

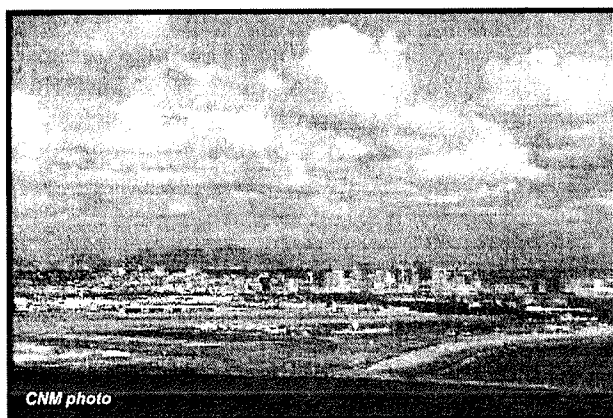
The

EXPLORER

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*Newsletter of
Cabrillo National Monument and
Cabrillo National Monument Foundation*

The view from Cabrillo: A window into history



You can see history from here: the Hotel Del Coronado, Old Town, North Island Naval Air Station, Los Coronados Islands, downtown San Diego, the *Midway*, Navy ships, submarines, cruise ships, sailboats, Tijuana, the Silver Strand, the Coronado Bridge, the Zúñiga Jetty, Ballast Point. Each of these places holds a story, and each time we pause to take in the view we are also taking in our history.

"There is a continuing relationship between landforms and human history; the monument provides a world class view that provides a global perspective of this continuing relationship from the past to the present to the future."

Interpretive Prospectus, Cabrillo National Monument, 1991

In this edition of *The Explorer* we examine several aspects of the view that connect us with the city's past and future. Come along and enjoy the view with us!

Patricia Heusner, Editor

The Superintendent's view

by Terry DiMattio

The theme for this issue is "The View - A Window into History." This is certainly an appropriate theme for this park and I think you will enjoy the articles that have been written by the staff and volunteers. This park has been both a part of history and a place from which a person can watch the passage of time and the unfolding of events.

While others will write about what can be or has been seen from the park, I would like to share with you my view of Cabrillo NM as seen from my office and a little about what the future may hold for this wonderful place. From my point of view, there are a number of promising developments that are underway or that were recently completed.

As many of you know, we recently finished one major project and are half way through another. The first project was the relocation of the entrance station. We began collecting fees from our new entrance station on Saturday, January 3. The staff is getting settled and accustomed to the increased pace and different rhythm of the operation. I think our visitors, in particular San Diegans, are getting used to the entrance station being north of Cabrillo Road, which goes to the tidepools, and to paying the fee to recreate in that part of the park. To ease the transition to the new location, we sold our annual pass at a \$5 discount—\$10 instead of \$15—from October 15 through January 31. I am told we sold 2,156 annual park passes during that period, compared to 589 for the same period last year. Visitors who bought the annual pass will enjoy a considerable savings, and the park will benefit as well, since

80% of the cost is returned to us to improve the service we provide our visitors and our stewardship of the cultural and natural resources entrusted to our care.

The second project is the rehabilitation of the lighthouse grounds. The new tan-colored concrete promenade walk is in, the concrete rain catchment basin has been built, the picket fence installed, the flagpole put in place and the exterior of the assistant keeper's quarters erected. The park staff and volunteers have been planting low-growing native vegetation and pulling the weeds that seem to spring up overnight. The next part of this project is to fabricate and install the exhibits on the lighthouse and its history. The staff has finished the exhibit plan and is gathering the photographs, graphics, and artifacts to send to the National Park Service's Interpretive Design Center at Harpers Ferry, West Virginia, which will send them to the exhibit fabricator. Over the next two months our maintenance crew will install the insulation and the tongue-and-groove, cedar siding on the walls and ceiling of the assistant keeper's quarters as well as the exhibit lighting. We are working with the US Coast Guard to arrange for its team of lampists to install the 3rd Order Flashing Fresnel lens from the new Point Loma Lighthouse in the assistant keeper's quarters in late June or early July. With luck, the exhibits will be installed in late January or

early February.

There is a third project that is about to move from the planning and approval stage to the construction stage: the new 2000-square-foot, environmentally controlled museum storage facility that will be built at the lower maintenance compound east of the entrance station. The contract has been awarded and the preconstruction meeting took place on May 19. If all goes well, the work should begin in late May or early June. When it is completed this fall, the park staff will have, for the first time, 900 square feet of temperature- and humidity-controlled storage space with enough room to store all of our archives and cultural and natural history objects, a work



On April 21, during National Park Week, we had the honor of a visit by Secretary of the Interior Gale Norton.

Secretary Norton in front of Old Point Loma Lighthouse with CNM living-history interpreters Bob Munson and Nancy Walton, foreground, and Bill Doyle in back

CNM photo

area for cleaning and treating objects, an office for record keeping and research, and a receiving area where we can inspect and provide preliminary cleaning of objects before moving them into storage. In addition, the Cabrillo National Monument Foundation will have 300 square feet of storage for its sales items and records.

We are also in the design and planning phase of a project that will improve the parking areas along Gatchell Road on the west side of the park. The purpose of this project is to soften the visual impact of these parking areas on the landscape and improve access and egress at the Tidepool, Coast View and Sea Cove parking areas while communicating to visitors that

these parking areas are part of the park by incorporating architectural elements and materials similar to those at the visitor center. We are working with the National Park Service's Denver Service Center to prepare the construction drawings and specifications this fiscal year and expect to begin rehabilitating these parking areas in fiscal year 2005 or 2006.

On April 21, during National Park Week, we had the honor of a visit by Secretary of the Interior Gale Norton. This was her first stop in California before traveling to Yosemite National Park and Golden Gate National Recreation Area. Her visit gave us the opportunity to show the great work the staff has been doing and

the projects that we have been able to accomplish over the past several years to reduce our maintenance backlog. Preparing for her visit gave me the chance to review the growing list of completed projects that have improved the monument, and to look ahead to those we would like to do in the future: build a new office for the rangers, build a new whale overlook, finish the film on the tidepools, rehabilitate the auditorium audio-visual booth, and improve accessibility of our AV programs and the grounds.

The view from my office is that these and many other projects will indeed improve our ability to care for the resources that have been entrusted to us by the American people, keeping Cabrillo National Monument a special place to visit and enjoy.



