



THE CITY OF SAN DIEGO

Report to the Historical Resources Board

DATE ISSUED January 9, 2025 REPORT NO. HRB-25-002

HEARING DATE: January 23, 2025

SUBJECT: **ITEM #2 – *Cabrillo Ferry***

RESOURCE INFO: California Office of Historic Preservation Pending Nominations:
[Cabrillo Ferry National Register Draft \(ca.gov\)](https://www.ca.gov/)

APPLICANT: Flagship Cruises & Events

LOCATION: Broadway Pier, 990 N. Harbor Drive, Downtown Community, Council District 3

DESCRIPTION: Review the *Cabrillo Ferry* National Register Nomination

STAFF RECOMMENDATION

Recommend to the California State Office of Historic Preservation the listing of the *Cabrillo Ferry* with a period of significance of 1964-1968 at a local level of significance under National Register Criteria A and B.

BACKGROUND

This item is being brought before the Historical Resources Board pursuant to the California State Office of Historic Preservation's (OHP) requirement that the local jurisdiction be provided 60 days to review and comment on a nomination to the National Register of Historic Places. A National Register of Historic Places Nomination Report was prepared and submitted to the OHP by the Architectural Resources Group. A recommendation by the Historical Resources Board to the OHP is not a designation action, and the proposed historic resource will not be listed in the City of San Diego Register of Historic Resources as a result of the Board's recommendation or as a result of listing on the National Register by the State. The *Cabrillo Ferry* is not currently listed on the San Diego Register. However, if listed or determined eligible for listing on the National Register by the State Historic Resources Commission and the State Historic Preservation Officer, the resource would meet the definition of a designated historical resource under the City's Municipal Code and would be subject to compliance with the City's Historical Resources Regulations.

ANALYSIS

The *Cabrillo* Ferry is being nominated to the National Register of Historic Places under Criteria A and B as a significant historical resource at the local level for its association with San Diego's maritime recreation sector and its association with significant individual Oakley J. Hall. Staff concurs that the site is a significant historical resource under National Historic Register Criteria A and B as follows.

NATIONAL REGISTER CRITERION A – *Associated with events that have made a significant contribution to the broad patterns of our history.*

By 1940, San Diego boasted a population of over 200,000 and had a moderately developed harbor. As the United States entered World War II, San Diego transformed into a wartime hub, doubling its population. The Naval Air Station North Island was a major military base, supporting over a dozen aircraft carriers, military branches, aircraft factories, and production plants. The Star & Crescent Boat Company (Star & Crescent) built six ferries between 1940 and 1944 that operated between San Diego and North Island, serving as a primary transportation route for wartime workers between these destinations. After the war ended in 1945, demand for this ferry route dropped, and Star & Crescent reassigned most of its vessels to recreational excursion service. The tourist trade, which nearly disappeared during the war, grew to a \$30 million annual industry by 1946. A large wave of public investment throughout the 1950s and 1960s fueled the tourism industry. Commercial whaling was outlawed in the early 1950s, and a thriving whale population attracted San Diegans to organized whale watching. By 1955, up to 10,000 people participated in whale watching at Point Loma and Coronado Island, and the first vessel-based whale-watching tours were launched. Star & Crescent was involved in this growth of maritime recreation, providing excursion services to meet popular demand, including whale watching.

The *Cabrillo* was designed and constructed in 1964 by Oakley J. Hall of Star & Crescent. The vessel was built with an overall length of 54', a 22' 5" beam, and two Detroit 6V71 diesel engines. It was later lengthened to its current 74' 2" overall length. The hull, deck, and cabin components are steel, and the boat has wood furnishings. It includes a below-deck engine room, an enclosed open-plan main deck, an open-air, open-plan upper deck with a small cabin, and a pilot house.

The *Cabrillo* joined the two other regular excursion vessels, the *Silvergate* and *Marietta*, in the Star & Crescent fleet. During this time, San Diego civic leaders sought to strengthen the post-war economy through tourism, including maritime recreation. In 1966, the construction of the San Diego-Coronado Bridge forced all other types of transportation within 10 miles of the bridge to cease operation, ending many maritime transportation companies. Oakley J. Hall anticipated this shift in status quo and shifted Star & Crescent's revenue stream exclusively toward excursions. As a result, he ensured the company's survival, leading to a profitable business to justify an extension to the *Cabrillo* in 1968. The *Cabrillo* operated exclusively in excursion service between 1964 to at least 1987. Since 1987, the *Cabrillo* continuously operated as a ferry between downtown San Diego and Coronado Island.

As such, the *Cabrillo* Ferry, which operated historically as an excursion vessel, is associated with the post-war maritime recreation boom in San Diego and is significant under National Register Criterion A, with a period of significance of 1964-1968. Documented alterations include the undated removal of the upper deck awning and the replacement of the original engines in 2001. Overall, these modifications do not significantly impair the vessel's ability to convey its historic significance under National Register Criterion A.

NATIONAL REGISTER CRITERION B – *Associated with the lives of persons significant in our past.*

Oakley J. Hall designed the *Cabrillo* Ferry in 1964 and commissioned the 1968 work to cut the vessel around midship to lengthen it. In 2012, through the designation of the Oakley J. Hall House (HRB #1037), the San Diego Historical Resources Board established Hall as a locally significant individual.

Hall was born in 1878 to a family of mariners and moved to San Diego in 1882. His stepfather, Rufus M. Creswell, and mother, Mary Hall, organized the Point Loma Ferry Company by 1898, owning a fleet of vessels. Oakley J. Hall helmed many trips using these boats, operating the first known recreational excursion craft, the *Point Loma*, which toured the San Diego harbor and ran a ferry route between the City and Fort Rosecrans. For a time, Hall used his mother's boat license due to his young age. In 1908, Creswell purchased the Star Boat Company and consolidated existing operations under the Star Boat Company name. During this time, Hall served as an engineer and boat operator, and he later became a manager of the company. In 1915, he spearheaded a merger between the Star Boat Company and the Crescent Boat Company, thus forming the Star & Crescent Boat Company. Three years later, he headed an effort to purchase a shipbuilding firm, the San Diego Marine Construction Company, and installed himself as the president. Meanwhile, the Naval Air Station North Island at Coronado Island was being constructed. Hall recognized a need for a ferry service between Coronado and the City, and therefore established a route there. This new route was proven to be immediately successful. In the 1920s, after the passing of Hall's mother and stepfather, Hall became the leader of Star & Crescent, building ferries, excursion boats, water taxis, and tugboats. He acquired the Associated Oil Franchise and transported oil from San Pedro to San Diego, among other locations, via barges. Hall expanded into the sport fishing sector in the 1930s, and later in the land-based transportation industry, car wash services, and real estate.

