 2006)

Following several days of stormy weather, in February of 1923 San Mateo County Warden Werder discovered a life preserver with the name "Lake Sunapee" along the beach near Tunitas Glen in southern San Mateo County. Werder also located doors from a steamer, portions of the cabin and other wreckage, leading authorities to believe the steamer Lake Sunapee to have been lost in the storm. The Lake Sunapee was flagged in Mexico and regularly traded between there and San Francisco. No further details were reported about the wreck. (San Mateo Daily News Leader 1923)

In May of 1925, foggy Pigeon Point claimed yet another victim, this time the Pilgrim, a 75-foot "bootleggers' launch" carrying 100 bottles of beer and 175 cases of whiskey that ran aground on the rocks and sank. Everyone involved fled the scene before law enforcement officials arrived. (Castillo 1996)

But the worst disaster to occur at Pigeon Point took place four years later, on August 29, 1929. On that fateful day the previously-mentioned San Juan, by then captained by A. F. Asplund, was northbound in the steamer lanes off Pigeon Point, headed for the Golden Gate—a routine run that ended in disaster. Traveling in darkness and heavy fog, Captain Asplund was exercising extreme caution as the San Juan steamed ahead. A ship's whistle was heard, eerily coming through the fog. According to the wreck reports, normal precautions were taken onboard both vessels; somehow signals were misunderstood. The S.C.T. Dodd, a Standard Oil Company tanker, nearly cut the San Juan in two. The Dodd's bow was crumpled, although she was still operable, and the captain reversed his engines and backed away from the crippled San Juan. (Gibbs 1957:255; Reinstedt 1975:19) Most of the 128 passengers onboard were either asleep or trapped; the San Juan sank within five minutes of the impact, amid "a mass of pleading, struggling humanity clinging to bits of wreckage and overturned lifeboats." The Dodd and the steamer Munai were both on the scene well after daylight hunting for survivors; a total of 42 persons were rescued. An amazing survival story was told by the steamer's boatswain, "asleep in his bunk when the tanker struck." According to the boatswain:

> "The bow smashed directly through his stateroom, knocked him from his bunk and pinned the door shut to trap him inside. The lights went out and he lay there stunned and wide-eyed as the clammy fingers of death reached out for him. As the bow of the tanker backed away from the giant hole in the San Juan's side, water poured into his quarters like a rushing river. He began his final prayers when suddenly he felt a rope brush across his face. As fate would have it, it was dangling from the bow of the tanker. With the most determined grip of his maritime career he grabbed it and hung on tenaciously. Hand over hand he bodily pulled himself upward until to his great surprise he reached the tanker's forecastle." [Gibbs 1957:256]

One of the worst maritime disasters in California's history, the remains of the battered hull of the San Juan have been reported to be lying in 12 fathoms of water somewhere off Pigeon Point. At the time of her sinking, the 283-foot steamship was carrying approximately $200,000 in mostly silver and gold. (Reinstedt 1975:20)

On November 6, 1930, the dense coastal fog attempted to claim one more prize, when the Richfield Oil tanker Tamiahua shuddered to a stop aground on Pescadero Reef [Figure 52 and Figure 53]. The 11,170-ton tanker remained captive until November 25, when an exceptionally high tide allowed the tanker to be pulled free by the tugs Peacock, Sea Ranger, and Sea Rover. (Reinstedt 1975:11)

By the mid-1930s, the great age of Pacific Coast steam travel was over. Waterfront strikes and land-based competition had led to the folding of the steamship companies, leaving coastal shipping to the few aging lumber ships remaining. (McNairn & MacMullen 1945:89) And still, along the San Mateo coast the inhospitable sea and the lack of natural harbors discouraged both settlement and commerce, despite the determined efforts of locals. In

addition to its geographic problems, the area was plagued by fog, shifting currents and tides, and winter storms, all of which severely limited shipping at both Denniston's wharf and Amesport. Further down the coast shipping was even more limited due to the lack of protected inlets. (Hynding 1984:147)

Still, coastside residents yearned for a harbor of safe refuge. Obtaining a safe harbor was a community effort that was in the works for many years, as was recalled by one long-time area resident who sold "tickets for a promotional dinner at Miramar School in 1937." (Jenkins 2005:24) It was expected that once created the new harbor would provide for increased seaside activities, although it would also probably cost the area its "Spanishtown quaintness" forever. (Stanger 1963:143)

Despite the exposed coast [Figure 54], during the forties there were two operating canneries [Figure 55 and Figure 56] and a freezer plant in Princeton. (Scofield 1954:84) Oil and gas were available, and there were hoists on the wharves for lifting small boats out of the water; however, there was no space for storage or repairs. (U.S. Department of Commerce 1943:112) One of those canneries, the Romeo Packing Company [Figure 57], was built in 1945 by Joe Romeo. Romeo's father, father-in-law and uncles were all in the fishing business, and so it was the natural choice for him, as well. Prior to building the cannery, in 1940 he built Romeo's Pier [Figure 58][24]. (U.S. Department of Commerce 1954:233; Romeo 2002; interview with C. Romeo 4/26/2006) Romeo's canned products carried their distinctive logo: "a fish with glasses named after Joe's son Charlie, today known nationwide as Star Kist's 'Charlie the Tuna'" [Figure 59 and Figure 60]. (Romeo 2002) The Romeo Pier continued to function as a fish-buying facility into the beginning of the twenty-first century.[25]

The 6th edition of the Coast Pilot reported that buoys had been placed in a number of areas of the bay to mark the dangerous reefs. While the best anchoring grounds were still to be found in the lee of Pillar Point, vessels had to be aware of the weather and prepared to leave in the event of strong southerly winds. Oil and gasoline were available at the wharves. There were davits on one wharf and a derrick on the other, both of which were used to hoist boats out of the water both for maintenance and for protection in bad weather [Figure 61]. The Coast Pilot advised mariners that limited provisions could be obtained in the nearby town of Half Moon Bay, but it cautioned that coal and water were not available. (U.S. Dept. of Commerce 1943:112) At Point Montara, not only was the lighthouse in place, there was "a fog signal … on an air diaphone [and] a radio direction finder station … near the lighthouse [as well as] a conspicuous white tank … near the station and in the daytime is more prominent than the light." (U.S. Department of Commerce 1943:112-113) In 2006, local residents still remembered how everything in Princeton would shake with the sounding of the fog signal (interview with N. Johnson, 4/13/06) Despite all those warnings and improvements, navigation in and around Half Moon Bay continued to be challenging. Mariners had to keep a close watch their vessels, even when anchored on the eastern, leeward side of Pillar Point where tall cliffs sheltered them in winter storms. Boats still would occasionally drag anchor and wind up on the beach. Generally they weren't damaged after landing on the well-protected, wide, sandy beach and would be re-floated. (Jenkins 2005:24) Johnson recalled the Polaris being beached on three different occasions and that Captain John Texiera's amphibious craft had been used to simply tow her back to sea (interview with N. Johnson, 3/29/2006)

By this time, Princeton [Figure 62] had developed into a fishing village with local business enterprises dependent on the fishing community [Figure 63 and Figure 64]. Hazel's Sea Foods [Figure 65 and Figure 66] at the end of Patroni's wharf had a couple of tables set aside specifically for the local fishermen's use, "where they drank coffee and played pinochle by the hour." Outside Hazel's, a big crab cooker had been installed next to the sidewalk and was used during crab season. Jenkins recalled that the crabs "sometimes sold for one dollar each – cooked," which was "good, but expensive at that time," and that "young servicemen's wives were squeamish … but soon acquired a taste for this delicacy." One more local business dependent on the success of Pillar Point fisheries was

[24] With the decline of the sardine fishery, Romeo shifted to processing fertilizers. In the 1970s, Joe Romeo developed a machine that automated the process of making paper plant sleeves. Today, Romeo Packing is still family owned and operated. (Romeo 2002; interview with C. Romeo 4/26/2006)

[25] Known today as the "Green Pier," it is still standing but its future is uncertain due to funding problems. At present, the San Mateo County Harbor District plans to replace the Pier and is "exploring possible participation in the project by federal and state agencies and educational institutions as a means for obtaining construction funding." (Pillar Point Harbor 2005)

Larson's Crab Cottage[26], a family restaurant located about a block from Hazel's. In the 1940s, across the road from Larson's was Ortisi's, where although Jenkins recalled that "Vince Ortisi could make an abalone sandwich that melted in your mouth," (Jenkins 2005:25) Charlie Romeo remembered as a youngster enjoying their ten-cent cups of clam broth (interview with C. Romeo 4/26/2006).