2 Years 10 Months

Glass encased my tenure, exposed
People come and go, a snapshot, vacations, educational
junkets, nuptial devotions, post-funeral lamentations

A final goodbye for some, a welcome home for others
Vesseled on what would seem unfloatable quantities of
steel

A city grows and changes, lichen on rocks
Morphing, insect arms powered by cable elevate walls,
roads reach out

Nature is inclusive, we do not escape
Scorched, earth returns in bloom, immense clouds
dwarfing the works of man bring the balm



*Our poet-in-residence Ted Washington
expresses his thoughts about the view
from his post in the CNMF Bookstore*



And the ocean, eternal tidings
Shaping, one moment languid, roiling the next,
view beyond vision, foggy at times

Posted here, at land's end
It is so beautiful words will not do, and the time
spent goes unnoticed

The view from then

by Nancy Walton and Bob Munson

At a recent meeting of San Diego historical organizations, the chair asked each group to describe its park or museum's finest assets. Cabrillo National Monument's Historian, Bob Munson, answered with "We have the earliest European contact in California with Juan Rodríguez Cabrillo in 1542, one of the first eight lighthouses built on the west coast with Old Point Loma Lighthouse from 1855, and the rich military history of Fort Rosecrans with the coast defenses from 1898 through WWII. But what do most of our visitors come to Cabrillo for? The view, of course!" And it is that view that speaks to every visitor at Cabrillo.

As you stand here today watching uncounted ships, boats and aircraft moving in and around our metropolis, have you ever thought of what you would see from this spot in years past?

Mainly the view! Miles and miles of an arid scrub desert with little or no human intrusion.

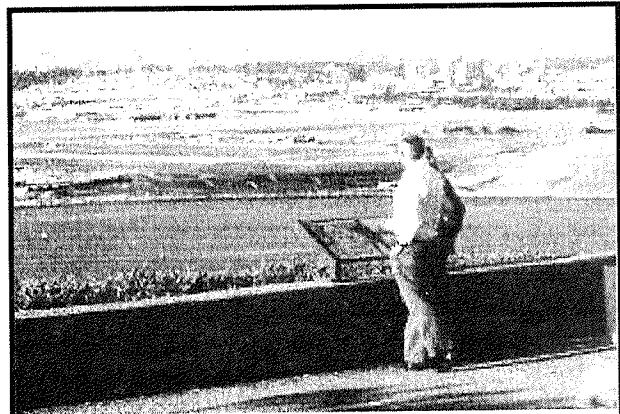
However, if you could be present on September 28, 1542, you would see three tiny wooden vessels approach the area of Ballast Point and watch a landing party come ashore to claim this land for Spain. By evening you might see fires at Cabrillo's camp as well as at nearby Kumeyaay settlements near Old Town, La Playa, and scattered around the rest of San Diego county.

By 1602, little would have changed until the month of November. Again a trio of European ships would make its way into the bay, carrying Sebastián Vizcaino and his crews, who stayed for ten days—hunting, fishing, and repairing their vessels. The Kumeyaay settlements would be visible by their fires at nightfall, and perhaps by smoke rising during the day.

Spring of 1769 would bring the Sacred Expedition to San Diego—Spain's attempt to safeguard her holdings on the West Coast. One hundred and eighty pack mules protected by 25 *soldados de cuero* and led by Captain Moncada, were

sent out from Mission Velicatá in Baja California. Standing on the tip of Point Loma in mid-May, you might see the dust from the column of pack mules as they came to a mesa near the Tia Juana River estuary. As you scanned northward and down to Ballast Point, two vessels would be anchored there. But around the *San Antonio* and the *San Carlos*, sick and dying men would be visible scattered on the beach. You might catch a glimpse of men scouring the brush for plants that may perhaps relieve the scurvy that was killing the crew at a devastating rate. By July 1st, another column would be visible arriving from the grueling Baja trek, this time led by Gaspar de Portolá. As it made its way around the bay, a borrowed Army mule might be spotted carrying a Franciscan priest. At 55 years of age, Junípero Serra was just beginning his task of founding missions in Alta California. Within two weeks, activity would have been visible on the hill above Old Town, as the Spanish soldiers began planning the Presidio and Father Serra offered mass. The construction of the Presidio and Church marks the first appreciable change in the landscape caused by man, and from Point Loma's vantage point, nothing will ever look the same again. After 247 years, the view would begin to have something more from mankind than Kumeyaay smoke.

In 1793, our bay was again visited by a European explorer and for the first time, a vessel sporting an English flag would be seen. In late November, the sloop *Discovery*, the tender *Chatham*, and the supply ship



As you stand here today watching uncounted ships, boats, and aircraft moving in and around our metropolis, have you ever thought of what you would see from this spot in years past?

CNM photo

Daedalus carrying George Vancouver and his crew of botanists, cartographers, astronomers, and geologists anchored about one mile from Ballast Point, in the protection of the harbor. For 12 days, they stayed to gather intelligence on this New Albion, the Spanish holdings in Nueva California.

Three years later, and a flurry of activity would have been visible on the narrow sand spit of *El Fuerte de Punta Guijarros*—today's Ballast Point. Quickly, a half-hexagon lunette water battery of adobe, timber, and cobble fill with embrasures for ten guns had been completed, along with a stone and adobe magazine and barracks. Over this rose the flag of Imperial Spain.

Despite the Presidio and the new fort, the view had still not materially changed. The few changes in view would be little more than periodic visits by transient ships and damage to the fort's barracks by the earthquake of 22 November 1800.

Two of the transient ships did briefly enliven the scenery by exchanges of cannon fire between

Fort Guijarros and the American brig *Lelia Byrd* on 21 March 1803, and on the American ship *Franklin* on 27 June 1828. The attempted smuggling of sea-otter hides by both these vessels did not sit well with the Spaniards who jealously guarded this quiet port.

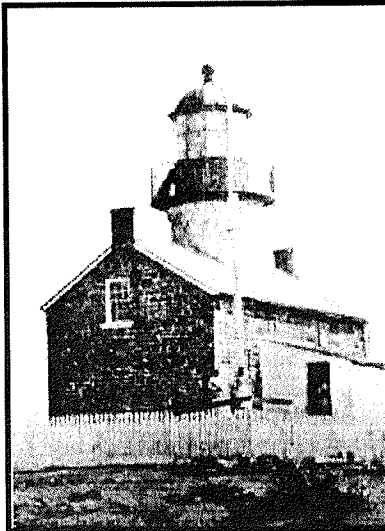
The next change of scenery would actually be noticeable only at night. The year 1806 saw the first light placed at Fort Guijarros to guide mariners past this important but treacherous little sand spit.

By 1820, men from the Presidio had begun to live below the hill on the flats. The first adobe building took shape in Old Town the following year. That same year, Spain handed over the area to Mexico but the Presidio continued to fly the flag of Spain. Not until winter of 1823-4 would the flag of Mexico be seen flying on Presidio Hill. Even so, an observer on Point Loma would have been hard pressed to notice any difference in the view.

