

**TERMINAL ISLAND “FURUSATO”  
TUNA STREET BUILDINGS**

700-702 Tuna Street;  
712-716 Tuna Street  
CHC-2025-1064-HCM  
ENV-2025-1065-CE

Agenda packet includes:

1. [Final Determination Staff Recommendation Report](#)
2. [Commission/ Staff Site Inspection Photos—April 8, 2025](#)
3. [Categorical Exemption](#)
4. [City Council Motion, Council File 25-0153](#)
5. [Historic-Cultural Monument Application](#)

Please click on each document to be directly taken to the corresponding page of the PDF.

# Los Angeles Department of City Planning

## RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2025-1064-HCM  
ENV-2025-1065-CE

**HEARING DATE:** June 5, 2025  
**TIME:** 10:00 AM  
**PLACE:** City Hall, Room 1010  
200 North Spring Street  
Los Angeles, CA 90012  
and via Teleconference (see  
agenda for login information)

Location: 700-702 and 712-716 S. Tuna Street  
Council District: 15 – McOske  
Community Plan Area: Port of Los Angeles  
Land Use Designation: Commercial Fishing  
Zoning: [Q]M3-1  
Area Planning Commission: Harbor  
Neighborhood Council: Wilmington  
APN: 7440-029-917

**EXPIRATION DATE:** July 4, 2025

**PROJECT:** Historic-Cultural Monument Application for the  
TERMINAL ISLAND “*FURUSATO*” TUNA STREET BUILDINGS

**REQUEST:** Declare the property an Historic-Cultural Monument

**OWNER:** Los Angeles City Harbor Department  
760 Earle Street  
San Pedro, CA 90731

Los Angeles City Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**APPLICANT:** Los Angeles City Council  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

**PREPARER:** Office of Historic Resources  
Los Angeles City Planning  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

**RECOMMENDATION**      **That the Cultural Heritage Commission:**

1. **Declare the subject property** an Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.7.
2. **Adopt** the staff report and findings.

Ken Bernstein, AICP, Principal City Planner  
Office of Historic Resources

Melissa Jones, City Planner  
Office of Historic Resources

Lambert M. Giessinger, Senior Architect  
Office of Historic Resources

Andrez Parra, Planning Assistant  
Office of Historic Resources

Attachments: Commission/Staff Site Inspection Photos–April 8, 2025  
City Council Motion, Council File 25-0153  
Historic-Cultural Monument Application

## **FINDINGS**

- The Terminal Island “*Furusato*” Tuna Street Buildings exemplify “significant contributions to the broad cultural, economic or social history of the nation, state, city or community” as the last remaining structures associated with the Japanese and Japanese American fishing village that existed on Terminal Island from the 1910s until the forced removal of its inhabitants between December 1941 and February 1942.

## **CRITERIA**

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

## **SUMMARY**

The Terminal Island “*Furusato*” Tuna Street Buildings are two commercial buildings located on the southeast corner of Cannery Street and Tuna Street in the Port of Los Angeles. Constructed in 1918, 700-702 Tuna Street is a one- and two-story vernacular building which originally served as the location of the Nanka Dry Goods Store owned and operated by Masayoshi Tokunaga and Iwajiro Asai. Constructed in 1921, 712-716 Tuna Street is a one-story vernacular building designed by architect William F. Durr as the location of the A. Nakamura Company Grocery Store with a rear single-family dwelling for owner Akimatsu Nakamura. The subject buildings served the Japanese and Japanese American community that resided on Terminal Island from the 1910s until their forced removal in late 1941 and early 1942, following the attack on Pearl Harbor. After World War II through the early 2010s, the subject buildings were occupied by several fishing industry and aquaculture research companies. The buildings are currently vacant.

From the 1910s until the Japanese attack on Pearl Harbor, a thriving Japanese and Japanese American community existed on a portion of Terminal Island called Fish Harbor (also referred to as East San Pedro). The community was composed of many *Issei*—first generation Japanese migrants—and *Nisei*—or second generation Japanese American children of *Issei*. The *Nisei* referred to the community as “*Furusato*” meaning “home sweet home.” The community was founded by Japanese fishermen that were valued by canneries operating in the port for their expertise catching sardines, abalone, and albacore. These *Issei* fishermen were joined by wives and extended family from Japan. While the land on Terminal Island was owned by the Port and City of Los Angeles, the land was leased to canneries who built simple wood shacks and bungalows for their workers in areas such as Fish Harbor. Some independent business owners leased land directly from the Port. At its height, the *Furusato* consisted of roughly 330 residences for over 3,000 Japanese and Japanese American



residents, as well as a primary school, stores, restaurants and cafes, and leisure spaces such as two pool halls in addition to a Shinto shrine and a Baptist church. Adult male members of the community primarily worked as fishermen while adult women worked in the local canneries.