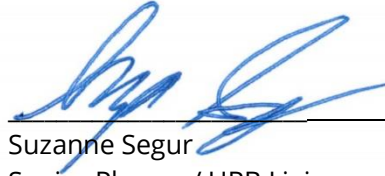
Oakley J. Hall has been established to be a locally significant individual as one of San Diego's most prominent businessmen. The *Cabrillo* Ferry is the only known vessel designed and modified by Hall, and it is associated with Hall's productive career in the maritime business when he operated the Star & Crescent. Alterations include the removal of the upper deck awning and the replacement of the original engines. The subject property has a 1964-1968 period of significance under this Criterion, encompassing the original build date and its subsequent alteration by Oakley J. Hall, and retains integrity from this period. Overall, these modifications do not significantly impair the vessel's ability to convey its historic significance under National Register Criterion B.

CONCLUSION

Based on the information submitted, it is recommended that the Historic Resources Board forward a positive recommendation for the *Cabrillo* Ferry to be listed on the National Register of Historical Places under Criteria A and B.



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AL/ss

Attachment(s):

1. Applicant's National Register of Historical Resources Nomination Report under separate cover

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Cabrillo Ferry **DRAFT**

Other names/site number: N/A

Name of related multiple property listing: N/A

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

2. Location

Street & number: Broadway Pier, 990 N. Harbor Drive

City or town: San Diego State: CA County: San Diego

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

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

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	

Cabrillo Ferry
Name of Property

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____	_____
Signature of commenting official:	Date
_____	_____
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

RECREATION: water related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: water related

RECREATION: water related

7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Ferry

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Steel

Narrative Description

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

Summary Paragraph

Cabrillo Ferry
Name of Property

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The *Cabrillo* (Vessel No. D295218) is a privately owned ferry boat moored at 990 N Harbor Drive in San Diego, California. The vessel was designed in 1964 by prominent maritime figure Oakley J. Hall and built at the shipyard he owned, San Diego Maritime Construction, for the boat company he owned, the Star & Crescent Boat Company. Constructed as an excursion boat, the original length overall (LOA) was 54' and the vessel had a 22'5" beam; in 1968, the vessel was lengthened to its current 74'2" LOA, retaining its original 22'5" beam. The vessel was originally powered by two Detroit 6V71 diesel engines; the vessel was repowered in 2001 to meet emissions standards and now includes four engines, including two Scania Tier III Compliant Industrial Marine Engines, which each provide 400 horsepower to the vessel's twin screws and single rudder. The hull and all deck and cabin components are steel. *Cabrillo* includes a below-deck engine room; an enclosed open-plan main deck; an open-air, open-plan upper deck with a small cabin; and a pilot house. *Cabrillo* is owned by Flagship Cruises & Events, a company with direct lineage to the Star & Crescent Boat Company, and provides passenger ferry service between San Diego and Coronado Island.

Narrative Description

Exterior

Cabrillo is 74'2" LOA and has a 22'5" beam. The bow is moderately raked and the stern projects out over the waterline in a short arrangement. The vessel's hull is painted black both below and above the water line and includes rub rails and fenders at both port and starboard. Painted white bulwarks are punctuated by recessed cleats and vertical pipes, and include two half-glazed sliding doors, one port and one starboard, which provide access to the main deck cabin. Additional main deck fenestration includes bands of windows, seven at port and starboard and four at aft, all with rounded corners. The paint scheme at the main deck is white with horizontal black striping. Upper deck bow gunwales are punctuated by fairleads and channel scuppers, and the remainder of the upper deck is enclosed by a square metal handrail supported by square metal posts, currently painted black and supplemented by a solid canvas wrap. Two tapered metal smokestack towers project above the upper deck, slightly aft of the midpoint of the vessel. The smokestacks are painted white with black upper stripe and black caps, and the caps have a down-sloping profile. A small semi-enclosed area located at the fore portion of the upper deck includes metal half walls surmounted by bands of windows with rounded corners. The pilothouse is situated above this enclosure and is likewise comprised of metal half walls surmounted by continuous windows; the aft wall and fore windows have a raked profile, and the pilot house is capped by a flat roof with projecting eaves. The vessel's name is painted on both sides of the bow and on the stern.

Main Deck

The main deck is completely enclosed and has a largely open plan, with movable furnishings and bicycle racks. The aft portion of the cabin has been enclosed by a frame wall with two rectangular metal vented openings and a pedestrian door and serves as storage. Two semicircular volumes at the port and starboard sides of the vessel's midpoint include doors that access below deck and also enclose the vessel's smokestacks. The fore portion of the cabin includes two small rooms, both accessed via metal pedestrian doors, which appear to have historically served as

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crew locker and head; the head is non-operating, and both rooms are in use for storage. Aft of these rooms, a straight metal stair with metal pipe handrails and wood beadboard enclosure walls rises to the upper deck; the enclosed area under and portside of the stair includes two wood utility doors. Aft of the stair, a plywood and metal counter with an L-plan footprint formerly served as a ticket or information booth, now disused. Portside of the stair, the side wall of the main deck cabin includes a lifejacket locker and wood storage bench. The floor is finished with non-stick paint and the ceiling includes painted I-beam cross-members, pegboard cladding, flush-mounted brass and milk-glass light fixtures, and speakers.