By 1835, Fort Guijarros was abandoned and disintegrating, more adobe buildings were going up in Old Town, and four board hide houses and tallow works were visible at La Playa. However, the really radical change in the view was the decreasing number of trees as they became firewood. Fort Guijarros in fact was disappearing from the scene as scavenging for materials began in 1839.

This was also the year the Boston trading ship *Pilgrim* brought a not-yet-famous Richard Henry Dana to San Diego. Dana's 1840 book *Two Years Before the Mast* would provide a detailed look at a San Diego not largely visible from Point Loma. This is probably just as well, as it was not a complimentary view: the square presidio was largely a ruin except for the Comandante's house. The settlement below consisted of some 40 dark brown huts with three or four whitewashed adobes.

THEN CAME THE *CYANE* — and the view would never quite be the same. The U.S.S. *Cyane* was a 22-gun corvette from the United States and her anchoring off Ballast Point on 29 July 1846, signaled a change of eras. From a visibility standpoint, the ship would have been far more obvious than the Stars and Stripes her men raised over Old Town. San Diego, despite her completely Spanish origins, was now an American town.



1855 would be a banner year for the view at Point Loma. That year a road was built from Ballast Point up to the headland and a stone lighthouse constructed there

CNM photo

Finally, in 1847 somebody actually came out to Point Loma to enjoy the view. General Stephen Watts Kearny ordered a military reconnaissance of the Point. Of greater importance and more lasting visibility were the barracks and two bastions constructed by a naval force of 3 officers and 35 men equipped with six brass cannon salvaged from Ft. Guijarros. This is one view it would be nice to have had, as the exact location is a matter of some dispute.

By now Old Town was becoming seriously visible from Point Loma as more construction took place, especially when it was whitewashed. In 1850 there had been the will-o-the-wisp effort to expand San Diego to the Bay in the Davis Addition five miles south. Fourteen prefabricated houses and a wharf graced this "New Town", but it was all in vain, and this ephemeral mark on the view quickly disappeared except for the Army Depot. In 1853, 58 buildings were recorded in Old Town; some were quite substantial, such as the Estudillo and Bandini houses.

However, 1855 would be a banner year for the view at Point Loma. That year a road was built from Ballast Point up to the headland and a stone lighthouse constructed there! On 15 November 1855, the light shone for the first night. And for the first time, Point Loma became a part of the view from San Diego, with the never-failing light shining every night for the next 36 years.

At the same time, a whaling station was established on Ballast Point. The view now included a few

large nondescript wooden buildings, and the station tryworks contributed a new element to visual San Diego: smog.

The following year, Point Loma received sort of a "negative view" in the form of a coal mine shaft on the ocean side of the peninsula, directly west of Ballast Point. One hundred fifty feet deep, the shaft extended two drifts—300 and 75 feet which opened two pockets of coal 4.5 and 10 feet thick. Like many early endeavors, it quietly disappeared from the scene.

In the early hours of August 21, 1858, one would have seen fire in the heart of Old Town, as the store of Thomas Whaley on the plaza burned with a vengeance, threatening all of the settlement.

The Civil War brought surprisingly little activity to San Diego. There were small troop movements both by land and sea; perhaps the only significantly visible action took place in the winter of 1861-1862. San Diego was inundated with 30 inches of rain, causing rampant flooding and destruction. Provisions could not get to the soldiers at San Diego Barracks and they turned to William Heath Davis's wharf at New San Diego as the only source of firewood. From our view, another landmark vanished.

Then on 15 April 1867 a whirlwind hit San Diego in the form of Alonzo Horton. Unimpressed by the view of Old Town even close-up, much less from Point Loma, Horton decided to create an entirely new San Diego. By the end of 1869 his New San Diego was becoming visibly quite obvious as it filled in along the bay south of

Old Town. By 1870 a wharf had been built, and the multi-story Horton House and Courthouse were all highly visible landmarks.

And so the view marched on. In 1871 Ballast Point got an 80-foot wharf courtesy of the Army who threw the whalers off the Point at the end of the 1870-71 season. The whalers went across the channel and contributed a presence as well as smog on North Island until local coast whaling ceased in the spring of 1886.

A small but significant incident also occurred in March of 1871. On the last evening of the month, a party set out from New San Diego to raid the Whaley House in Old Town of all the county records, retreating the five miles back to New Town, perhaps visible by their lanterns. As the culmination of a long, bitter battle between the two San Diegos, it also sounded the death knell for Old Town. The final blow came with another fire which would have been clearly evident from Point Loma: All of the west side of the Plaza in Old Town was

destroyed, leaving it a ruined settlement.

In 1873 construction began on a 15-gun earthwork fortification on the site of old Fort Guijarros, but this work was abandoned in 1874 and the assembled dirt eroded back into the scenery.

While the arrival of the first railroad train in San Diego in 1885 may not have been visible from Point Loma, the effect certainly was. In 1870 San Diego had been a town of only 2300 souls, growing by only 337 people in the following decade. With the railroad, San Diego mushroomed to 30,000 by 1887. San Diego was now not only becoming easily visible from Point Loma, but was beginning to dominate much of the view to the east. This was especially true after March 1886 with the establishment of the 100-foot electric arc light towers at night.

1888 saw the addition of the new Quarantine Station at La Playa, although no permanent structures were begun until 1891. A harbor light

establishment on the tip of Ballast Point was added to the view in 1890.

At the lighthouse itself here on Point Loma the view changed with the construction of a wood storage building (later the Assistant Keeper's Quarters) a little before 1873. 1875 added a barn. January 1883 saw the completion of the last work at the lighthouse in the form of the concrete rainwater catchment basin and cistern.

Then on 23 April 1891, the view changed in one final significant way: the light at the Old Point Loma lighthouse did not come on. Two other lights became part of the scene: Ballast Point and New Point Loma.

San Diego would continue to change. The built environment would virtually take over the view, yet, strangely enough, effectively nothing is left of the pre-1891 view from Point Loma except the old lighthouse.

Cabrillo people *by Patricia Heusner*



Many thanks to **Carol Ann Morris** for five years of service to Cabrillo National Monument and its visitors. In June Carol Ann begins her position as a loan processor for College Loan Corporation. She reflects, "I am grateful for the relationships with the regular visitors that have developed into friendships outside the park." Carol Ann is looking forward to running a marathon in Honolulu in December to raise funds for the Leukemia and Lymphoma Society. We wish her success in all her endeavors!