Following the attack on Pearl Harbor on December 7, 1941, members of the community were immediately targeted by the United States government for their perceived associations with Japan. *Issei* members of the community were arrested along with other Japanese nationals from across Los Angeles and interrogated at the Terminal Island Immigration Station before being sent to detention centers such as Tuna Canyon Detention Center in Tujunga (HCM #1039). In February of 1942, all residents of Terminal Island and the *Furusato* were evicted by orders from the United States Navy that planned to establish the Naval Station Long Beach along the border of Long Beach and Los Angeles on the island. Within two months, most of the buildings that comprised the *Furusato* were bulldozed and the land was utilized to produce ships for the war effort. Japanese and Japanese American families resettled across nearby cities and neighborhoods with the assistance of Japanese community organizations, families, and friends. However, in April 1942, all “alien and non-alien” people of Japanese descent were ordered to leave the military zones on the West Coast in accordance with Executive Order 9066. At that time, most of the Japanese Terminal Islanders reported to assembly centers and were eventually sent to War Relocation Authority camps such as Manzanar (HCM #160). Following the war, former residents of the *Furusato* were not permitted to return to Terminal Island, and many resettled in other areas of Los Angeles and Southern California.

In 1971, the Terminal Islanders Association was established for former Japanese and Japanese American residents of Terminal Island and their descendants to preserve their community. The group hosts regular events including an annual picnic and New Year’s party, as well as an educational program that brings school children to the island to learn about the history of the Japanese and Japanese American community. In 2002, the Terminal Islanders Association dedicated the Terminal Island Japanese Memorial at Fish Harbor that depicts two Japanese fisherman, a *torii* gate similar to what would have been found at the *Furusato*’s Shinto shrine, and the history of the fishing village that existed on Terminal Island.

The subject buildings are roughly rectangular in plan and are of wood-frame construction with stucco cladding. The roofs are generally flat with a minimal parapet; the rear portion of 712-716 Tuna Street has combination butterfly and shed roofs clad with rolled roofing. The west-facing elevation features two individual buildings connected via a wall and door near the center that obscures a narrow alleyway between the buildings. While the facades of the buildings are largely unadorned, the northern building (700-702 Tuna Street) has a glazed wood storefront that wraps the corner towards the recessed entrance with transom windows above that spans most of the facade. At the southern portion of the building there is a second story addition and a wooden double door entrance below. The roof of the second story addition slopes gradually southward. The southern building (712-716 Tuna Street) features two recessed entrances featuring slab doors topped with transom windows accessed by a single step. The northernmost entrance is flanked by glass block ribbon windows that curve towards the recessed entranceway. The southernmost entrance is unadorned. Above the entrances there is a projecting eyebrow that spans the facade of the building and two vertical elements that extend from the eyebrow to the parapet, between which is a vent. The south- and north-facing elevations are unadorned apart from a stepped parapet on the southwest corner of the southern building. The rear, east-facing facade of the northern building is unadorned. The east-facing facade of the southern building features slightly projecting volume with a boarded door at the southernmost end and a recessed center portion. The doors and windows of both buildings are currently boarded up with plywood.

Based on photographic records from 2018, interior features of the northern building (700-702 Tuna Street) includes exposed wood ceilings, wall panels, and wood beam supports. The interior of the southern building (712-716 Tuna Street) has largely been remodeled, however, some portions such as the bathroom appear to have original features including exposed wood paneling and wood doors.