Upper Deck

The upper deck is largely open-air and open-plan. The bow gunwales are punctuated by fairleads and the bow includes a large cleat and an emergency anchor. Aft of the bow, a small cabin with a slightly raised deck surface shelters movable furnishings; the aft portion of the cabin is bisected by a columnar volume and shelters both the stair from the main deck and a metal ladder that rises to the pilothouse. The cabin's projecting roof eaves include a thick metal fascia and are supported at their aft end by painted metal poles. The remainder of the upper deck consists of 23 molded Plexiglas benches, arranged singly and in back-to-back pairs, mounted on metal pole legs with painted plywood enclosures and accessed via a central aisle. The vessel's two smokestacks are situated at the port and starboard sides of the vessel's midpoint and include rectangular vented openings near their upper perimeter. The upper deck is finished in non-slip paint and enclosed by a square metal handrail supported by square metal posts, currently painted black and supplemented by a solid canvas wrap.

The pilot house is located atop the upper deck cabin, accessed from the upper deck via a metal ladder and flanked by narrow platform decks enclosed by metal rails and metal mesh. The pilothouse includes half-glazed doors at its port and starboard sides; elsewhere, metal half walls are surmounted by continuous windows, and the volume of the pilothouse has a moderately raked profile. Furnishings include a wood navigational wheel, wood navigational console, pole-mounted pilot's chair, and wood rear console with a small bench. The aft exterior of the pilothouse includes an extension of the columnar volume from the upper deck, here with a raked profile, affixed to which are metal rungs ascending to the pilothouse roof, which terminates along its fore edge with a projecting brow.

Below Deck

Accessible below deck areas are limited to the engine room, a utilitarian space enclosed fore and aft by riveted metal bulkheads. The engine room houses the vessel's four engines, including two Scania Tier III Compliant Industrial Marine Engines, which each provide 400 horsepower to the vessel's twin screws and single rudder, along with generators, fuel tanks, and additional mechanical system components. The painted metal components of the hull are visible within the engine room, consisting of seamed metal plates.

Integrity

Original construction documents and maintenance records for the *Cabrillo* are not held by the vessel's historic and current owner, Flagship Cruises and Events, and were not uncovered in any other repository in the course of research for this Registration Form. Based on a comparison

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between historic photographs and the vessel's current appearance, information in sources including the United States Coast Guard's Port State Information Exchange (PSIX) system and newspaper articles, and conversations with long-term Flagship employees, the *Cabrillo* is known to have been built in 1964 with a 54' LOA. Although Oakley J. Hall died in September 1967, he is credited with designing and commissioning the work to cut the vessel around midship and lengthen it approximately 20' to its current 74'2" LOA, work that was completed by June 1968. A review of historic photographs indicates that the vessel's prominent dual smokestacks were also installed at this time, which remain extant, as well as a flat metal shade awning sheltering a portion of the upper deck, which was removed at an unknown date. The vessel does not appear to have undergone any substantial alterations after 1968. The vessel remains on the water and operates in the market it was constructed to serve, thus retaining integrity of location and setting. No notable changes have been made to the profile of the hull after 1968, or, with the exception of the removal of the shade awning at the upper deck, to the profile, features, configuration, or materials of the decks; thus, the vessel retains integrity of design, materials, and workmanship. Because the *Cabrillo* retains the vast bulk of original physical features that, taken together, convey the vessel's historic character, integrity of feeling is retained. And, because the *Cabrillo* provides ferry service on San Diego Bay, an activity which is functionally similar to the recreational use for which it was constructed and is sufficiently intact to convey that relationship to an observer, the vessel retains integrity of association. In sum, *Cabrillo* retains sufficient integrity to convey its historic significance

8. Statement of Significance

Applicable National Register Criteria

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

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

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- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

TRANSPORTATION

Period of Significance

1964-1968

Significant Dates

1964 (construction)

1968 (altered to lengthen and increase passenger capacity)

Significant Person

(Complete only if Criterion B is marked above.)

Captain Oakley J. Hall

Cultural Affiliation

N/A

Architect/Builder

Oakley J. Hall (designer)

San Diego Marine Construction Company (builder)

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

The ferry *Cabrillo* is eligible for listing in the National Register of Historic Places at the local level under Criterion A for its association with maritime recreation in San Diego in the post-World War II era, and under Criterion B for its direct association with Oakley J. Hall, who

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designed the vessel and its later alterations, and made broad and significant contributions to maritime industries in San Diego. Research indicates that the vessel is the best extant building or structure able to convey Hall's productive professional career and the significant contributions Hall made as one of San Diego's most prominent maritime businessmen. The period of significance is 1964-1968, spanning the year the vessel was constructed through the year it was altered to add passenger capacity for increased excursion services.

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

Historic Context: Oakley J. Hall

The ferry *Cabrillo* was designed by Oakley J. Hall and built in 1964 by the boatbuilding company he ran, San Diego Marine Construction Company, for the company he also ran, the Star & Crescent Company.¹ Oakley J. Hall was born in Seattle in 1878 to a family of mariners; his mother, Mary Hall, was the first woman on the West Coast to obtain a motor boat operator's license, and his stepfather Rufus M. Creswell operated freight and passenger ferry service on Puget Sound.² The family moved to San Diego in 1892 and by 1895 Creswell owned a small fleet of vessels on San Diego Bay. Oakley J. Hall helmed many trips, including the first known recreational excursion craft, the *Point Loma*, which toured the undeveloped harbor, and the government-contracted ferry route between San Diego and the newly established Fort Rosencrans.³ Due to his young age, Hall operated the *Point Loma* using his mother's boat license.⁴

In 1908 Rufus M. Creswell purchased the Star Boat Company and consolidated his operations under that company's name. Oakley J. Hall served as an engineer and boat operator at his stepfather's firm through 1912, when he was promoted to manager. In 1915, during a time of increased tourist travel related to the Panama-California International Exposition, Hall spearheaded a merger between the Star Boat Company and competitor firm the Crescent Boat Company, forming the Star & Crescent Boat Company ("Star & Crescent"). The company relocated to the Crescent Boat Company's newly built boathouse directly south of the Broadway Pier (in proximity to where descendant company Flagship Cruises & Events continues to operate; building no longer extant) and provided a variety of maritime transportation services, including the Fort Rosencrans ferry run, three-hour harbor excursion trips, trips to the Coronado Islands (Mexico), and water taxi service between San Diego and ships moored in San Diego Bay.⁵ Water taxi service grew to a significant portion of the Star & Crescent's business as the number and size of ships in the bay increased in the lead up to and during World War I.