CNM photos

Sandy Cumming also began a new position this spring, heading toward her goal of working in the human resources field. Sandy worked in our entrance station for almost two years and became a familiar, friendly face to the visitors and employees. We wish her the best in her new career.



CONTINUED ON PAGE 13

North Island: our neighbor across the bay

by Jim Nauman

Looking across San Diego Bay toward the city, the observer's eye first falls on a large, flat, mostly paved landscape devoid of vegetation and with only a few unobtrusive buildings. A long aviation runway is seen, and occasionally there may be the noisy arrival or departure of a large cargo plane. This is North Island Naval Air Station, occupying the northwestern part of the peninsula it shares with the lushly vegetated City of Coronado immediately adjacent.

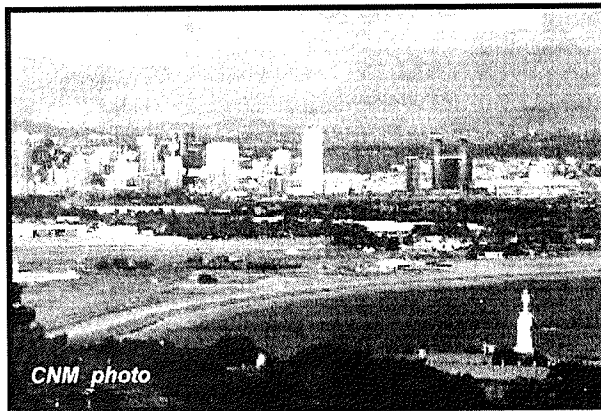
The name "North Island" requires explanation, as it is certainly continuous with the rest of the peninsula. But the first Europeans to enter San Diego Bay, and many later generations of visitors, would have noticed the presence of a shallow waterway extending almost completely across the end of the peninsula, essentially dividing it into two parts. Only a narrow sandspit separated the waterway from the bay.

The sandspit was a hard-packed sand road at low tide, but was often completely submerged during high tides. This channel later came to be known as the "Spanish Bight," and the land north of it as "North Island."

North Island was populated by largely by rabbits and quail, an attraction for local hunters. A fresh-water spring was present on the island, just across the bay from Ballast Point. This was referred to as "Whaler's Bight," apparently because of the whaling

activity that was moved there from Ballast Point after the Army took over the Point in 1871. Whaling operations had been present on Ballast Point since 1855.

An attempt was made to grow barley on the island; this was soon abandoned because of the voracious rabbit population, and there were reports of "antelope" coming up the peninsula from the mainland to feed on the crop as well. In 1885, the San Diego Peninsula, as it was called in the early American period, was



purchased in its entirety by a syndicate composed of Elisha Babcock, Jacob Gruendike, Joseph Collett and Hampton Story for \$110,000. They incorporated as the Coronado Beach Company and began to develop the city of Coronado, south of Spanish Bight. Construction of the Hotel Del Coronado began in 1886; it opened on February 14, 1888. In July, 1887, John D. Spreckels had acquired Story's interest in the Coronado Beach Company, and later became the sole owner by

purchasing Babcock's shares.

The first US government presence on the island occurred in 1893 with the appropriation of 18 acres for construction of the Zúñiga jetty to keep the channel into San Diego Bay open.

An important chapter in the story of North Island began in 1911 when Spreckels gave aviation pioneer Glenn Curtiss of Hammondsport, New York, the use of the island for three years as a winter training site for pilots of his new biplanes. Spreckels felt that the presence of the renowned flyer would make San Diego an important player in the increasingly popular field of aviation. Curtiss considered the island's

treeless, flat, level, sandy surface, as well as its relative isolation and San Diego's pleasant climate to be ideal for his school. He invited the army and navy to provide the first students, with an eye toward promoting the military use of his airplanes. The first class included three army officers, two civilians, and a daredevil balloonist.

Early in the school's first year, Curtiss developed and successfully tested the seaplane, substituting pontoons for the wheels. The landing of a seaplane



An early aerial photo of North Island showing Spanish and Whalers' Bights

adjacent to the battleship *Pennsylvania* helped convince the navy to purchase two of the aircraft. Further military potential of airplanes was demonstrated by "bombing" raids, substituting oranges for bombs.

During the three winters of the Curtiss School of Aviation on North Island, many advances in airplane design and pilot training were introduced. It became the official military aviation training camp and attracted international students, as well as a married couple and a woman—Julia Clark, the "Bird Woman." Writing in the *Journal of San Diego History*, Gary Kurutz, Library Director of the California Historical Society, concluded:

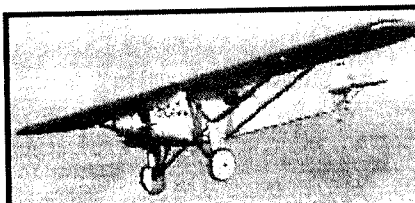
During those three winter seasons, Curtiss and his associates brought San Diego to the forefront of aviation. The pioneer aviator's ingenious experiments with seaplanes added a new dimension to aeronautics and proved the utility of the flying machine as an instrument of war. Most importantly, Curtiss shared with dozens of pupils that incredible sensation of flying and accomplished more than anyone to popularize

Regiment, commanded by Col. Joseph Pendleton, arrived on the island, and in 1917, the US Navy took over two of the army buildings. In 1921, the federal government paid Spreckels five million dollars plus interest for North Island.

Other milestones in aviation history at North Island include the first mid-air refueling and the first non-stop transcontinental flight, both in 1923, and the flight that included the first parachute jump in the San Diego area. The jump was made by a ninety-pound civilian woman named Tiny Broadwick. An especially notable event in the island's history occurred in 1927 when Charles Lindbergh utilized Rockwell Field's long runway to take off on the first leg of his transatlantic flight in the *Spirit of St. Louis*, which had been built at Ryan Aviation across the bay.

In 1935, the army moved to March Field near Riverside, leaving all of North Island to the navy. The following year, the navy dredged the shipping channel in the bay and filled in Whaler's Bight, stopping the fresh-water flow. In 1945, Spanish Bight was filled in, adding 275 acres of land to the island and connecting the former north and south islands. Despite this, the name "North Island" for the naval facility has been retained.

Today, North Island Naval Air Station is a very active, important unit of our military. Its airfield has over 235 aircraft and is home port to two aircraft carriers: USS *Nimitz* (CVN 68), and USS *John C. Stennis* (CVN 74). USS *Ronald Reagan* (CVN 76) is scheduled to be homeported here later this year, replacing the



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Stennis.