Despite the fundraising and lobbying, progress was not made toward obtaining a safe harbor until just after World War II, when the Half Moon Bay Harbor Association was formed. The initial members, appointed by then-Governor Earl F. Warren, were: Percy Shaw, chair; Richard D. Armstrong, secretary; Thomas Callan; Henry Clark; and Nathaniel G. Johnson. (Daily Palo Alto Times 1949; interview with N. Johnson, 3/29/2006) Funding for the project was to come from Congressional appropriations. (Daily Palo Alto Times 1949) But Half Moon Bay was not about to allow its waters to be contained by a breakwater without incident: April 1, 1946, was a bright sunny day, the seas were "calm and smooth as glass" and the U.S. Army Engineers were finally at Pillar Point to survey for the long-hoped for breakwater. That same day there was an earthquake with a magnitude of 7.8 in the Aleutian Islands which generated a tsunami that rolled through Half Moon Bay[27]. When the first wave rolled through, its trough caused the sea to drop seven feet. As the second wave rolled through the bay, the crew of engineers fled from their work near Romeo Pier. At Half Moon Bay, where the tsunami crested at about ten feet, "a shed was destroyed, a car floated into a house, boats were carried a quarter mile inland, rocks rolled onto roads, the Coast Guard barracks were damaged, and homes were flooded" [Figure 67]. (Lander, Lockridge & Kozuch 1993:27, 69, 75) The front page of the April 4, 1946, Half Moon Bay Review reported: "Several small tidal waves followed in successive order a few minutes apart Monday at Princeton flooded homes, shoved boats nearly 1,000 feet inland, uprooted fences, washed automobiles from their parking spots for distances of sixty feet and did damage along the Coastside that may total $20,000" [Figure 68]. The article went on to note that "through it all there was no injury to persons, although several chickens were washed out to sea on the ebb of several of the waves." (Lander, Lockridge & Kozuch 1993:74) Long-time resident Johnson recalled that he was at Hazel's Sea Foods[28] "laying a foundation for a crab kettle" when the tsunami hit. He recalled noticing a boat at the pier "kind of looked high," but said he paid no attention. The next thing he knew, the water just slowly rose and "came across the highway." He laughingly recalled John Patroni, coming out of the Patroni House yelling "Run for the hills, it's a tidal wave," and then the wave was gone (interview with N. Johnson, 3/29/2006) Elsewhere along the San Mateo County Coastside great waves were reported that April 1st, and Coastside roadways were inundated with water and strewn with debris [Figure 69]. (Lander, Lockridge & Kozuch 1993:75)

And still the fog persisted in wreaking havoc among the vessels seeking to pass through the Golden Gate. On September 12, 1946, the coast was wearing its normal shroud as the YP-636 made its approach to San Francisco from the atomic bomb-blasted Bikini Atoll, where she had picked up a cargo of radioactive tuna and was bringing it in for study at Stanford. (Gibbs, 1957:254) Just south of Half Moon Bay, the converted tuna clipper struck a rock. Her two officers and 25 crewmen waded ashore; the atomic specimens were lost at sea. (Gibbs, 1957:254) Many years later, local commercial fisherman Jim Anderson recalled his father and some of his friends talking about salvaging equipment from the wreck site (interview with J. Anderson, 3/1/2006)

In August of 1949, newspaper headlines read: "Half Moon Bay Harbor past 'dream stage'; expanded recreation, fishing facilities seen" [Figure 70]. Anticipated benefits listed included an estimated 5,000 new residents and an increase from approximately 125 fishing vessels using the harbor to 300 vessels, thus quadrupling the number of fishing trips expected. For administration of harbor business, a local agency was mandated, and the pre-existing San Mateo Harbor Association filled the initial slot. (Daily Palo Alto Times 1949) The project then stalled during the Korean War, with the Army Corps of Engineers being pulled off the project until 1956. (Miller 1971:136)

Harbor planning continued, and in its December 1956 "Waterways and small craft harbor plan," the San Mateo County Planning Commission reported there were "a limited number of desirable sites for small craft harbors" along the San Mateo County coastline which they believed could be developed "within the foreseeable

[26] Larson's Crab Cottage in later years changed its name to Ida's (interview with C. Romeo 4/26/2006).
[27] The tsunami was observed all over the Pacific Basin and resulted in Pacific Tsunami Warning Service, tsunami time travel charts, and international research and cooperation. (Lander, Lockridge & Kozuch 1993:27)
[28] During the 1940s "Hazel's Sea Foods, the restaurant that sat on pilings at the beginning of Patroni's Wharf, was the gathering place for the commercial fishermen on days they couldn't go to sea." (Jenkins 2005:24)

future" due to the ruggedness of the local coast. Their recommended list of potential coastal sites was limited to Pillar Point and Año Nuevo, both of which would require breakwaters before they could be used as harbors of safe refuge. (San Mateo County 1956) The proposed harbor at Pillar Point was already "an authorized project of the Corps of Engineers ... intended for commercial and sport fishing and recreational uses in general." The commission went on to say that Pillar Point harbor "would provide an important link in the harbor of refuge chain along the Pacific Ocean shore," and that "preliminary plans have been prepared" for review "by the Corps of Engineers." (San Mateo County 1956)

As of 1958, there was an "approved project" which would provide "for two protective breakwaters at Half Moon Bay," but construction had not yet commenced. (U.S. Department of Commerce 1959:136) Construction finally began in 1959 (Miller 1971:136), by which time Amesport Landing had been reduced to "a few pilings of an old wharf." At Princeton, there were still three wharves, but the Cowell Pier was "unsafe" and no longer used. Only the Romeo Cannery was still operational, although "liquid fertilizer" was being manufactured at the facility by this time. About nine miles north of Pescadero, there was a "prominent white building" surrounded by antennas, which was the Marine Coastal Receiving Station (KBS). (U.S. Department of Commerce 1959:136) Jenkins commented that the antennas looked "like a forest of telephone poles" [Figure 71], saying the "station receives messages from ships at sea and relays them onto their land contact." According to Jenkins, the messages were mostly transmitted in Morse code. (Jenkins 2005:34) Today, this is "Globe Wireless Ship-Shore Shortwave Station KFS, and local mariners still use it as a landmark from sea; they refer to it as the "stick farm" [Figure 72] (interview with T. Stickel 4/29/2006)

On May 22, 1960, a tsunami generated by an 8.6 magnitude earthquake off the Chilean coast resulted in the northwest corner of Half Moon Bay being "drained nearly dry three times" for 600 feet beyond the end of the piers. (Lander, Lockridge & Kozuch 1993:83) With about 30-knots of southerly winds blowing when the first wave hit at about 5:30 in the morning, a dozen or so local commercial and sport fishing boats at anchor in the bay "suffered unusual damage as the drained bay left them on their sides." Two commercial salmon fishing vessels went onto the beach, one of which, left 50 feet from the water's edge, was heavily damaged. There were three men aboard one of the beached vessels who "had to swim for their lives when heavy waves hit the craft and keeled it over." With a roar, the water returned, filling the Bay an additional nine to 11½ feet. Although some water did make it to the streets, fortunately for the local communities the waves hit at low tide. Five miles south of Pillar Point, the tsunami was not even observed. (Lander, Lockridge & Kozuch 1993:74)

At last, on June 29, 1961, the San Francisco News-Call Bulletin declared "1/2 Moon Bay is Now ¾," in celebration of the newly completed $5,000,000 Pillar Point breakwater and summarized the 12-year construction project as follows:

> "First authorized in 1948, the project did not get underway until April, 1959, when the first of some 800,000 tons of rock, in pieces ranging to 22 tons in weight, were deposited. The rock was carried from a quarry 44 miles away by the Granite Construction Co. and placed in the water by Healy-Tibbits Construction Co. The San Mateo County Harbor Commission contributed more than $200,000 to the cost. The commission has developed a master plan for harbor development which includes a public wharf with facilities for fueling boats and handling the commercial fish catch." [Schellens N.d.c:51]

The harbor was not yet complete and article went on to explain that "a contract for construction of a $700,000 L-shaped causeway and wharf, 579 and 267 feet long, respectively, is expected to be awarded in the next few days.... Additional facilities later will include a parking area, harbormaster building, warehouse and an access road. The eventual development will provide berthing for 450 boats." (Schellens N.d.c:51)

By 1962, the Coast Pilot reflected that two newly-built breakwaters were in place [Figure 73], but advised mariners to exercise caution when approaching, "because of the foul ground off the entrance." There was a 590-foot "L-pier," with water, gasoline, diesel oil and electricity all available in the harbor, and the Cowell and Patroni Piers were being "removed in 1963." (U.S. Department of Commerce 1963:122)

On April 1, 1963, a massive earthquake in Prince William Sound, Alaska, gave rise to a major Pacific tsunami. On the western coast of the United States, the tectonic tsunami caused more damage "than all previous tsunamis combined." (Lander, Lockridge & Kozuch 1993:91-92) Despite the unexpected 10.1 foot low tide[29], the effects of the tsunami at Pillar Point were not that severe. According to the front page of the April 2, 1964, Half Moon Bay Review:

> "Four boats at the Pillar Point breakwater were damaged. An abalone boat was sunk but later raised with $500 damage to it. An 18-foot craft was swept to sea but was recovered. Two other small crafts were forced onto the rocks of the western arm of the breakwater but pulled off without serious damage. Before the second wave at 2:00 A.M. the water dropped precipitously returning as an eight to twelve foot wave. It reached the top of the banks but did not spill over. A late surge at 7:00 A.M. created currents of ten to twelve knots. Extensive evacuation had moved 2,000 people away from the beaches and low areas." [Lander, Lockridge & Kozuch 1993:110]

In 1966 one more Navy vessel came crashing into the San Mateo County coast. While on its way to the scrap yard, the tow line on the U.S.S. George Johnson broke in rough weather. Unable to pull the ship off the beach, the Navy was required to scrap it where it landed, just north of Mori Point [Figure 74]. Demolition of the beached vessel was a tourist attraction that lasted several months. (Hunter, et al. 2002:85)

By 1967, the harbormaster's office had been constructed and there was a restaurant at Pillar Point Harbor [Figure 75]. There was also a launch ramp and parking area. (U.S. Department of Commerce 1968:148) There was a U.S. Air Force radar site with large dish antennas atop Pillar Point which was "conspicuous when approaching the harbor." (U.S. Department of Commerce 1968:147) In 1969, the San Mateo County Harbor District began planning the next stage of development, a 1500-slip marina. Objections from local environmental groups following announcement of this proposal resulted in the project being scaled down; construction of a 440-slip marina was approved by the California Coastal Commission in 1976 [Figure 76 and Figure 77]. (San Mateo County History Museum Archives N.d.)