¹ Mark Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," *Mains'l Haul, A Journal of Maritime History*, Vol. 28. No. 2, Summer 1991, 20-23, 20.

² Mark Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 1," *Mains'l Haul, A Journal of Maritime History*, Vol. 27. No. 4, Summer 1991, 15-18, 16.

³ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 1," 16.

⁴ Tim Shepard, "'Cap' Hall - From Deck Hand to 'King of the Waterfront,'" *San Diego Union*, September 26, 1967, no page, clipping in the collection of Ancestors Faily Search, Ancestors.org., accessed May 10, 2024.

⁵ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 1," 17.

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In 1918, Hall's World War I Draft Registration Card described him as the manager of the Star & Crescent Boat Company. In 1918, Hall spearheaded the company's purchase of the San Diego Marine Construction Company, an established boatbuilding firm headquartered at the foot of Sampson Street in San Diego.⁶ Hall installed himself as president of this firm, which produced a variety of vessels, both on commission and for Star & Crescent. Also in 1918, construction began at what would become Naval Air Station North Island (known as Naval Air Station San Diego through 1955), an early military aviation training facility that became the home port of the Navy's Pacific Fleet carriers.⁷ Oakley J. Hall recognized a need for ferry service to North Island as the naval air station was developing and established a route to this location in 1918.⁸ The service was immediately successful, and Star & Crescent added multiple vessels to the route. The ride cost five cents and was colloquially known as the "nickel snatcher."

After the death of his mother and stepfather in the mid-1920s, Hall assumed sole leadership of Star & Crescent and continued to expand the fleet and the range of services the company provided.⁹ Under Hall's leadership, in addition to ferries, excursion boats, and water taxis, the firm built and ran the first tugboats in San Diego Bay, including the diesel powered *Palomar* and *Cuyamaca*.¹⁰ To meet his increasing fuel needs, Hall obtained the Associated Oil franchise by 1924 and developed a subsidiary company called the Star & Crescent Oil Company, which transported oil from San Pedro to San Diego (later expanding to Alaska and Central America) via dedicated barges (and, later two massive oil tankers). Star & Crescent distributed the product via a company-owned oil plant and several Star & Crescent-branded service stations.¹¹ Hall also entered the lucrative sportfishing market, and constructed multiple purpose-built tuna anglers in the 1930s.¹² As the fleet expanded, vessels departed from additional landings, including from the foot of G Street, and the Fifth Avenue landing (in proximity to where descendant company Flagship Cruises & Events continues to operate; landing no longer extant), now the site of the San Diego Convention Center.¹³ During the Great Depression, Hall diversified in to land-based transportation services, establishing one of the earliest "three-minute" car wash services in San Diego and financing the city's Yellow Cab franchise.¹⁴

Historic Context: Oakley J. Hall's Contributions to Wartime San Diego

In 1940, the year before the United States entered World War II, the population of San Diego was just slightly over 200,000, and the city was characterized by a moderately developed harbor,

⁶ Shipbuilding History, "San Diego Marine Construction," information compiled by Tim Colton, accessed April 30, 2024, <http://shipbuildinghistory.com/shipyards/small/sandiego.htm>; Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 1," 17.

⁷ National Park Service, "Naval Air Station, San Diego, Historic District," National Park Service (website), accessed May 1, 2024, <https://www.nps.gov/articles/naval-air-station-san-diego-historic-district.htm>.

⁸ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 1," 17.

⁹ IS Architecture, "Application for the Historic Designation of the Oakley J. Hall House, 3510 Dove Court," City of San Diego Historical Resources Board, Report No. HRB-12-011, February 9, 2012.

¹⁰ Mark Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," *Mains'l Haul, A Journal of Maritime History*, Vol. 28. No. 1, Fall 1991, 9-12, 9.

¹¹ "'Cap' Hall – From Deck Hand to 'King of the Waterfront'."

¹² Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," 10-11.

¹³ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," 10.

¹⁴ "'Cap' Hall – From Deck Hand to 'King of the Waterfront'."

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a limited industrial base, and quiet residential communities.¹⁵ The United States entered the war in December 1941, and within three years, San Diego had been completely converted into a wartime boomtown, as the population nearly doubled to 390,000, not including military personnel.¹⁶ During this time, President Franklin D. Roosevelt authorized increases in aircraft production and expansion of military bases and camps, and Naval Air Station North Island served as the major continental base supporting operating forces in the Pacific, including over a dozen aircraft carriers, Coast Guard, Army, Marines, and Seabees.¹⁷ The mammoth base also included aircraft factories and additional production plants that operated around the clock. Many wartime industry workers lived in and around San Diego, and struggled to find transportation to North Island. Star & Crescent was one of several firms on the Pacific Coast invited to bid on the provision of improved ferry service across San Diego Bay to North Island.¹⁸

The company's existing fleet of "nickel snatchers" was already running round the clock service when they were selected to provide additional service. Star & Crescent built six ferries between 1940 and 1944 that operated between San Diego and North Island. Forced to relocate from their Broadway boat house due to the expanded action at the adjacent navy pier, a new ferry terminal was constructed at the foot of Market Street (no longer extant).¹⁹ With this expanded fleet, Star & Crescent competently served as a primary transportation route to Naval Air Station North Island throughout World War II. Oakley J. Hall's personal wealth expanded during this time, enabling his move into San Diego's real estate market; in 1943, he purchased the Spreckels Building at 123 Broadway in San Diego, which he retained through 1964.²⁰ Hall also was part owner of the Union Title Building (no longer extant) and half a dozen other properties around San Diego.²¹

Historic Context: The Maritime Recreation Industry in Post-War San Diego

When World War II ended in 1945, the demand for ferry service to Naval Air Station North Island plummeted, and most Star & Crescent vessels were reassigned to excursion service.²² Recreational excursions had been part of Star & Crescent's business model since the turn of the century, and the company was able to easily pivot to expanding this service in the post-war era. This shift was part of a city-wide effort to highlight and develop recreational opportunities in the region. Prior to World War II, San Diego civic leaders and city planning experts had noted San Diego's extreme lag in industrial development, and recommended the region promote recreation and tourist-oriented development, culminating in the California Pacific International Exposition

¹⁵ Lucinda Eddy, "War Comes to San Diego," *The Journal of San Diego History, San Diego Historical Society Quarterly*, Spring 1993, Volume 39, No. 1 and 2 (double issue), accessed April 20, 2024, <https://sandiegohistory.org/journal/1993/january/warcomes/>.