We at Cabrillo National Monument are often reminded that the Nation is at war when those carriers and their combat groups pass below us with crew and aircraft on board, on their way to or returning from the area of conflict. We join the dozens of their family members and friends crowded into the visitor-center view areas and at the Cabrillo statue in a salute to those on board and offer our sincere wishes for a safe passage.

Sources:

- Kurutz, Gary, The only safe and sane method—the Curtiss School of Aviation. *The Journal of San Diego History*. Winter 1979, Volume 25, Number 1
- Smythe, William E. *History of San Diego, 1542-1908*. Complete publication online at <http://www.sandiegohistory.org>
- Pourade, Richard. *The Rising Tide*. San Diego, Copley Press, 1967
- <http://glennhcurtiss.com> An excellent website about Curtiss and his Aviation School with many historic photographs



aviation.

After the aviation school closed, the North Island facility was transferred to the US Government, designated by War Department as Army Signal Corps Aviation School, North Island. It was later renamed Rockwell Field. In 1914, the 4th US Marine

Las Islas Desiertas

by Carol A. Martin

“What are those two mountains, or are they islands?” is a question frequently asked by Cabrillo National Monument visitors.



Los Coronados Islands—located in Mexican waters—are used as a point of reference for most of us. We use them to judge marine weather visibility for the Weather Service, or to show how far the lighthouse could be seen from off shore, or to show how far the 16-inch gun could fire or how far Cabrillo’s ship might have sailed in a day.

Noting their lack of soil, Juan Rodríguez Cabrillo named them *Las Islas Desiertas* in 1542, as he sailed by on his way to San Miguel. The name was not long standing, for in November 1602, it is said, the friars sailing with Sebastián Vizcaíno’s voyage named the islands *Los Cuatro Coronados*, as November 8th was the day on which the Cuatro Coronados (the four 4th-century Christian martyrs known as “The Crowned Ones”) died for their faith. Another chart from around the same time bears the name *San Martín* for the Islands. They must have looked like a queen’s crown at some point because in the 1800’s a publication referred to them as *Las Coronadas*. Some folks thought the islands resembled a coffin, thus the name “Sarcophagi” or “Dead Men’s Islands.” The North Island was known as *Cortez* to a few, yet others thought it looked like a draped body, so it became *Corpus Christi*. In 1869 a written

account states on a calm hot day a mirage appears to make the Coronados a castle rising out of the sea.

There are four islands: North, South, and Middle Island, and Middle Rock. Starting with the largest, South Island is two miles long, ½ mile wide and 672 feet high. It has the only harbor, Puerto Cueva, also referred to as Smuggler’s Cove. “Mutiny on the Bounty” was filmed here. At each end of this island sits a small lighthouse to keep boats from crashing on its rocky shores.

North Island is ½ mile long and 467 feet high. On the east side a skiff can be put ashore at the Lobster Shack; a rocky cliff above was given the name Old Stone Face. Middle Island stands at 251 feet high; its rocky peak is a mass of cactus. Middle rock rises 101 feet above the sea and is not very big—thus the name “rock.”

Passengers on steamers started traveling out to the Los Coronados in 1870 for a day of fishing and egg gathering. Between February and October two fishing companies hauled 25 tons of fish to market. South Island has a decaying wall remaining from hunting days when fur seals, elephant seals and otters were pulled from the water. Sea otters were abundant among the coastal and island kelp beds until this time. Abalones were also stripped from the islands, the shells sent to Germany, made into jewelry

and shipped back to the USA. For a short time in 1872, building stone was quarried from North Island. It is also said the islands were used as a way station for Chinese who were being smuggled into the US. That was not the only mischief going on: during prohibition rum running was rampant as the precious cargo was rushed to shore under the cover of darkness.

During 1930-34 the Coronado Island Yacht Club (resort and casino) was built. The main attraction was gambling, with most of the overnight guests registering as Mr. and Mrs. Smith. That didn’t last long, though, as gambling was abolished in Mexico. The hotel closed down, only to reopen as a hotel and seafood restaurant. Weekend packages were sold with good music, dancing, hiking, glass bottom boat rides, and fishing. After a short time, the hotel reverted back to the Mexican government to house military personnel and their families. Though it was lonely duty, the island boasted great lobster fishing and the families often wanted to extend their six-month tour of duty.

Goats were brought out to the islands but did not do well. The lack of fresh water meant that after they had eaten the vegetation there was not enough moisture to sustain them. The vegetation is very similar to the native

vegetation here at Cabrillo National Monument. The bird population did very well until people partook of egg gathering. By 1924 the bird population had declined so rapidly that protection was put in place to make the islands a bird sanctuary. The avian population increased, only to be depleted in the 1970s by the use of the pesticide DDT. Some animals are clinging on: there are 10 reptile species, seven bird species nest on the islands, and three butterfly species are found there. A whole bunch of kelp flies hang around. Elephant seals can be found December through February on South Island. The little spotted harbor seals like Middle Island. Sea Lions, with their darker bodies and small external ears, can be found around all the islands. You are probably familiar with them. Unlike seals, they can rotate their hind flippers, enabling them to walk on land; they make good entertainers at zoos and aquariums.

Los Coronados have always been a good fishing destination—so much so that in 1939 commercial net fishing was closed. The islands remain a hunting ground for sports fishing; be aware private boats must have a Mexican fishing license. Gone are the days when 300-pound black sea bass were hauled on board.

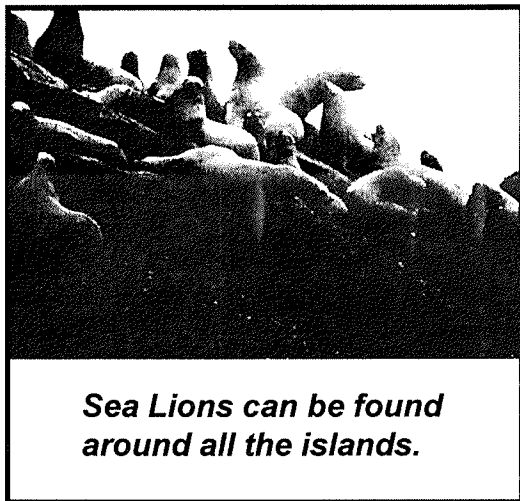
You will find when taking a boat ride to Los Coronados, the water changes from pale blue to sapphire and turquoise. Blue flying fish sail over amber beds of kelp. Rainbows of green, red, and purple sea weed shimmer in the sunlight. Giant pink and white jellyfish flow and drift in the currents. Brilliant orange Garibaldi (protected by law) flash through the blue below. A frond of kelp slowly swims away to hang vertically as it disguises itself as a frilled kelp fish.