Still navigation along the foggy California coast continued to be hazardous, and on May 26, 1986, just north of Point Reyes the tanker Golden Gate snagged the trawl net of the San Francisco-based fishing vessel Jack Jr. Coast Guard recordings of radio transmissions made at the time relate the terror in the captain of the fishing vessel's voice as he frantically tried to reach the tanker to no avail. Silence follows; the Jack Jr. and all three fishermen onboard vanished. This accident, while not occurring in San Mateo County, resulted in the establishment of voluntary offshore shipping lanes along the San Mateo County coast as part of the first Offshore Vessel Movement Reporting System in the United States [Figure 78]. In 1994, federal regulations were enacted which made participation in the system mandatory for many vessels. (U.S. Department of Homeland Security 2005) While this system has made it easier to predict where shipping traffic should occur, it has not completely eliminated the chance of at-sea collisions. In 2004, the 72-foot Pillar Point-based steel fishing vessel Relentless had been trawling inside the Farallon Islands when it simply vanished. Captain David "Rowdy" Pennisi had reported they were finished fishing and were heading back to port from the far side of the southbound shipping lanes. There was no distress call issued, although the vessel's Emergency Position Indicating Radio Beacon. ("EPIRB")[30] transmitted an automated call at about 4:00 a.m. According to the Coast Guard, there were no large ships known to be in the vicinity at the time of the disappearance. A Coast Guard helicopter was dispatched to the scene and reported finding only debris and an empty life raft. The owner of the vessel, who was not onboard, speculated that "it might have been a collision, or he might have tangled with a submarine." (Nolte, 2004) Pennisi was a second-generation commercial fisherman from Monterey with 26 years of experience. A few months prior to its disappearance, the Relentless had been eligible for a federal fishing vessel buyout program; when Pennisi asked whether he intended to leave the ailing industry, he was quoted as saying "I don't want to sell my boat. I'm a fisherman -- for my whole life." (Wilson 2003)

[29] Low tides at Pillar Point Harbor typically average about four feet. (U.S. Department of Commerce 1909:14)
[30] Commercial fishing vessels are required to carry this device, which activates and transmits a distress signal when a vessel is lost U.S. Coast Guard. In this case, the EPIRB transmitted the signal two hours after the vessel had disappeared from the continuously-operating satellite tracking system used by National Marine Fishery Services for tracking fishing activities. (Nolte 2004)

Today, the San Mateo Coastline has been fully explored [Figure 79]. At Pillar Point, there is a marina with 369 berths, accommodating vessels up to 65 feet. (Langdon-Pollock 2004) In addition to the commercial fishing fleet, a dozen commercial passenger fishing vessels call Pillar Point home (Scholz, et al. 2006:74), and far from the first year's dockage receipts of $173, today's dockage income totals close to a million dollars (interview with D. Temko 4/12/2006). Fuel is available at the end of the main pier, as well as crushed ice[31]. Sometimes as many as 400 boats a day are launched at the six-lane launch ramp [Figure 80]. (Scholz, et al. 2006:75) In 2004, Pillar Point Harbor housed three wholesale fish buyers and although a fourth buyer had left the harbor facilities in 2002, several others were located just off the harbor premises in Princeton-by-the-Sea. (Langdon-Pollock 2004; Scholz, et al. 2006:75) Today, some of Pillar Point's commercial fishermen market their catch directly to the public. Retail sales of local seafood are also conducted at the two on-site fish markets found in the Harbor, making it a popular weekend shopping destination for many San Francisco Bay Area families looking for fresh seafood. (Scholz, et al. 2006:75) For many years, there was a boatyard in operation, but the sky-rocking value of the coastal property finally exceeded the net worth of the yard and it was permanently closed in 2003 (interview with D. Temko 4/12/2006)

In addition to the vessels mentioned, many more have met their end along the San Mateo County coast. They "were just as real and the loss of life was just as tragic," even though they did not necessarily get as much attention as mishaps which involve larger vessels [Figure 81]. (Reinstedt, 1975:20) Mike Quin wrote "A ship sinks with the agony of a dying thing. Her great hulk heaves and groans, her stern lifts, her screws point skyward—then with a loud bubbling like a horrible death rattle, she lunges slowly into those dark abysmal depths…. You don't sink a ship—you kill it. You murder a living and beautiful thing." (1940:16) In a recent interview, Pillar Point Harbormaster Dan Temko commented that there had been an average of two to three vessels lost annually from 1981 through 2005, the majority of which are not recorded in any of the readily-available databases of shipwrecks.[32] Temko and other experienced mariners know that regardless of the level of skill, despite the amount of time accrued on the water, even when fog and other ships are not to blame mishaps occur (interview with D. Temko 4/12/2006) For example in June of 2004 the purse seine vessel Vaya Con Dios was fishing for anchovies off Pedro Point. On board were four experienced fishermen, one of them a legend on San Francisco's Fisherman's Wharf, Jimmy Lee "Meatball" Williams. At age 55, Meatball was described as "an icon," and "an expert at fishing close to the rocky shore." Recently retired, he couldn't resist taking a trip as a guest aboard the Vaya Con Dios one fateful June day. Surfers reported seeing the vessel capsize about a quarter of a mile offshore; she was later found in 25 feet of water with an 8-foot gash in the hull. (Doyle 1999) All four fishermen on board perished in the accident. Another recent mishap resulted in the loss of the commercial salmon fishing boat Jewel near Venice Beach. According to the Coast Guard, a mechanical problem caused the July 10, 2005, grounding of the 47-foot wooden vessel. Although Captain Elda and his crewman were uninjured, the vessel was a total loss. Local fishermen assisted Elda in salvaging equipment, fuel and his cargo of salmon from onboard the vessel. (Wein 2005) Eventually what remained of the Jewel was burned to clear the beach of debris. And so it would appear that regardless of the precautions taken, as long as men chose to "go down to the sea in ships" (Holy Bible 1982:693) the rocky, fog-shrouded shores of San Mateo County will be there with "black reefs of rocks" rearing "their ugly fangs, like wild beasts watching … their prey." (Evans 1889:48)

[31] When working, the aging ice plant produces 50,000 pounds of ice daily and can store up to 80,000 pounds total. With ice used by both fishing vessels and the wholesale fish buyers, often this is not enough to meet demands. (Scholz, et al. 2006:75) When local salmon are plentiful and the season is open, fishermen are often required to register in advance and often are only allowed a small portion of what they would normally use.

[32] Pillar Point Harbor Incident Reports are available documenting these wrecks. Incident Reports are generated every one to three days which means there are probably over 2,000 of these reports that need to be analyzed to extract information on vessel losses (interview with D. Temko 4/12/2006).

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EXPERTS

Jim Anderson, commercial fisherman

Dan Temko, Harbormaster, Pillar Point Harbor

Nathaniel G. Johnson, commercial fisherman

Ernest Köepf, commercial fisherman

John Köepf, retired abalone diver

Charlie Romeo, Romeo Packing Company

Tom Stickel, commercial fisherman

Figure : Manila galleon in the North Pacific, 1565. Watercolor by Gordon Miller. (Miller 2005)

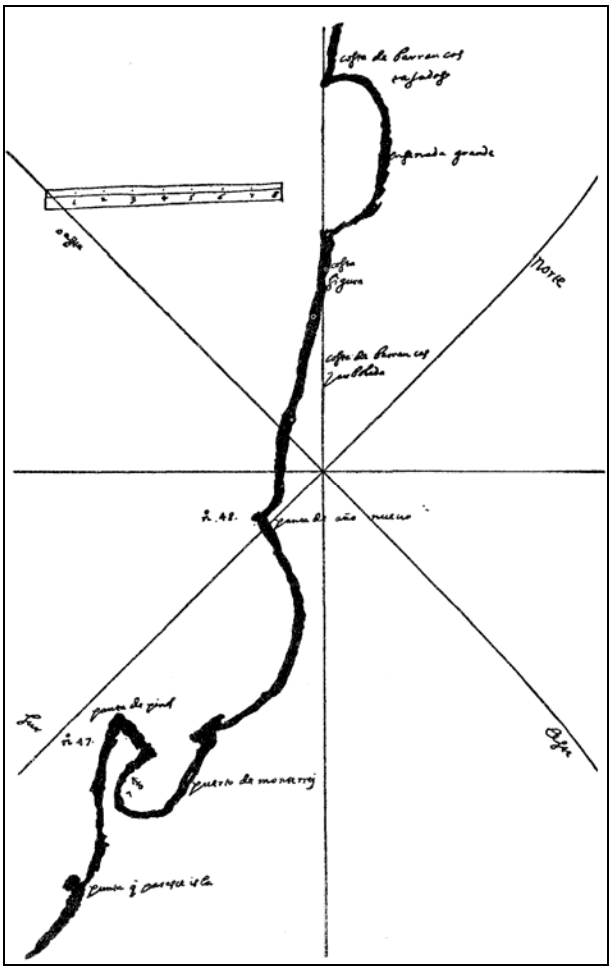

Figure : Vizcaino's 1602 Chart: Monterey to Pillar Point. (Wagner 1966:249)

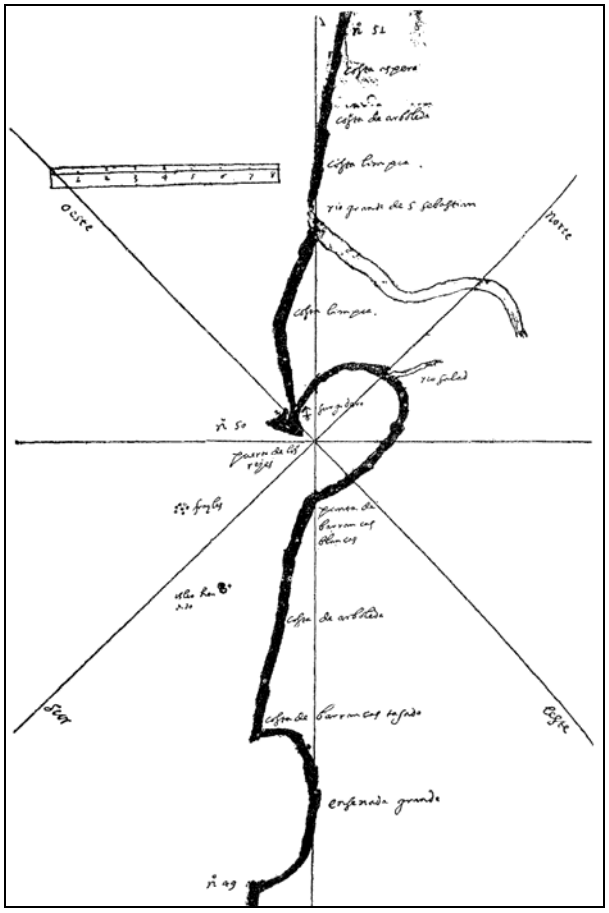

Figure : Vizcaino's 1602 Chart: Pillar Point to about the Russian River, including Drake's Bay. (Wagner 1966:250)