¹⁶ Richard F. Pourade. *City of the Dream* (La Jolla, California: Copley Books, 1977), 251.

¹⁷ United States Navy, "Naval Air Station North Island," Navy Region Southwest, NAVBASE Coronado (website), accessed May 1, 2024, <https://cnrsw.cnrc.navy.mil/Installations/NAVBASE-Coronado/About/Installations/Naval-Air-Station-North-Island/>.

¹⁸ "New Ferry to be Launched in S. D.," *San Pedro News Pilot*, September 24, 1940, 2.

¹⁹ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," 11.

²⁰ Jacquelin Littlefield and Jo Middough, Historic American Buildings Survey, Spreckels Building & Theater, 123 Broadway, San Diego, HABS No. CA-1966, August 4, 1972, in the collection of the Library of Congress.

²¹ "'Cap' Hall - From Deck Hand to 'King of the Waterfront'."

²² Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," 12.

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of 1935 and 1936.²³ While World War II transformed San Diego into a boomtown focused on industrial production, it was not immediately clear to city officials or the broader public whether these changes would have a lasting impact on the area's economy, and many feared a worst case scenario of economic depression. Defense cutbacks did cause an immediate impact on the local economy, specifically within the aircraft industry, but federal wartime infrastructure investments including the dredging of the harbor and provision of permanent durable water supply muted the post-war economic collapse by enabling San Diego to retain industry and residential population, and to strengthen its tourist economy.²⁴ As a result, the tourist trade, which had virtually disappeared during the war, was by 1946 a \$30 million annual industry.²⁵ This bright spot propelled a large-scale wave of public investment in the tourist industry in San Diego through the 1950s and 1960s, specifically focused on the waterfront and maritime activities.²⁶

By the early 1950s, shortly after commercial whaling was outlawed, whale populations had rebounded, and San Diego became the locus of the new recreational activity of organized whale watching: by 1955, crowds of up to 10,000 people were flocking to the shoreline of Coronado Island and a dedicated whale watching location at Point Loma.²⁷ That year the first vessel-based whale watching tours were launched from San Diego, starting a new trend in marine tourism that continues to this day.²⁸ Through the mid-1950s, Star & Crescent continued to rely on its pre-war excursion vessels and wartime former-ferry vessels to meet the needs of its expanding excursion services, including whale watching. However, by 1957, increasingly large passenger numbers motivated Oakley J. Hall to commission the *Marietta*, a steel hulled 95' excursion vessel built in Alameda, California by the Pacific Coast Engine Shipyard, which is still in service as part of the Flagship Cruises & Events fleet today.²⁹

Historic Context: Oakley J. Hall Designs the Cabrillo

In the 1960s, well into his 80s, Hall remained an active and vital leader of his company, and in 1964 undertook a new endeavor for himself; the design of a new excursion vessel for the company.³⁰ Although Hall had spent his entire life on the water, the *Cabrillo* was his first and only boat design.³¹ The steel hull vessel had a 54' length overall and a 22'5" beam, powered by two Detroit 6V71 diesel engines and with a passenger capacity of 350.³² After its maiden voyage on June 19, 1964, *Cabrillo* became one of Star & Crescent's three regular excursion vessels, joining the *Marietta* and the former ferry boat *Silvergate*.

²³ Pourade. *City of the Dream*, 67.

²⁴ Abraham Shragge, "A New Federal City: San Diego During World War II," *Pacific Historical Review*, August 1994, Vol. 63, No. 3, pp. 333-361, 335. <https://www.jstor.org/stable/3640970>

²⁵ Pourade. *City of the Dream*, 67.

²⁶ Susan G. Davis, "Landscapes of Imagination: Tourism in Southern California," *Pacific Historical Review*, May, 1999, Vol. 68, No. 2, pp. 173-191, 174. <https://www.jstor.org/stable/3641983>

²⁷ "Grey Whales Attract 10,000 People to Point Loma Lookout," *Times-Advocate* (Escondido, California), December 21, 1956, 15.

²⁸ Erich Hoyt, *The Worldwide Value and Extent Whale Watching. A Special Report from the Whale and Dolphin Conservation Society* (Bath, United Kingdom: Alexander House, 1995) 8; Flagship Cruises & Events, "Flagship Timeline: 1915-Today," Flagship Cruises & Events (website), accessed May 2, 2024, <https://www.flagshipsd.com/timeline>.

²⁹ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 2," 12.

³⁰ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 20. Author Mark Wilson was an employee of Star & Crescent who had direct contact with Oakley J. Hall.

³¹ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 20.

³² Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 20.