Did I forget to mention the "Pirate Legend" as noted by Lewis Works in May 1900? This pirate's name was José Arvárez, "...possibly the worst cutthroat whoever escaped so long his ultimate and legitimate end, the hangman's rope."

Legend has it that during the days of the Gold Rush, a band of bloodthirsty pirates holed up in a cave on South Island. It was rumored that José had fled

prisoners and sinking all ships led to the belief the vessels were merely lost to a stormy sea.

His downfall came as a cabin boy pleaded for his life, saying his ambition was to be a great pirate! And he knew the sailing dates of a number of ships out of San Francisco. Held captive in the cave, he was able to turn the tide and slay both of the guards. He loaded up a yawl with valuables and made for San Diego harbor. As he passed by the hide houses, sailors asked his identity. He said, "A bloody pirate!" from those islands. They found this hilarious and winked for him to show his treasure. Their mouths dropped open at what they saw. The sailors scrambled to crew the *Grendo*, set out swiftly with the young boy as their leader, and captured the returning Arvárez pirates. The pirates were hung from the yardarms by the now greedy and bloodthirsty crew of the *Grendo*. The loot was split among the crew.



Sea Lions can be found around all the islands.

New Orleans; others claimed him a deserter from the Mexican Army. In any case, he stole a schooner from Mexican waters, armed it to the hilt, then played cat and mouse from South Island, profiting from gold-laden ships sailing out of Northern California to the East Coast. His taking no

Midway Museum adds to San Diego Bay heritage

by Scott McGaugh

A key dimension of San Diego's heritage will come to life when the decommissioned aircraft carrier USS *Midway* opens as a naval aviation museum on June 7, marking the culmination of a 12-year community campaign.

Midway is located alongside Navy Pier at 910 N. Harbor Drive. It is a fitting location, since for more than 80 years Navy ships have berthed there as thousands of Americans embarked in service to their country. In fact, the nation's first carrier, the USS *Langley* (a converted coal ship) once moored where *Midway* is tied up today.

Midway reflects San Diego's deeply rooted naval aviation heritage. In fact, many of the pioneering standards in naval aviation were established at NAS North Island nearly 100 years ago. Standards such as mid-air refueling and first use of a radio in a plane were established high in the air over San Diego Bay.

And at North Island, Navy crews built a wooden platform on the ground so that aviators in biplanes could learn to land; later that platform was stuck on top of the *Langley* as the most primitive of aircraft carriers.

Midway itself has a rich heritage. When commissioned in 1945, it was the largest ship in the world, holding that distinction for the next 10 years. It was the first steel-decked American aircraft carrier and was the first ship too large for the Panama Canal. That wasn't considered a problem at

the time, as plans were afoot for a second canal that was never built.

The longest-serving aircraft carrier in the history of the Navy, *Midway's* 47-year odyssey was unmatched. In 1946 it was the first carrier to operate extensively above the Arctic Circle in winter. It was *Midway's* pilots who taught the rest of the Navy how to fly among the icebergs, as World War

in the island. There are flight simulators aboard, as well as a gift shop and fantail café. Every few months, museum officials anticipate adding exhibits and expanding the public space.

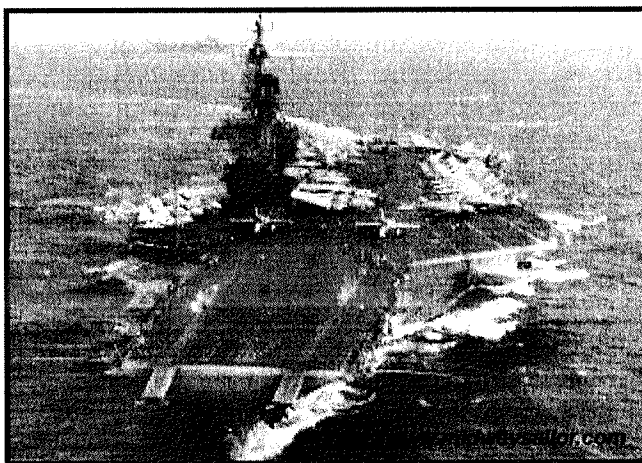
There's plenty of room, as *Midway* has more than 2,000 compartments between the keel 33 feet below the water and the mast, more than 200 feet above the water line! *Midway* also features one

of the most spectacular views of San Diego Bay found anywhere. The downtown skyline is the backdrop to a four-acre flight deck whose panoramic views stretch from the Coronado Bridge to the south to active-duty carriers to the west and to Cabrillo NM and Point Loma to the northwest.

The San Diego Aircraft Carrier Museum aboard *Midway* is a major addition to San Diego's cultural fabric. Not only a visitor destination, it is planned to become a leading event venue, an education center featuring laboratories as well as a weekend youth live-aboard program.

For more information, visit the museum website

www.midway.org
or call (619) 702-7700



It had largely been a warm-water war.

Only a year later, *Midway* launched a captured German V-2 rocket off its stern near Bermuda. At the time, no one knew if ships could withstand the thrust of rockets. It proved to be the dawn of naval missile warfare.

Today, its mission is one of education in San Diego Bay. There are more than 36 exhibits, many of them focusing on *Midway* being "a city at sea" with its crew of 4,500. To support them, the carrier's galleys produced 13,000 meals a day and its evaporators produced more than 240,000 gallons of fresh water daily.

Initially, visitors will be able to see exhibits on the mess deck, hangar deck, flight deck and up



Springtime revival In a burned land

By Claude G. Edwards, CNM Volunteer

It has been several months since our region was struck by record-breaking brush fires that raced wind-blown across our natural landscapes, as well as through neighborhoods and communities. I can still clearly imagine the soaring flames and the billowing smoke rising over rugged terrain, the choking stench that permeated the air as it drifted down wind, and recall heart-rending stories of its effects on untold numbers of people. Indeed, I have saved many newspaper clippings about these specific things. Yet, as I write this story, the sky outside is clear and the air is fresh and tossed about with a bustling breeze. It is springtime, and the fire-scorched areas are undergoing a revival!

Healing rains have come and gone, settling the ash and cinder, and allowing some of it to percolate into the ground, as well as wash down slopes and ravines, along paths and roads, and into streams and ponds. In a nod to my previous story, I have been taking note, and making notes, of the inevitable recovery that is taking place, even now, at certain of the fire-ravaged areas I have visited in recent weeks.