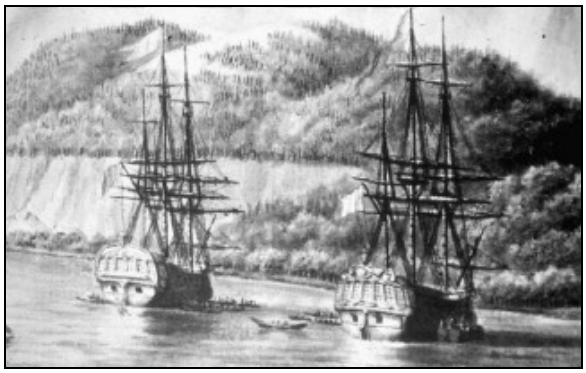

Figure : The French explorer La Pérouse's ships, the Boussole and the Astrolabe. (Tam-Loisirs.com 2003)

Figure : The restored New England saltbox-style James Johnston House, located off Highway One south of Half Moon Bay. (Photo from: http://www.johnstonhousehmb.org/, accessed March 11, 2006)

Figure : To the memory of Edward J. Church of Baltimore, Md. Aged 16 years and to 10 other seamen lost on the ship Sir John Franklin, January 17, 1865. (Morrall 1987:57)

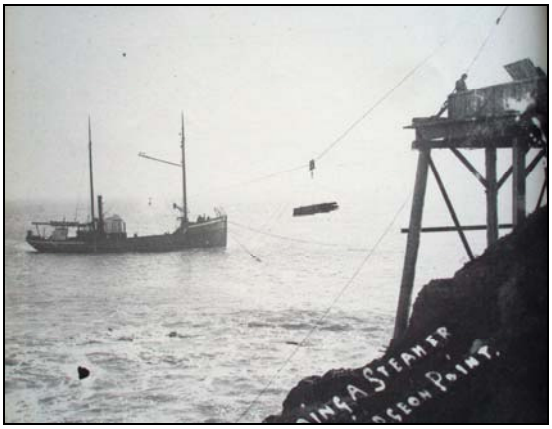

Figure : Steamer loading at Pigeon Point, ca 1870. (Morrall 1987:48)

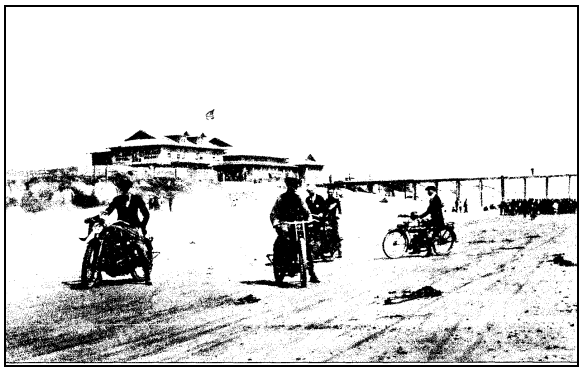

Figure : Motorcycles were raced on the wide beach near the Amesport wharf, ca 1918. (Hunter, Drake & Pacifica Historical Society 2002:36)

Figure : Aerial view of boardwalk built to shelter grave site of shipwreck victims at Franklin Point. Photo by Mark Hylkema for the Chronicle. (Stannard 2003:B-1)

Figure : Photo is of Pigeon Point. (From http://www.halfmoonbaymemories.com/category/pigeon-point/, accessed April 22, 2006)

Figure : Pigeon Point Lighthouse's first-order Fresnel lens. Photo by Ron Powell. (U.S. National Park Service 2002)

Figure : Pigeon Point Lighthouse, San Mateo County, California. Humphrey Family Photos. Electronic document, http://www.bhumphrey.photosite.com/CascadeRanch/Pigeon_Point_Lighthouse__San_Mateo_Co___CA.html, accessed July 15, 2005.

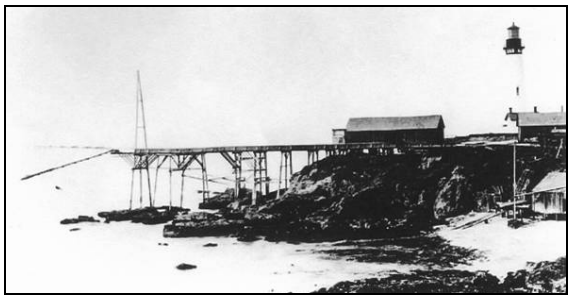

Figure : Pigeon Point, with wharf, warehouses and chute in place, ca 1870s. Photo from the Santa Cruz Public Libraries' Photograph Collection, courtesy Santa Cruz City-County Library System. . (From http://scplweb.santacruzpl.org/cgi-bin/cuwp_cgi?direcktArg=KLS5245,80, accessed March 10, 2006)

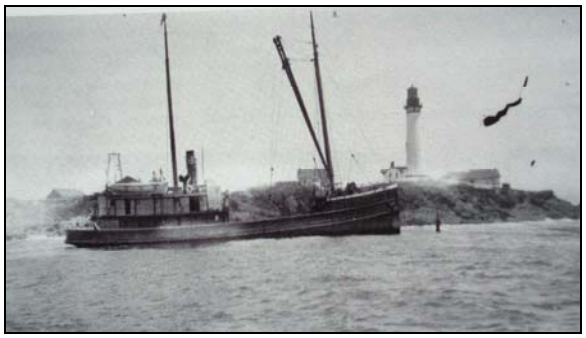

Figure : Freighter taking on cargo at Pigeon Point, ca 1880. (Morrall 1978:50)

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CRESCENT CITY,	1200 Tons		

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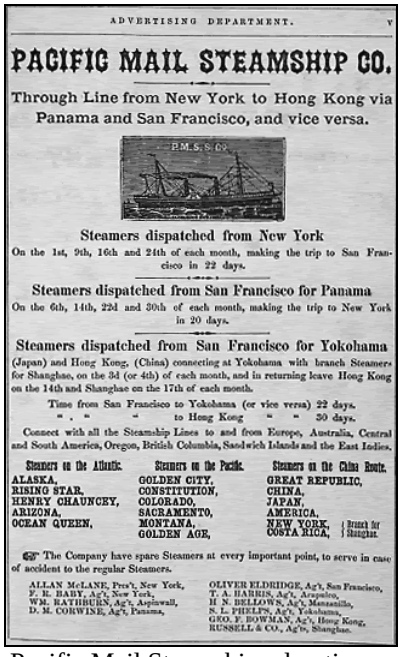
NORTHERNER,	1200 Tons	COLUMBUS,	600 Tons
REPUBLIC,	1200 Tons	ISTHMUS,	600 Tons
OREGON,	1099 Tons	UNICORN,	600 Tons
PANAMA,	1087 Tons	FREMONT,	600 Tons
CALIFORNIA,	1050 Tons		

CHARLES A. WHITNEY,

Figure :1882 Pacific Mail Steamship advertisement (from Larkin Papers, vol. IX, p. 181). (Roddy: 2006)



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Through Line from New York to Hong Kong via Panama and San Francisco, and vice versa.

Steamers dispatched from New York

On the 1st, 9th, 16th and 24th of each month, making the trip to San Francisco in 22 days.

Steamers dispatched from San Francisco for Panama

On the 6th, 14th, 22d and 30th of each month, making the trip to New York in 20 days.

Steamers dispatched from San Francisco for Yokohama

(Japan) and Hong Kong, (China) connecting at Yokohama with branch Steamers for Shanghae, on the 3d (or 4th) of each month, and in returning leave Hong Kong on the 14th and Shanghae on the 17th of each month.

Time from San Francisco to Yokohama (or vice versa) 22 days.
" " " to Hong Kong " " 30 days.

Connect with all the Steamship Lines to and from Europe, Australia, Central and South America, Oregon, British Columbia, Sandwich Islands and the East Indies.

Steamers on the Atlantic.	Steamers on the Pacific.	Steamers on the China Route.
ALASKA,	GOLDEN CITY,	GREAT REPUBLIC,
RISING STAR,	CONSTITUTION,	CHINA,
HENRY CHAUNCEY,	COLORADO,	JAPAN,
ARIZONA,	SACRAMENTO,	AMERICA,
OCEAN QUEEN,	MONTANA,	NEW YORK, (Branch for Shanghae.
	GOLDEN AGE,	COSTA RICA,

☞ The Company have spare Steamers at every important point, to serve in case of accident to the regular Steamers.

ALLAN McLANE, Pres't, New York,
F. R. BABY, Ag't, New York,
WM. RATHBURN, Ag't, Aspinwall,
D. M. COBWINE, Ag't, Panama,
OLIVER ELDRIDGE, Ag't, San Francisco,
T. A. HARRIS, Ag't, Acapulco,
H. N. BELLOWS, Ag't, Manzanillo,
S. L. PHILLIPS, Ag't, Yokohama,
GEO. F. BOWMAN, Ag't, Hong Kong,
RUSSELL & CO., Ag'ts, Shanghae.