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In 1966, two years after the *Cabrillo* was constructed, the long-discussed San Diego-Coronado Bridge, connecting mainland San Diego to Coronado Island, was successfully funded through revenue bonds by the California Toll Bridge Authority.³³ Bond funding mandated cessation of all other forms of transportation to Coronado Island within ten miles of the new bridge, forcing both Star & Crescent and the other primary ferry company operating on San Diego Bay, the San Diego and Coronado Ferry Company, to terminate their dwindling ferry service. While the San Diego and Coronado Ferry Company ceased operation completely, Oakley J. Hall astutely anticipated shifting his company's revenue stream exclusively towards excursions. In his last major decision as head of Star & Crescent, Hall designed and commissioned alterations for the expansion of the *Cabrillo*.³⁴ Under Halls' direction, the hull of the *Cabrillo* was cut around fore of midship and the vessel's length was extended 20'; the two extant prominent tapered metal smokestack towers were constructed at this time, and a flat metal shade awning that sheltered a portion of the upper deck was installed.³⁵ In its expanded size, the *Cabrillo* was capable of carrying an additional 90 passengers; after it was completed in 1968, the vessel played a vital role in Star & Crescent's dedicated excursion fleet.³⁶

Historic Context: Death of Oakley J. Hall and the Evolution of Star & Crescent

Oakley J. Hall died on September 24, 1967, a few weeks shy of his 89th birthday.³⁷ In announcing his death, the *San Diego Union* described Hall as the "King of the Waterfront," a man who had arrived to the area an impoverished teenager and built a multi-million dollar empire largely through his varied maritime pursuits.³⁸ At a private service, his "pioneer spirit" was eulogized as "one of the important factors in the early growth of the Port of San Diego;" a man with an uncanny sense of business timing, over the course of seven decades, Hall's varied ventures impacted the lives of innumerable San Diegans.³⁹

After Hall's death, his sons Oakley J. Hall Jr. and Glen Edward Hall took over the company and guided it through the complete loss of ferry service in 1969 and the shift to exclusively providing tug, excursion, and charter service.⁴⁰ Four of the company's "nickel snatchers" were sold off, and in 1972, Star & Crescent sold the San Diego Marine Construction Company to Campbell Industries. They divested of its tugboats soon after, leaving the company operating solely recreational vessels.⁴¹ In 1979, Campbell Industries was acquired by Art and Herb Engel, who renamed it Southwest Marine Inc. and soon shifted solely to repair. The Engels bought Star & Crescent from the Hall family in 1984.⁴²

³³ Dudek, "City of Coronado Historic Context Statement," 57.

³⁴ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 20.

³⁵ Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 20.

³⁶ Dudek, "Historic Context Statement and Historic Resources Inventory, City of Coronado," prepared for the City of Coronado, 2023 (draft), 57; "Governor Gets Ferry Bill," *San Diego Union*, June 15, 1965, 22; Wilson, "Captain Oakley J. Hall and the Star & Crescent Boat Company, Part 3," 21.

³⁷ "Capt. Oakley Hall Dies in San Diego," *Santa Cruz Sentinel*, October 13, 1967, 8.

³⁸ "'Cap' Hall - From Deck Hand to 'King of the Waterfront'."

³⁹ "'Cap' Hall - From Deck Hand to 'King of the Waterfront'."

⁴⁰ Wilson, "Captain Oakley J. Hall and the Star and Crescent Boat Company, Part 3," 21.

⁴¹ Shipbuilding History, "San Diego Marine Construction;" Wilson, "Captain Oakley J. Hall and the Star and Crescent Boat Company, Part 3," 21.

⁴² Wilson, "Captain Oakley J. Hall and the Star and Crescent Boat Company, Part 3," 22.

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In 1986 the bonds that financed the construction of the San Diego-Coronado Bridge were paid off, allowing the possibility of renewed ferry service.⁴³ Star & Crescent proposed a route between the company's operating dock at the foot of Broadway and a new pier to be constructed at the foot of Orange Street in Coronado, adjacent to a new \$6.5 million shopping and restaurant development the company was developing.⁴⁴ The California Public Utilities Commission approved this proposed service in February 1987, noting that the service was expected to be a boon for bicyclists and pedestrians, who had never been allowed on the bridge, and who would be able to incorporate the new boat service into broader tourism and active recreation activities.⁴⁵ Star & Crescent's vessel *Silvergate* began ferry service, and was quickly popular with tourists, nostalgia seekers, and commuters.⁴⁶ Star & Crescent added a second boat to ferry service by the close of 1987, the *Spirit of '76*, which was moved to San Diego from East Coast service. The *Cabrillo* remained in excursion and charter service through the early 1990s, at which time it shifted to ferry service between Broadway Pier, Flagship Cruises and Events' main departure port located at 990 North Harbor Drive, and the Coronado Ferry Landing. The vessel was used for ferry service to North Island Naval Air Station between 1999 and the route's termination, due to security and funding issues, in 2010.⁴⁷

Star & Crescent changed its name to San Diego Harbor Excursion in 1990, and again to Flagship Cruises & Events in 2011. The company and the *Cabrillo* remain under ownership by the Engel family.⁴⁸

Statement of Significance Under Criterion A: Association with San Diego's post-World War II Maritime Recreation Industry

Cabrillo was constructed in 1964, during a period when civic leaders sought to strengthen San Diego's World War II economy through a focus on tourism, the city's waterfront, and maritime recreation. Recreational excursions had been a part of Star & Crescent's business model since the turn of the century, and the company was well-positioned to pivot more robustly into this market during the postwar era. Coinciding the emergence of vessel-based whale-watching, Star & Crescent commissioned their first post-war dedicated excursion vessel, the *Marietta*, in 1957, and their second dedicated excursion vessel, the *Cabrillo*, in 1964. The company's success in this sector was profitable enough to justify alterations that expanded the size and passenger capacity of the *Cabrillo* in 1968, and enabled Star & Crescent to survive the construction of the San Diego-Coronado Bridge, which mandated the end of ferry transport across San Diego Bay and pushed other longstanding maritime transportation companies out of business. Between its

⁴³ Jim O'Connell, "Old Ferry to Coronado is New," *San Diego Union*, July 1, 1987, B-3; Michael Richmond, "Ferry Links to Coronado, Catalina Given State OK," *San Diego Union*, February 12, 1987, A-1.

⁴⁴ Richmond, "Ferry Links to Coronado"; Wilson, "Captain Oakley J. Hall and the Star and Crescent Boat Company, Part 3," 23.

⁴⁵ Market Street Railway, "Cable Car History," Market Street Railway (website), accessed May 1, 2024, <https://www.streetcar.org/cablecarhistory/>; Kathryn Bold, "Ferry Tales do Come True," *Times-Advocate* (Escondido, California), June 21, 1987, 23.