One such area I got to visit this past week—an area I had never been to before—is situated generally between Ramona and Lakeside. It comprises wild and rugged country featuring steep slopes, deep canyons, and rock outcrops. I went there with my “botanist hat” on, essentially

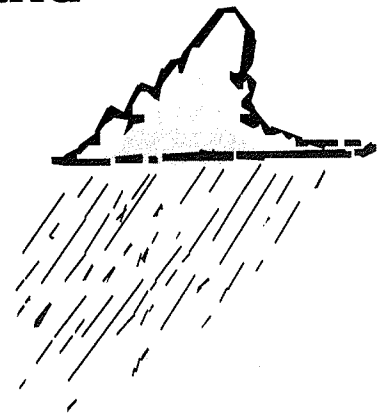
cataloging all the plants that I encountered as I followed a friend who was there on a different mission. It was a daunting task, but it provided some intense and delightful revelations, and also a lot of good plant ID practice

Overall, we spent about five hours afield, marveling at how well the vegetation was recovering and adjusting to the new conditions. In fact, I was struck time and again at the vigor and heartiness of many of the plants. It was as if Nature had provided them an extra measure of fuel and energy to grow big and bold. As I went along I kept saying to myself, “That plant is ‘super-sized,’” larger and leafier and with more flowers than I had ever seen before. It truly was amazing.

As I proceeded up and down some of the newly accessible ridge tops, canyons, and associated slopes, I listed each additional species in a convenient condensed code making it easier for me to record my observations. At the beginning it was tough going, seeing so many different species. Thankfully, most of their names came readily to mind. But, unlike birds

that vocalize, I was left to visually determine all that I encountered. As my hike progressed, I was able to pass over those species I had already identified, covering the ground a little more quickly. But that wasn’t enough. I sometimes had to stop and say aloud: “Wow, that is a great-looking example” of this or that plant.

Examples of super-stimulated plants that I observed were: white pincushion (*Chaenactis*



Healing rains have come and gone, settling the ash and cinder, and allowing some of it to percolate into the ground, as well as wash down slopes and ravines, along paths and roads, and into streams and ponds.

artemiaefolia), prickly sow-thistle (*Sonchus asper*), Danny’s skullcap (*Scutellaria tuberosa*), red maids (*Calandrinia ciliata*), and violet snapdragon (*Antirrhinum nuttallii*).

We also noticed certain plant species that appear or become particularly more abundant and showy after a brush fire. Two in particular that caught our attention were the aptly-named fire poppy (*Papaver californica*), and also golden ear-drops (*Dicentra chrysanthra*). They grew among the charred branches of formerly large shrubs that were exhibiting various amounts of recovery from “crown sprouting.”

Adding to the natural display were the splashes of color exhibited by groupings of various plants in bloom, often in riotous



mixed combinations. Different colors appeared on different slopes and in subtle shades from different plant species. If plants could sing, one could imagine them raising a chorus of proclamation, celebration, exultation, and self-promotion, each in its way playing a role in the steady recovery of the region.

Plants such as popcorn flower (*Plagiobothrys* sp.), wild morning-glory (*Calystegia macrostegia*), California buckwheat (*Eriogonum fasciculatum*), and foothill yucca (*Hesperoyucca whipplei*) featured white blossoms.

Various shades of yellow were provided by golden yarrow (*Eriophyllum confertiflorum*), whispering bells (*Emmananthe penduliflora*), short-pod mustard (*Hirschfeldia incana*), deerweed (*Lotus scoparius*), and California poppy (*Eschscholtzia californica*).

Red and pinkish flowers were produced by yerba santa (*Eriodictyon crassifolius*), caterpillar phacelia (*Phacelia cicutaria*), stinging lupine (*Lupinus hirsutissimus*), checker mallow (*Sidalcea malvaeflora*), wishbone plant (*Mirabilis californica*), ground pink (*Linanthus dianthiflorus*), and lilac mariposa-lily (*Calochortus splendens*).

Last, but not least, were the blue- and purple-flowered plants adding their subtle hues to the mix. These included California bells (*Phacelia minor*), winecup clarkia (*Clarkia purpurea*), sapphire woolly star (*Eriastrum sappharinum*), Parry's larkspur (*Delphinium parryi*), chaparral nightshade (*Solanum xanti*), and blue toadflax (*Linaria canadensis*).

All of this does not take into account the effects offered by different shades and textures of

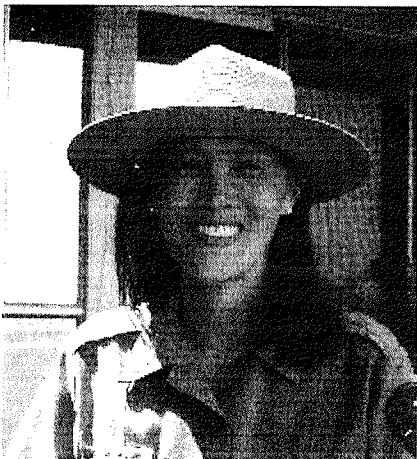
the leaves and foliage of these and other herbaceous plants, and the great variety of grasses, both native and exotic, that I was able to distinguish. Wow, and I only visited a small portion of this area! My mind is spinning with the memories of that day.

All told, nearly 150 species of trees, shrubs, wildflowers, herbs, grasses, and other plants were observed and identified, many of which would have been hidden away amidst the original dense vegetation that existed prior to the fire. In this way, areas that were burned will go through a period of great productivity and growth, something we all should take time to check out for ourselves!

Oh, by the way, I also managed to record a total of thirty-three species of birds during this experience.

Cabrillo People

Continued from page 6



CNM photos

Jo Ann Jeong Schultheis is one of two new rangers greeting visitors at the entrance station. Jo Ann has worked as an interpretive park ranger at Fort Point National Historic Site (where she met her husband Charles), as secretary at San Francisco Maritime National Historical Park, and visitor use assistant at Yosemite National Park. She enjoys working for the

National Park Service because it gives her the opportunity to meet people from all over the world. Jo Ann also enjoys gardening, sewing, and crafts.



The second new face at the entrance station is Linda Cramer. Linda has worked at several other National Park Service sites, including the Everglades, Redwood, Mount Rainier, Big

Bend, Jefferson National Expansion Memorial (where she met her husband, Dave Vecera), Biscayne, and the Mall in Washington, D.C. She enjoys sailing, reading, visiting family, and walking and running with Butch, the family dog. She is happy to be in San Diego, and as she says, "I like being near a big body of water; I find it refreshing and rejuvenating."

Welcome, Jo Ann and Linda! We're already enjoying working with you!

The Explorer

Patricia Heusner, Editor
Jim Nauman, Layout and Production
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San Diego, CA 92106

Marcy's Morsels

by Volunteer Coordinator Marcy Marquez

As spring rolls into Cabrillo I have much to be thankful for: my life, friends, wonderful co-workers, but most of all, volunteers. Our volunteers are great! They always keep me on my toes and go beyond their duties. They arrive with a smile on their faces and leave the same way.