Figure : Pacific Mail Steamship advertisement, ca 1875. (APL Limited 2004)

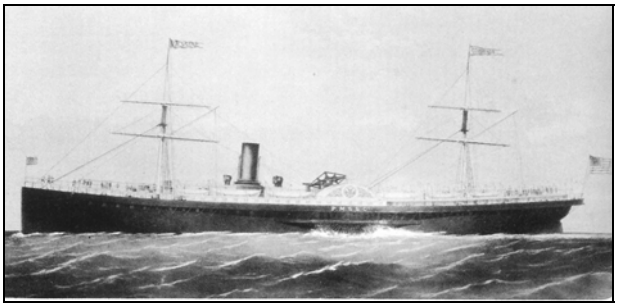

Figure : The Colorado, one of Pacific Mail's side-wheel steamers that transported United States mail to China and Japan. Photo: SF Maritime Museum. (McDowell 1975:102)

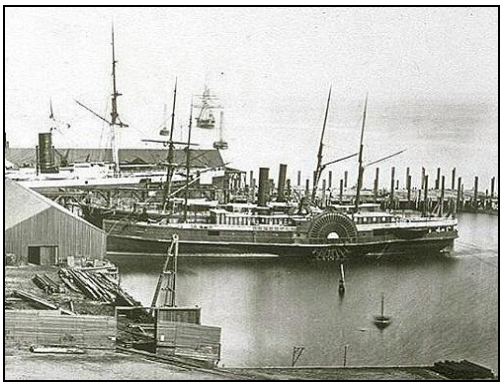

Figure : Pacific Mail Steamship Company docks at the foot of Brannan Street in San Francisco. Paddlewheeler in foreground is the Senator; Colorado in background, ca 1864. (Roy D. Graves Pictorial Collection, Bancroft Library, University of California at Berkeley)

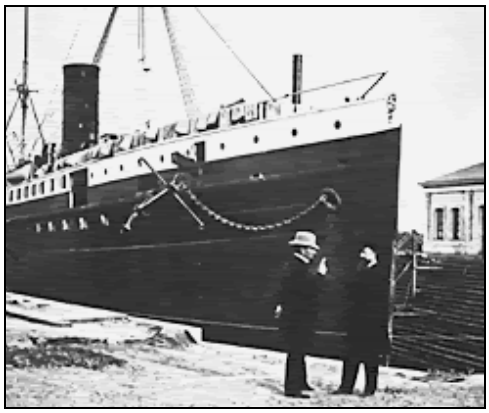

Figure : The Colorado in drydock at Hunter's Point, ca 1865. (APL Limited 2006)

Figure : Tunitas Creek bluff top where Gordon's Chute was located. Photo by Barbara Stickel, April 20, 2005.

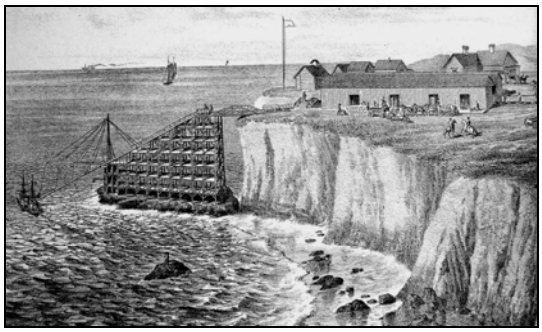

Figure : Gordon's Chute. (Moore & DePue 1974:100)

Figures and : Anchor from Rydal Hall is still on display in Princeton, where it can be viewed along Capistrano Street. Photo by Barbara Stickel.

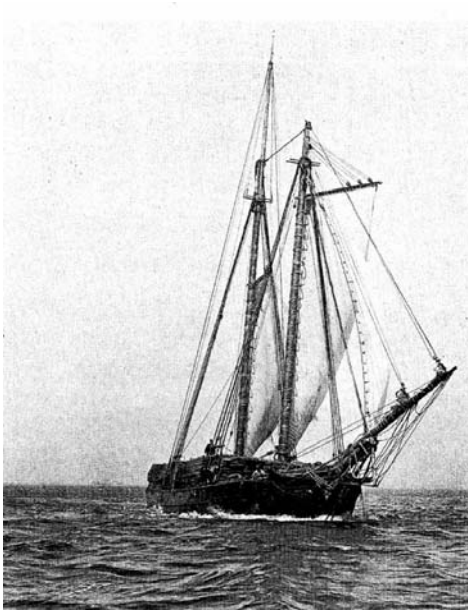

Figure : Loaded lumber schooner approaches San Francisco, ca 1880. (Kortum & Olmsted 1971:12)

Figure : The T. F. Oakes (Photo: Luckenbach Brothers). (Morrall 2006)

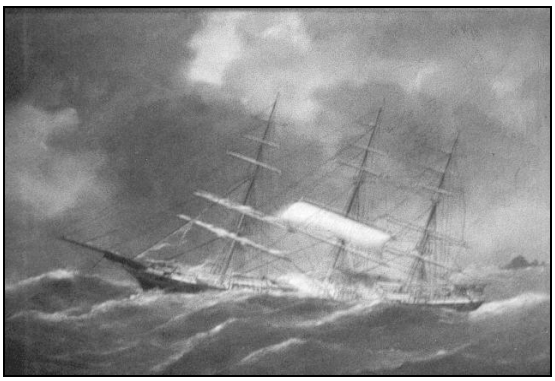

Figure : Painting of the T. F. Oakes by Mary Reed, also known as Hannah Reed. (Morrall 2006)

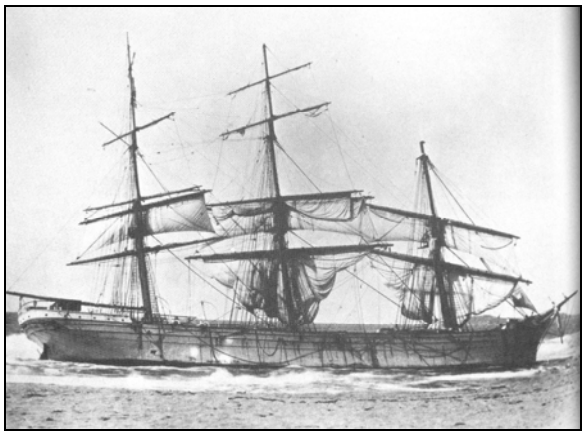

Figure : The New York, shortly after grounding at Half Moon Bay. (Morrall 1987:112)

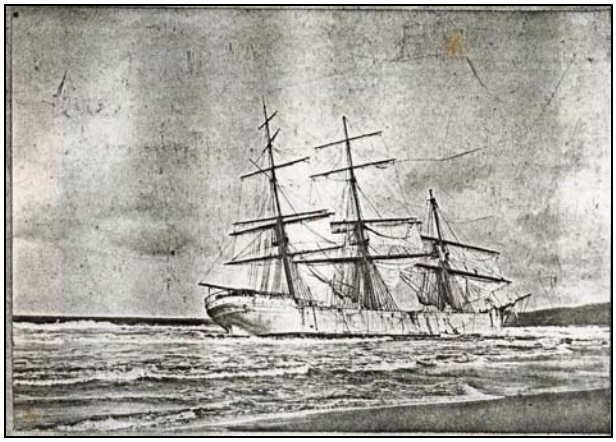

Figure : The New York, ashore at Half Moon Bay. Photo: Luckenbach Brothers. (Morrall 2006)

Figure : Captain Peabody, his wife, and Claire shortly after the wreck. (Morrall 1987:114)

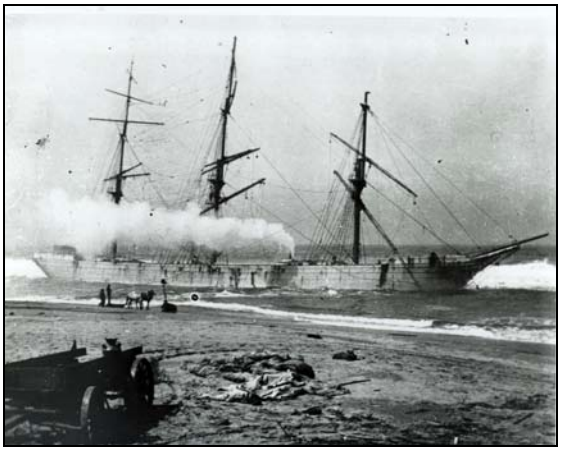

Figure : Just after coming ashore, waves were sweeping the decks of the New York, and in short order she had settled firmly into the sand. (Morrall 1987:112)

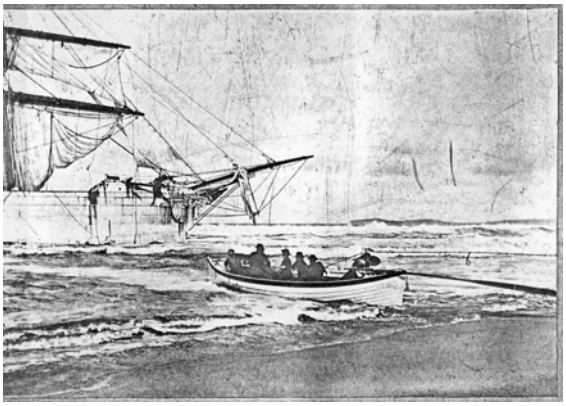

Figure : The wreck of the New York. Picture from Luckenbach Brothers. (Morrall 2006)

Figure : In 1898, the greatest excitement for residents of Half Moon Bay was the wreck of the ship New York upon their beach. (Morrall 1987:110)

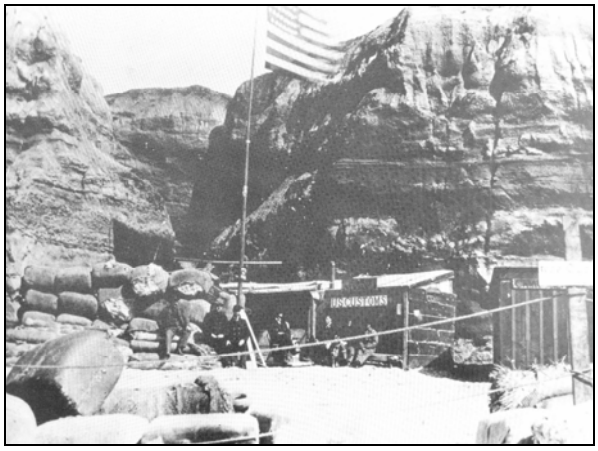

Figure : A United States Customs Office was established on the beach at Half Moon Bay to dispose of the cargo from the wrecked New York. "The inspectors and others at the scene [found] it necessary to keep a close watch upon the goods saved [as] the beach is infested with thieves". (Morrall 1987:113)