⁴⁶ R.B. Brenner, "Nostalgia Sails with the Coronado Ferry," *San Diego Union*, July 2, 1987, B-1.

⁴⁷ Janine Zuniga, "North Island Ferry Service to End," *San Diego Union-Tribune*, January 8, 2010, no page, accessed May 10, 2024, <https://www.sandiegouniontribune.com/sdut-north-island-ferry-service-end-2010jan08-story.html>.

⁴⁸ Flagship Cruises & Events, "Flagship Timeline:1915-today."

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construction in 1964 and at least 1987, *Cabrillo* operated exclusively in excursion service, as part of San Diego's thriving maritime recreation sector. After 1987, when the moratorium on ferry service across San Diego Bay was lifted, *Cabrillo* was put into service on a ferry route from Broadway Pier, 990 N. Harbor Drive, San Diego, to Coronado Island, a route it continues to service today. The period of significance is 1964-1968 spanning the year the vessel was constructed through the year it was altered to increase length and passenger capacity for expanded excursion service.

Statement of Significance Under Criterion B: Association with Oakley J. Hall

The ferry *Cabrillo* was designed in 1964 by prominent San Diego maritime figure Oakley J. Hall and built at the shipyard he owned, San Diego Maritime Construction, for the boat company he owned, the Star & Crescent Boat Company. The *Cabrillo* is the only vessel known to have been designed by Oakley J. Hall, more than fifty years into a career where he rose from an under-age ferryman, operating with his mother's pilot's license, to one of San Diego's most prominent businessmen and real estate owners. While Hall's personal residence at 3510 Dove Court has been recognized as a local historic register resource for the city of San Diego, the vessel *Cabrillo* has a direct association with Hall's productive professional career and the significant contributions Hall made as one of San Diego's most prominent maritime businessmen; because all former locations where Star & Crescent operated during Hall's tenure as president of that company have been demolished, no other extant building or structure reflects a stronger association with Hall's productive professional career than the *Cabrillo*. Alterations that expanded the length and passenger capacity of the *Cabrillo* in 1968 and added the vessel's distinctive tapered smokestacks are credited as Hall's last major decision as head of Star & Crescent prior to his death, and reflect his career-long ability to innovate in the face of changing industry conditions. The period of significance is 1964-1968 spanning the year that Hall designed and commissioned the vessel for construction through the year that Hall designed and commissioned alterations to increase length and passenger capacity for expanded excursion service.

Integrity

While original plans, drawings, and maintenance records for *Cabrillo* are not held by Flagship Cruises & Events, nor were these types of records uncovered in the course of extensive research for this report, a comparison between historic photographs and the vessel's current appearance, information in sources including the United States Coast Guard's Port State Information Exchange (PSIX) system and newspaper articles, and conversations with long-term Flagship employees indicate that the *Cabrillo* had undergone few alterations that post-date the extension of its hull in 1968; the vessel's prominent dual smokestacks were also installed at this time, which remain extant. A flat metal shade awning that sheltered a portion of the upper deck was installed in 1968 and removed at an unknown date. The vessel was repowered in 2001 to meet emissions standards and now includes four engines, including two Scania Tier III Compliant Industrial Marine Engines, which each provide 400 horsepower to the vessel's twin screws and single rudder. No other notable changes were observed during a 2024 site visit to the vessel.

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Previous documentation on file (NPS):

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

Primary location of additional data:

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

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

10. Geographical Data

Acreage of Property N/A

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 32.715460 Longitude: -117.173060

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone:

Easting:

Northing:

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

Boundary of the resource is the physical boundary of the vessel; vessel is moored in San Diego, California, either at the Fifth Avenue Landing, 600 Convention Way, or at Broadway Pier at 990 N Harbor Drive.

Boundary Justification (Explain why the boundaries were selected.)

Boundary of the resource is the physical boundary of the vessel.

11. Form Prepared By

name/title: Stacy Farr, Associate, Architectural Historian

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telephone: (415) 421 -1680

date: May 16, 2024

Additional Documentation

Submit the following items with the completed form:

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

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Map 1. Site map showing 990 N. Harbor Drive, San Diego; location of *Cabrillo* circled in red (Google Earth, annotated by ARG)

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Map 2. Overview map showing 990 N. Harbor Drive, San Diego; location of *Cabrillo* noted in red (ESRI, annotated by ARG)