We have about 150 volunteers who dedicate their time and energy to help us sustain this great little jewel! Volunteers-In-Parks help us with the shorebird counts, herpetology surveys, tidepool monitoring, visitor center desk, tidepool area, living history, and greenhouse plus many more interesting projects! Volunteers may contribute a few hours a month or a couple of hours a day. The bottom line is not how many hours an individual has completed in a given time period, but the goal that each individual strives to achieve—the satisfaction of knowing that his or her time is well spent, appreciated, and is aimed at keeping the bigger picture going. So thank you from the bottom of my heart. And remember to log those hours in!

Total hours donated by current 2004 Volunteers

1-100 Hours

Megan Adams
Morgan Dye
Lawrence Ko
Bettina Rosner
Steve Baffa
Phillip Fenberg
Genevieve Lada
Tom Rothenburg
Christina Baldonado
Helena Fitch-Snyder
Jennifer Lee
Leslie Seiger
Theresa Baldonado
Aliza Friedman
Jennifer Lento
Peter Selkin
Mike Ball
Lisa Furnas
Helen Long
Annette Shinn
Mollie Behn
Tracy Gallagher
Mike Lorch
Deanna Sick
James Behrens
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Constance Smith-Golda
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Zach Weinman
Denise Clark
Liz Ireland
Catrina Paez
Emily Whiteford
Bobby Compton
Rick Jensen
Michelle Palumbo
Eric Wilcox
Charlie & Susie Copp
Hope Johnson
Claire Phillip
Theresa Williams
Roger Crawford
Tim Jordan

Rick Phillips
Joe Wilson
Cheryl Deleto
Beth Kennedy
Benjamin Pister
Al Wolfing
Susie Derheimer
John Kim
Kristin Riser
Tiffany Woznicki
William Doyle
Joe Klimes
Erin Roberts
Todd Wright
Mark Duffield
Eric Kline
Daniel & Jessica Robinett
Judith Dunham
Ashley Knight
Mark Roll
Darlene York

101-300 Hours

Neota Bradley
Samantha Canterbury
Shawn Eccles
Liliana Fajardo
Barbara Fletcher
Tina Friedman
Garth Graves
Michelle Gregory
Leonard Guy
Kay Harry
Donald Hayes
Karen Hoekstra
Emily Lawlor
Roberta Lohla
Richard Martin
Jake McLaughlin
Suzanne Michel
Susan Nance

Jim Pearce
Camille Rothenburg
Amy Salinas
Sue Slaght
Sandra Turner
Laurie Anne Victoria
Ben West

301-500 Hours

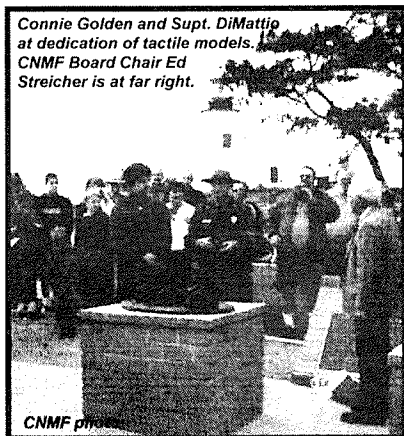
Luke Bjerke
Claude Edwards
Kim Fahlen
* Beth Gramoy
Tom Lide
Mike Moser
Todd Partridge
Krista Pease
Genevieve Wolfe

501 or More Hours

Howard Burdett
Pierce Harris
Tonya Huff
Mike Love
Linda Masys
Vera Moore
Lynn Moss
Jim Nauman
Mike Nelson
* Kevin O'Leary
Nancy Walton
Ursula Weston



Cabrillo National Monument Foundation



We had a wonderful time at the grand reopening ceremony for the Old Point Loma Lighthouse on February 14, 2004. In addition to the other ceremonies and festivities, the park unveiled the tactile sculptures that have been placed along the walkway

approaching the lighthouse. The two bronze models, created by sculptor Carl Glowienke, depict the Point Loma Peninsula and the Old Point Loma Lighthouse accompanied by interpretive messages in Braille. Generous donations from Connie Golden and other CNMF members enabled the Foundation to fund this worthwhile project. Superintendent Terry DiMattio thanked Mrs. Golden for her contribution as she and CNMF board chair, Edward Streicher, unveiled the sculptures.

Cabrillo National Monument Foundation would also like to acknowledge and thank The San Diego Foundation's Beth V. Paynter Memorial Fund, at the recommendation of the City of San Diego, for the grant of \$7500.00. Five thousand dollars will go into the CNMF Endowment Fund and the remaining \$2,500.00 will be used for operating funds. Additional thanks go to CNMF Trustee Kevin Munnely and Daniel Weinberg, Director, Major Gifts and Philanthropy Planning, City of San Diego, for this grant.

CNMF also just received a \$75.00 grant for general support from The San Diego Foundation's Harrington Family Fund and a donation of a "gently used" electric typewriter from the San Diego Historical Society, for which we would like to express our thanks.

These donations are greatly appreciated and assist us in our mission to support the interpretive, educational, historical, and scientific activities at Cabrillo National Monument.

Karen Eccles

Calendar

August 25, 2004

CNMF Annual Meeting/NPS Birthday

September 23, 2004

Spain's Legacy In The Pacific

New Members

**We welcome the following new members
who have joined CNMF between
February 1 and April 30**

Raymond Black
Michael Booth
Mr. And Mrs. Bill Carroll
Mr. And Mrs. John Clark
Scott and Mary Kelly Clifton
Alpo Collanus
Sandy Crouch
Susan Diamond
Velynn Foote
Charlene Fox
Manuel Gonsalves
Libby Grasse
Kathy Gray
James Hall
Marcia Hilmen
Sally Dee Imbrie
Carolyn Kelly
Steve and Vicky Klug
Steve and Susie LaDow
Dr. Arvid Larson & Ms Nicole Sours Larson
Connie Martin
Richard Morley
Carl Leser
David and Barbara Noonan
Mary Perreira
Charlotte Saleebey
Robert Vacchetta
Zane Vaughn
Maurice Watson
Doug and Kathleen Wescott
Gene and BL Wild

**Please visit our website at
www.CNMF.org**

*Make a
Lasting
Legacy*



The CNMF Endowment Fund, established in 1997 with the San Diego Foundation, is another way you can support the endeavors of Cabrillo National Monument. Interested donors can contact us at (619) 222-4747 or by e-mail at CNMFKaren@aol.com



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