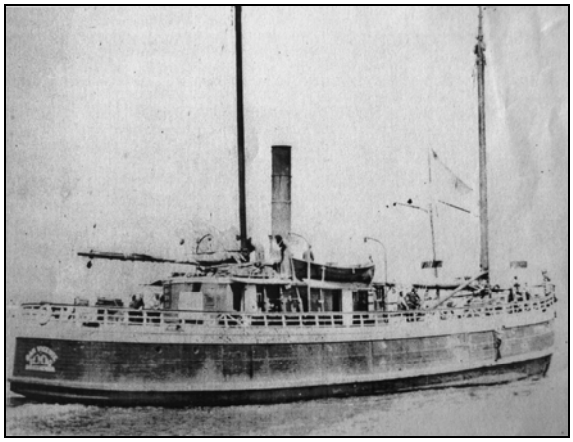

Figure : Probably the last photo of the ill-fated San Vicente. (Marshall 1978:53)

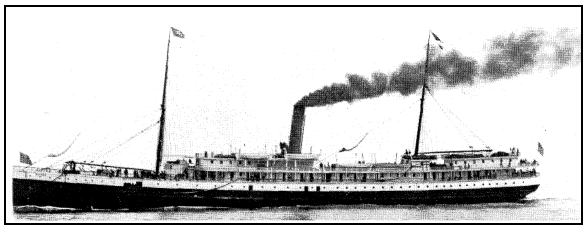

Figure : The Pacific Coast Steamship Company's Queen of the Pacific rescued the seven survivors of the burning San Vicente. Photo from Roy D. Graves Collection. (Best 1964:116)

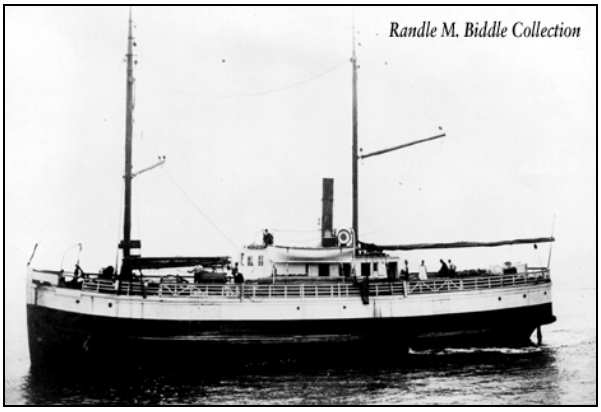

Figure : Pacific Coast Steamship Company's Gipsy made regular trips from San Francisco to Monterey, stopping at Amesport and Pigeon Point. (U.S. Department of Commerce 2006b)

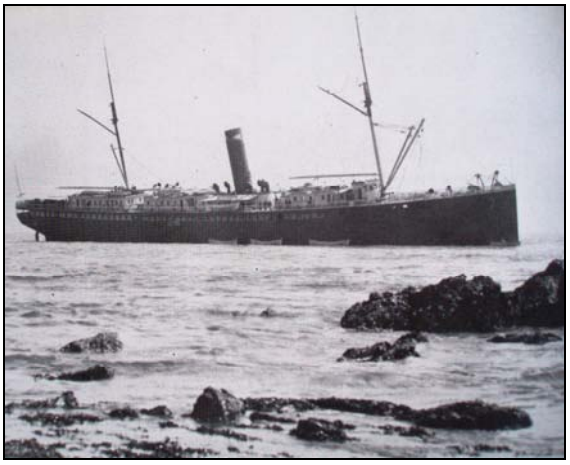

Figure : The Columbia aground with lifeboats launched and alongside. Photo by Alexander Moore. (Reinstedt 1975:15; Morrall 1987:54)

Figure : The original Fresnel lens from the Point Montara Lighthouse. Removed from the lighthouse in 1970, it on display in Redwood City at the San Mateo County Historical Society Museum. (Lighthouse Friends.com 2005)

Figure : Montara Lighthouse ca 1920. (Morrall 2006) (From http://www.halfmoonbaymemories.com/category/coastside-history/, accessed April 22, 2006)

Figure : Point Montara Lighthouse. (Lighthouse Friends.com 2005)

Figure : Point Montara Lighthouse and Fog Station. Photo by Barbara Stickel.

Figure : The Miramar Hotel at the old Amesport Wharf. From http://halfmoonbaymemories.com/wp-content/pier.jpeg, accessed April 28, 2006.

Figure : The Amesport Wharf, after years of disuse. (Morrall 1977:49)

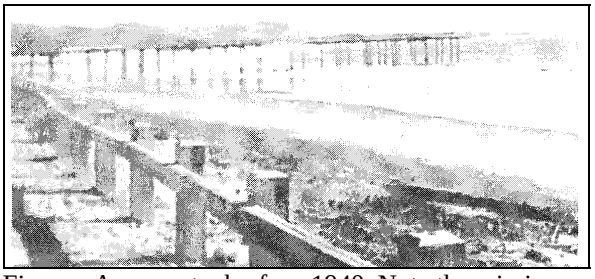

Figure : Amesport wharf, ca 1940. Note the missing pilings. (Jenkins 2005:97)

Figure : George Dunn, Sr. reads front page news he first dreamt of 47 years earlier – "Breakwater at Last!" (Redwood City Tribune 1958)

Figure : A portion of the wooden bow of the lumber schooner Point Arena is on display at I Nuevo State Reserve. Photo courtesy of Bruce Lanham. (U.S. Department of Commerce 2006b)

Figure : Cowell's and Patroni's (foreground) piers, Princeton by the Sea. Photograph by R. D. Collyer, April, 1949. (Scofield 1954:84)

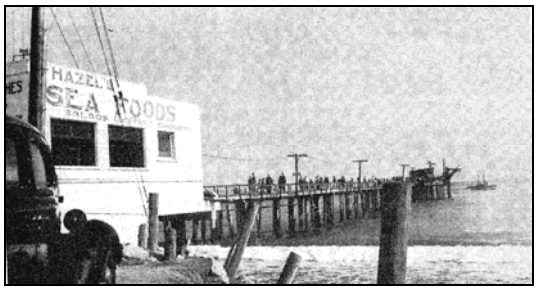

Figure : From the early 1940s until the late 1970s, Hazel's Sea Foods (today's Barbara's Fishtrap) drew crowds to Princeton for their great seafood. Hazel's was located at the base of the original Patroni Pier. (Beachcomber 1991)

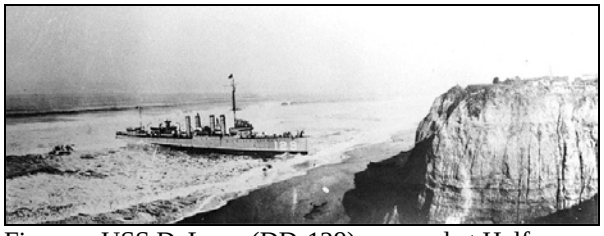

Figure : USS DeLong (DD-129) aground at Half Moon Bay December 1921. Courtesy of Donald M. McPherson, 1972. U.S. Naval Historical Center Photograph. (Willshaw 2006)

Figure : "I touched that thing." Nat Johnson was 5½ years old when his father brought him down to the beach to see the DeLong. (Interview with N. Johnson 3/29/2006). (Photo: Morrall 1987:55)

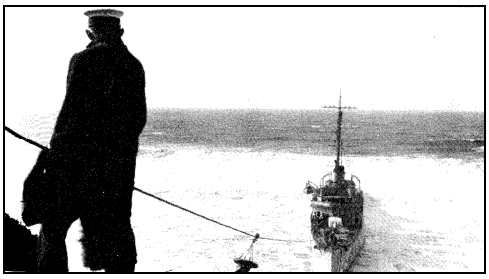

Figure : Returning home from working a night shift, Johnson's father heard the DeLong's fog horn blowing. He went down to the beach and found the destroyer "ashore up by the trees," and "rigged the breeches buoy for them" (interview with N. Johnson 3/29/2006). (Photo: Morrall, page 55)

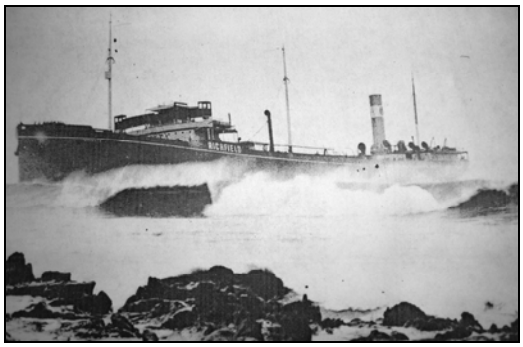

Figure : The Tamiahuia, trapped in a dangerous position, was later saved. Photo SF Maritime Museum. (Marshall 1978:54)

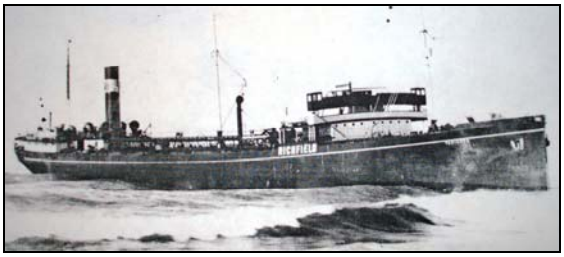

Figure : The Richfield Oil Company tanker Tamiahua was a captive of the Pescadero from November 6, 1930 until she was refloated on November 25th. Photo Plapp Collection. (Reinstedt 1975:14)

Figure : aerial photograph of El Granada and Princeton taken in 1946. Note Romeo's, Cowell's and Patroni's Piers are in place (Photo courtesy U.S. Geological Survey). (Vanderwerf 1992:13)

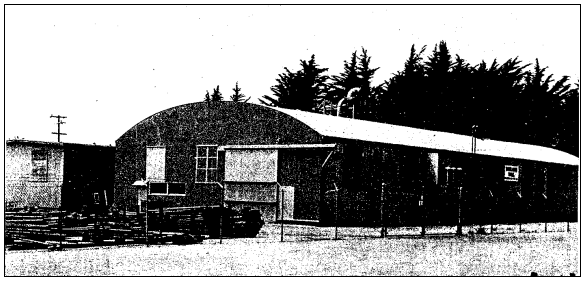

Figure : Princeton Packers cannery building ca 1971. When in operation, the facilities had included a long pier for unloading boats, a large building at the foot of the pier, a medical building, an office building, and an employee parking lot. Canning operations ceased in the fifties; the building was used as a warehouse prior to its demolition. (Miller 1971:137)

Figure : All that remains of Princeton Packers. Photo by Barbara Stickel, May 2006.