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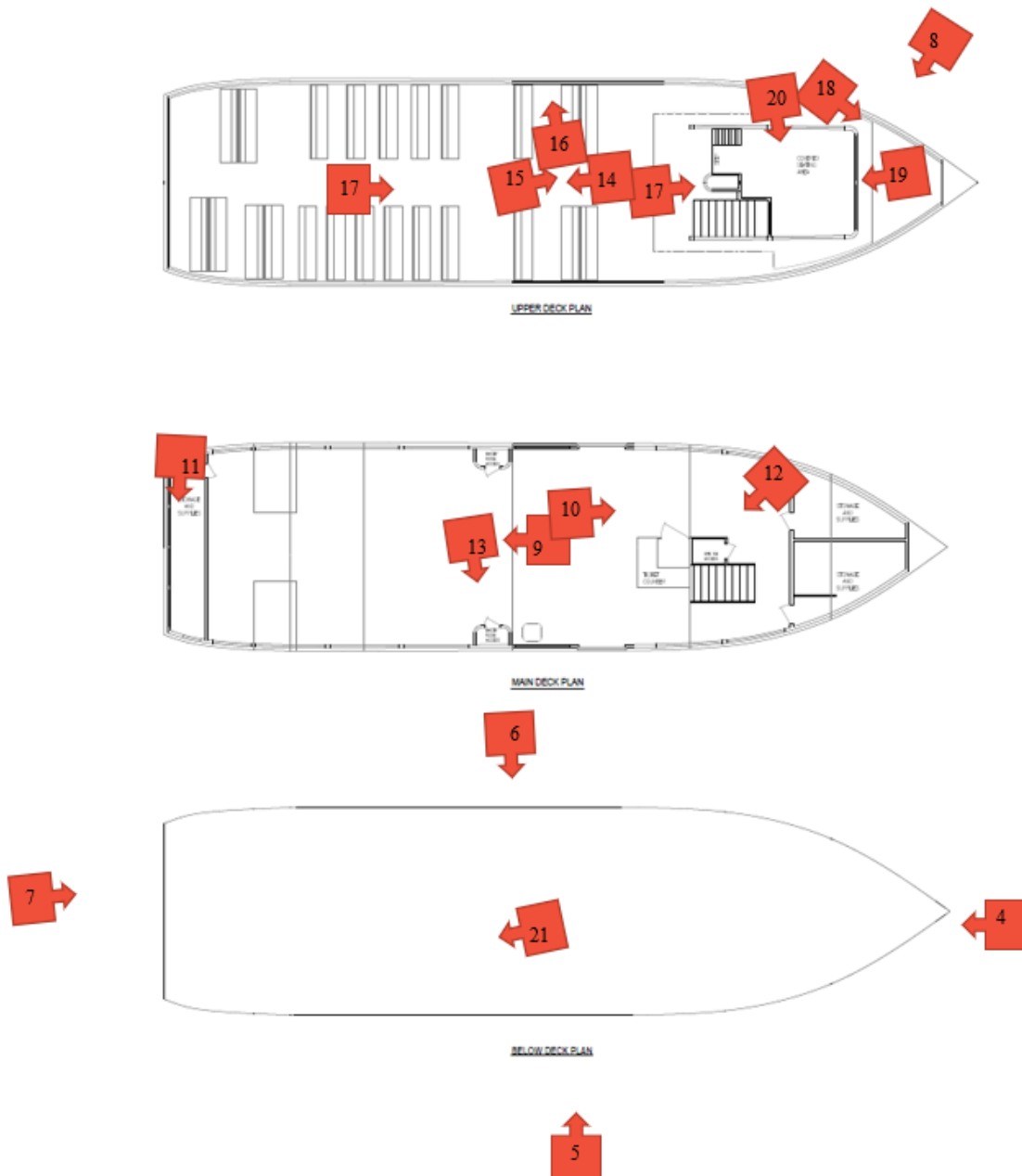


Photo key for Photos 1-18, *Cabrillo* existing conditions (schematic deck plans adapted from drawings by Aurora Marine Design, annotated by ARG)

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Photographs

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

Photo Log

Name of Property: *Cabrillo*

City: San Diego

County: San Diego

State: CA

Photographer: Stacy Farr, Architectural Resources Group

Date Photographed: March 6, 2024

- 1 of 18 (CA_San Diego_Cabrillo_0001) Exterior, bow
- 2 of 18 (CA_San Diego_Cabrillo_0002) Exterior, starboard side
- 3 of 18 (CA_San Diego_Cabrillo_0003) Exterior, port side
- 4 of 18 (CA_San Diego_Cabrillo_0004) Exterior, stern
- 5 of 18 (CA_San Diego_Cabrillo_0005) Exterior, overview from fore port side
- 6 of 18 (CA_San Diego_Cabrillo_0006) Interior main deck cabin, aft view
- 7 of 18 (CA_San Diego_Cabrillo_0007) Interior main deck cabin, fore view
- 8 of 18 (CA_San Diego_Cabrillo_0008) Interior main deck cabin, aft storage closet
- 9 of 18 (CA_San Diego_Cabrillo_0009) Interior main deck cabin, stair to upper deck
- 10 of 18 (CA_San Diego_Cabrillo_0010) Interior main deck cabin, below deck access door

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- 11 of 18 (CA_San Diego_Cabrillo_0011) Upper deck, aft view
- 12 of 18 (CA_San Diego_Cabrillo_0012) Upper deck, fore view
- 13 of 18 (CA_San Diego_Cabrillo_0013) Upper deck, smokestack enclosure, port view
- 14 of 18 (CA_San Diego_Cabrillo_0014) Upper deck, small cabin and pilothouse, fore view
- 15 of 18 (CA_San Diego_Cabrillo_0015) Upper deck prow, fore view
- 16 of 18 (CA_San Diego_Cabrillo_0016) Upper deck, fore wall of cabin, aft view
- 17 of 18 (CA_San Diego_Cabrillo_0017) Pilothouse, fore starboard view
- 18 of 18 (CA_San Diego_Cabrillo_0018) Below deck, engines and bulkhead walls

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Photo 1. *Cabrillo*, exterior, bow

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Photo 2. *Cabrillo*, exterior, starboard side

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Photo 3. *Cabrillo*, exterior, port side

Cabrillo Ferry
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Photo 4. *Cabrillo*, exterior, stern

Cabrillo Ferry
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Photo 5. *Cabrillo*, exterior, overview from fore port side

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Photo 6. *Cabrillo*, interior main deck cabin, aft view

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Photo 7. *Cabrillo*, interior main deck cabin, fore view

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Photo 8. *Cabrillo*, interior main deck cabin, aft storage closet

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Photo 9. *Cabrillo*, interior main deck cabin, stair to upper deck

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Photo 10. *Cabrillo*, interior main deck cabin, below deck access door

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Photo 11. *Cabrillo*, upper deck, aft view

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Photo 12. *Cabrillo*, upper deck, fore view

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Photo 13. *Cabrillo*, upper deck, smokestack enclosure, port view

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Photo 14. *Cabrillo*, upper deck, small cabin and pilothouse, fore view

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Photo 15. *Cabrillo*, upper deck prow, fore view

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Photo 16. *Cabrillo*, upper deck, fore wall of cabin, aft view

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Photo 17. *Cabrillo*, pilot house, fore starboard view

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Photo 18. *Cabrillo*, below deck, engines and bulkhead walls

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Figure 1: *Cabrillo*, ca. 1964 (San Diego Maritime Museum Collection, No. PC01881)

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Harbor Excursion Boat Cabrillo
Figure 2: *Cabrillo*, ca. 1970 (San Diego Maritime Museum Collection, No. PC01882)

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Figure 3: *Cabrillo*, 1984 (San Diego Maritime Museum Collection, No. 002_P-03599)

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

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- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

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