Figure : The Romeo Packing Company is shown in the center foreground of this picture of Princeton-by-the-Sea; with the Romeo Pier extending out from their facility. Photo from California Coast Records Project, Image 6045. (From http://www.californiacoastline.org/cgi-bin/image.cgi?image=6045&mode=sequential&flags=0&year=2002, accessed April 28, 2006)

Figure : The Romeo Pier at Princeton-by-the-Sea, ca 2000. (Romeo 2002)

Figure : Charlie Romeo with the Romeo Packing Company's 1940-s era sardine can label. Photo by Barbara Stickel, April 26, 2006.

Figure : Romeo Packing Company label with original "Charlie the Tuna." Photo by Barbara Stickel, April 26, 2006.

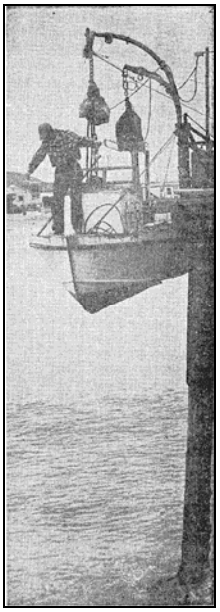

Figure : Commercial abalone fisherman Emmett V. Larson lifts his boat clear of the unprotected harbor. Photo by Frank Slattery. (Redwood City Tribune 1958)

Figure : Princeton during World War II – Romeo's, Cowell's and Patrini's Piers are shown. Photo courtesy of D. Inch. (Smookler 2005:123)

Figure : Princeton, ca 1940s. (Morrall 2005) (From http://www.halfmoonbaymemories.com/category/princeton-by-the-sea/, accessed April 22, 2006)

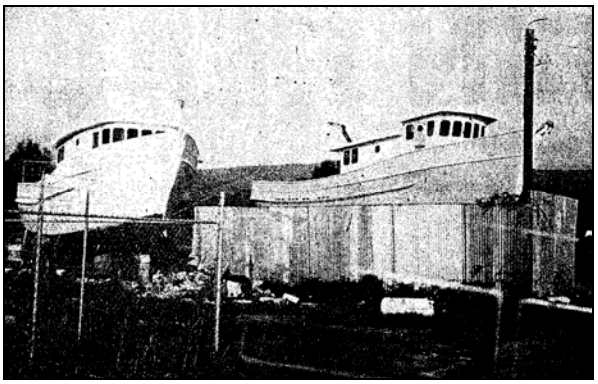

Figure : Many of the fishing vessels used by Pillar Point's fishermen were constructed in Princeton. Shown here are the fishing vessels Three Daughters and Shirley D in January of 1982, about a year away from launching. (Half Moon Bay Review 1982a)

Figure : Hazel's Sea Foods ca 1970s. Photo courtesy San Mateo County Harbor District.

Figure : Today, Barbara's Fishtrap occupies the building formerly known as "Hazel's," and a few of the pilings from the Patroni Pier stand like sentinels on the beach, a reminder of the past. Photo by Barbara Stickel.

Figure : Home at Half Moon Bay showing water height to its windows from the April 1 tsunami. Photo taken about 10:30 A.M. by Howard Anderson (Magoon, private collection). (Lander & Lockridge 1989:144)

Figure : Beached fishing boat at Half Moon Bay from the April 1 tsunami. Photo taken about 10:30 A.M. by Howard Anderson (Magoon, private collection). (Lander, Lockridge & Kozuch 1993:75)

Figure : Rocks in the parking area of Hazel's Sea Foods were washed ashore by the April 1, 1946, tsunami. The side of the building facing the bay had an estimated $500 in damages. (Lander, Lockridge & Kozuch 1993:74)

Figure : Aerial view of Pillar Point ca 1948. (From http://www.hatfieldaerialsurveys-archives.com/Ben's%20web%20site/Images/journalism.jpg, accessed April 28, 2006)

Figure : Aerial view of Pillar Point ca 1962. (From http://www.hatfieldaerialsurveys-archives.com/Ben's%20web%20site/Images/nostalgia5.jpg, accessed April 28, 2006)

Figure : The "stick farm." Photo by Barbara Stickel.

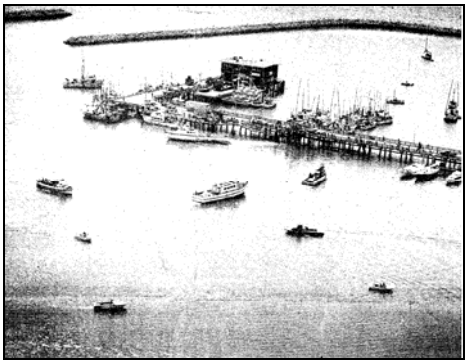

Figure : Pillar Point Harbor. (Half Moon Bay Review 1983)

Figure : The U.S.S. George A. Johnson, beached after breaking tow enroute to San Diego -- just prior to being scrapped. Photo: U.S. Navy. (Smolinski 2006)

Figure : Construction of the inner breakwater commenced in 1982. (Half Moon Bay Review 1982b)

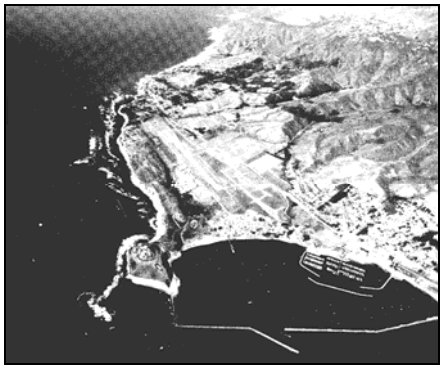

Figure : Montara Mountain to the north, dropping abruptly to the sea, and Pillar Point harbor to the south, ca 1991 (Photo courtesy San Mateo County Harbor District). (Vanderwerf 1992:14)

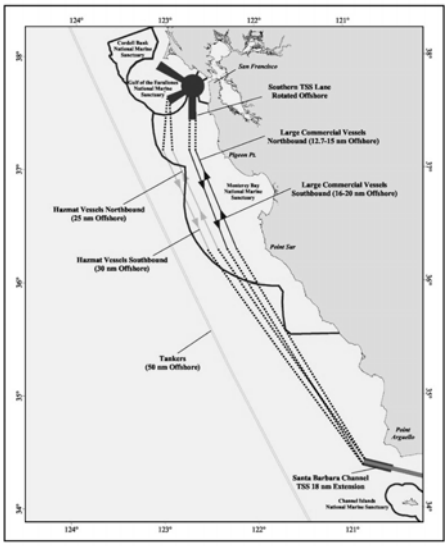

Figure : Current San Francisco Offshore Vessel Movement Reporting System Southern Traffic Lanes as of 2004. (U.S. Department of Commerce 2002)

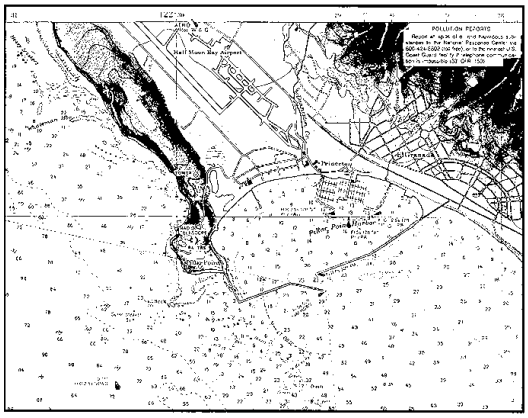

Figure : Pillar Point Harbor, as shown on NOAA Chart 18682. (From http://bonita.mbnms.nos.noaa.gov/intro/mbnms_eis/images/fig22.jpg, accessed April 27, 2006)

Figure : Construction of the six-lane launch ramp. (From http://www.smharbor.com/pillarpoint/images/launch.jpg, accessed April 28, 2006)

Figure : San Mateo County Ship Wreck (per Lee Davis: probably off Pigeon Point Lighthouse). (From http://www.bhumphrey.photosite.com/CascadeRanch/Ship_Wreck_of_San_Mateo_Co_CA.html, accessed July 15, 2005)

Figure : Even with the breakwaters in place, winter winds along the San Mateo coast still sometimes tear small boats from their moorings and hurl them ashore. (McDowell 1975:115)

APPENDIX A: Historical Context and Descriptions of Vessels

Historical records indicate over 130 vessels have been stranded or lost in San Mateo County, of which only ten were located on lands held by Golden Gate National Recreation Area ("GGNRA"). From the time of the gold rush through the early part of the 20th century, the most important port on the Pacific Coast of the United States was San Francisco. The wide variety of vessels lost, as well as the range of activities in which they were engaged, demonstrates the importance of maritime commerce and trade along the San Mateo coast during these decades. The chronological span of the wrecks of San Mateo County runs from 1817, when vaqueros employed by Sanchez salvaged lumber off the beach at Pedro Point for use in building the Sanchez Adobe, to 2005, when the 50-foot fishing troller Jewel was grounded at Venice Beach. (Delgado & Haller 1989a:7; Wein 2005)

During the 16th century, Spain's mariners began to explore the Pacific Ocean; however, the first documented shipwreck on the San Mateo coast did not occur until August of 1851, with the grounding of the bark J. Sarkie. The 1848 discovery of gold in California established San Francisco as the primary port for the isolated Pacific Coast, but vessels had to navigate the foggy San Mateo coast first. With a rapidly-growing populace dependent on ships to supply all goods and labor, maritime commerce boomed. Coastal trade, especially in dairy and lumber products, also grew rapidly in response to the booming demands. (Delgado & Haller 1989a:8)

In the Northwest, the need for a cheap method of getting timber to market resulted in the development of specialized wooden coastal schooners. As time progressed, these were replaced with steel steamers. "Hence, into the 1920s, 1930s, and 1940s, new freighters carried on the tradition alongside a few hardy wooden veterans of days gone by. The freighters also ultimately replaced the large wood, iron, and steel sailing ships that had carried goods from Europe, South America, and the Orient in exchange for California products." (Delgado & Haller 1989a:8-9)

Between 1848 and 1869, immigration to California peaked "as the initial boom of Gold Rush migration continued. More than 500,000 persons were carried to and from San Francisco by the Panama steamers of the Pacific Mail Steamship Company and their competitors. Coastal steamers carried passengers from San Francisco to intermediate ports, such as … Monterey…. The steam schooners developed in the 1880s for the lumber trade also carried passengers to and from the numerous small lumber mill towns and ports." (Delgado & Haller 1989a:9)

"By the 1860s, the Pacific Mail, and soon thereafter other companies, began regular trans-Pacific service, opening San Francisco to trade and a massive influx of migration from Asia. As the transcontinental railroad and coastal railroads linked California and the Pacific Coast with the rest of the United States, the emphasis on passenger shipping shifted to the trans-Pacific routes and luxury recreational cruises, which continue to this day despite air travel." (Delgado & Haller 1989a:9)

"Smaller craft also made important contributions. The … waters of the Pacific were harvested for food, and large fleets of fishing vessels [from] other ports soon became a frequent sight along the coast. From the junks of Chinese fishermen to the feluccas of Mediterranean immigrants, and finally to the Monterey boats and the trawlers of more modern times, fishing craft remained through the decades as important participants in the maritime industries of the [San Mateo Coastside] (Delgado & Haller 1989a:9).

"Technology brought new fleets of vessels into service. Beginning in the 1920s, oil, gasoline, and kerosene tankers became increasingly numerous" along the coast. Today the original tankers have been replaced by larger and more complex supertankers. (Delgado & Haller 1989a:9)

Table 1: Vessel Descriptions from Monterey Bay National Marine Sanctuary Submerged Cultural Resources Study: 2001. (Underwater Archaeological Consortium 2003:VI-58 & VI-59)

Rigged Vessels:	
Bark	Barks were introduced in the 1 830s. Barks are large deep-water ships with three to five masts. All the masts carry square sails except for the aftermost mast which carries fore-and-aft sails.
Barkentine	Barkentines developed from barks. The barkentine carries square sails on the foremast only. The other two to four masts carry fore-and-aft sails.
Brig	Brigs were introduced in the late 18th century and popular throughout the first quarter of the 19th century. Brigs have two masts. Only square sails are set on the foremast, while the lower sail on the mainmast is fore- and-aft.
Ketch	Ketches are smaller two masted vessels with the shorter mizzenmast set behind the mainmast. Both masts carry fore-and —aft sails.
Nao	The Não was a Spanish exploration vessel that had a lateen rigged sail allowing it to sail closer to the wind. The Não was preferred by explorers for close-in, coastal investigation.
Paddlewheeler	Paddlewheelers are vessels propelled by large paddles that are either located on the sides of the boat or at the stern. Early paddlewheelers used on the trans-oceanic crossings also carried masts to conserve on fuel and take advantage of wind power. Some trans-oceanic paddlewheelers dismantled the paddles while at sea.
Pilot	Pilot boats were usually ketch rigged and helped guide larger vessels into harbors.
Schooner	Introduced in the early 1 800s, a schooner can have any number of masts. Fore-and-aft sails are set on all masts. The schooner, Thomas W. Lawson had 7 masts.
Scow	Scows were common throughout the Age of Sail. A scow has a blunt bow and stern with a single mast and fore and-aft sail. Most common is the gaff rig, where the sail has a boom at the foot of the sail and a gaff spar at the head or top of the sail
Ship	Large, deep-water vessels with three masts and square sails on all masts.
Sloop	Sloops gained popularity in the 19th century. The rig was originally developed in the Caribbean and sometimes is called a Bermuda rig. Sloops have a single mast with a fore-and-aft sail.
Yacht	Yachts refer to pleasure craft that have one of more masts with fore-and-aft sails.
Unrigged Vessels:	
Barge	Barges have blunt bows and sterns with straight sides. The barges are generally towed, but some barges are motorized. Sometimes older sailing vessels were de-masted and turned into towed barges.
Beidarka/kayak	Beidarkas and Kayaks are skin-covered boats that are paddled. Eskimos developed the craft for fishing and hunting.
Lighter	Lighters were used to ferry goods to shore from larger vessels. In some instances the terms lighters and barges are used interchangeably.
Paddlewheeler	Paddlewheelers are vessels propelled by large paddles that are either located on the sides of the boat or at the stern. Although paddlewheelers were used on the Ocean, this type of vessel was best suited to riverine travel.

Table 2: Maritime Activities of Vessels Wrecked on San Mateo County Coastside

ACTIVITY	VESSELS	
Voyages of Exploration and Settlement; Hide and Tallow Trade	Unknown shipwreck salvaged by Sanchez' vaqueros and used in building Sanchez's adobe may have been from this period.	
The California Gold Rush	Carrier Pigeon, 1853 J. Sarkie, 1851	Lucas 1858 Mary Stuart ?
General Coastal Trade, 1848-1939	Alert 1868 Beeswing, 1863 Coaster, 1925	Pilgrim, 1925 (bootlegging) Sarah W, 1867 Sea Bird, 1863
Pacific Coast Lumber Trade, 1850-1936	Ada May, 1880 Annette Rolph, 1914 Crescent City, 1927 Drumburton, 1904 Eureka, 1902? Gifford, 1903	Gray's Harbor, 1922 Louis, 1907 Neptune 1900 Oceana, 1942? Point Arena, 1913 W. H. Gawley, 1880
Fishing and Sealing	Abraham Lincoln (sardine fishing), 1931 City of Glendale, 1921 Clara A, 1966 Constance Romeo, 1954? Cosimino, 1981 Daybreak, 1989 Eleanor, 1999? Hazel T., 1992? Jewel, 2005	Julia Marie, 1982? Lisa, 1999? Lisa Lorraine, 1977? North Beach Star, 1984 Relentless, 2004 Sunlight, 1937 Unknown, 2000 Vaya Con Dias, 1999
Transpacific Passenger and Cargo	Aculeo, 1868 Breman, 1882 Coya, 1866 Franconia, 1881	Isabelita Hyne, 1856 J. W. Seaver, 1887 Leelanaw, 1899 New York, 1898
Coastal Passenger Trade	Lucas, 1858 Colorado, 1869	Columbia, 1896 San Juan, 1929
General Carrying Trade, 1854-1939	Alice Buck, 1881 Argonaut, 1890 Bowdoin, 1911 Bradford, 1919 City of Florence, 1900 Elfina Kniper, 1862 Franconia, 1881 Hellespont, 1868	Jacob Luckenback, 1953 James Rolph, 1913 Leelanaw, 1889 Minnie B. Atkins, 1873 Rydall Hall, 1876 Salinas, 1871 San Vicente, 1887 Sir John Franklin, 1865
Petroleum Trade	Californian, 1932 Frank H. Buck, 1924 (refloated)	Puerto Rican, 1985 Tamiahua, 1930 (refloated)
Pilots and Aids to Navigation	Bonita, 1900 J. C. Cousins, 1875	
Navy and Military Activities	Henry Bergh, 1944 U.S.S. De Long, 1921	U.S.S. George A. Johnson, 1966 YP 636, 1947
Pleasure	Cara Mia Baby, 19__?	Nox, 1964
Unknown	Aloha, 1955 Altura, 1968 City of Sausalito, 1941 Delle Marie, 1959 E. S. Lucido, 1946 Elysia, 1971 Espina Cooper, 1859 Gardner 7, 1967 Iolanda, 1923	Panglina, 1942 Paproco #3, 1921 Pelican, 1925 Poor Boy, 1922 Rambler, 1945 Red Wing, 1974 Republic, 1851 Rob Roy, 1954 Roma, 1908

ACTIVITY	VESSELS	
Unknown (continued)	Iva F., 1951	Rosana, 1953
	Joe Jr., 1954	San Ramon, 1875
	Jugo Slavia, 1940	Sea Fox, 1954
	Kama, 1971	Sea Cloud, 1980
	Lilianne, 1963	Sea King, 1980
	Lizzie C. Jurss, 1855	Sea Prince, 1980
	Lucille, 1959	Sea Rogin, 1980
	Maggie Johnson, 1959	Seeco, 1928
	Mabel, 1929	Southland, 1944
	Mardine, 1980	Star of the Sea, 1940
	Mary, 1937	Steelhead, 1960
	Mary Martin, 1863	Tano, 1921
	Mary Stuart, 1857	Triton, 1911
	Monarch, 1972	Virginia, 1922
	Myrtle D., 1925	Vyra, 1965
	Mystery, 1907	W. C. F. Co. No. 2, 1936
	New Crivillo, 1936	West Mahwah, 1937
	Norma Jean, 1925	Western Spirit, 1932
	Osprey, 1978	William Taber, 1871