The subject buildings have experienced a number of alterations based on available permit information such as the addition of two rooms in 1921 (712 Tuna Street); the raising of both buildings to install a new foundation and floor in 1925; the installation of one flight of stairs up to a 560-square foot display room and the addition of posts and girders to comply with building ordinances in 1925 (700 Tuna Street); an alteration to the store front in 1930 (700 Tuna Street); the installation of a window, removal of a stairway to rear wall, and the enclosure of a stairwell in 1932 (700 Tuna Street); the replacement of a wooden floor with a concrete floor of 1,000 square feet in 1942 (700 Tuna Street); and the remodel of the front of the building and stucco of entire building in 1948 (712 Tuna Street). No permits exist for the subject buildings beyond 1948, but the stuccoing of 700-702 Tuna Street also likely occurred in the late 1940s. Additionally, fenestration across the subject buildings have been boarded up to prevent unauthorized entry in recent years.

The subject property was surveyed as part of the Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California completed in December 2011 by SWCA Environmental Consultants. The subject properties were found to be ineligible for listing under local, state, or national designation programs due to severe alterations to the buildings and compromised integrity.

## **DISCUSSION**

The Terminal Island "*Furusato*" Tuna Street Buildings meet one of the criteria for designation under Cultural Heritage Ordinance.

The subject buildings exemplify "significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community" as the last remaining structures associated with the Japanese and Japanese American fishing village that existed on Terminal Island from the 1910s until the forced removal of its inhabitants between December 1941 and February 1942.

Prior to 1942, the Terminal Island *Furusato* was home to the second largest population of Japanese and Japanese Americans and second largest Japanese commercial district in Los Angeles after Little Tokyo. Tuna Street was the heart of the Fish Harbor community where most of the commercial establishments were constructed along with a few other businesses located on Cannery Street. Eateries and cafes, chop suey houses, an ice cream parlor, and two pool halls were also located on Tuna Street and served not only the fishermen, cannery workers, and residents, but also workers from nearby San Pedro, Wilmington, Long Beach, and other parts of Terminal Island. The subject buildings were prominently placed at the intersection of Tuna Street and Cannery Street, the two major paved streets that passed through the community. The businesses that operated out of the subject buildings –the Nanka Dry Goods Store and A. Nakamura Company Grocery Store– provided necessary goods for the community. Notably, the Nanka Dry Goods Store was the only clothing store in Fish Harbor. The subject buildings also represent some of the earliest commercial buildings constructed as part of the *Furusato*, in 1918 and 1921, respectively. The earliest non-residential structures in the community were the Baptist church, East San Pedro Grammar School, and Fisherman's Hall constructed in 1917, the latter two also located along Tuna Street. After the forced eviction of the Japanese and Japanese American residents of Terminal Island, the subject buildings were some of the only buildings associated with the *Furusato* not immediately razed as Fish Harbor

was quickly transitioned to uses that supported the war effort. For an unknown reason, the subject buildings are the only structures associated with the *Furusato* that are extant.

While the subject buildings were found ineligible for listing through local, state, or national designation programs by the 2011 Built Environment Evaluation Report for Properties on Terminal Island, and later reaffirmed as ineligible by the 2021 Memorandum by ICF commissioned by the Port of Los Angeles, the determination is primarily based upon the altered exterior cladding and altered or enclosed openings of the subject buildings. The Built Environment Evaluation Report for Properties on Terminal Island also notes that, "NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)?" and concludes "no" when considering the integrity of the subject buildings. This finding was made despite the fact that the subject buildings have been and continue to be recognizable by the *Nisei* former residents of Terminal Island and their descendants as a tangible connection to their community's historical home. It also does not factor in the rarity of historical resources associated with Japanese and Japanese American history on Terminal Island, which would allow for a greater loss of integrity when evaluating eligibility.

While the exteriors of the subject buildings have been altered, the original location, massing, footprint, and a significant amount of materials within the interior are retained. Furthermore, while other buildings associated with the *Furusato* are no longer extant, the setting of Fish Harbor has not significantly changed as a man-made harbor and Tuna Street and Cannery Street retain their prominence as the primary roads through Terminal Island. That said, the subject buildings retain a sufficient level of integrity of location, setting, design, materials, and association to convey their significance as the only extant structures associated with the Japanese and Japanese American fishing village that existed on Terminal Island.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS**

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*"

State of California CEQA Guidelines Article 19, Section 15331, Class 31 "*consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.*"

The designation of the Terminal Island "*Furusato*" Tuna Street Buildings as an Historic-Cultural Monument in accordance with Chapter 9, Article 1, of the City of Los Angeles Administrative Code ("LAAC") will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to an Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space. The Secretary of the Interior's Standards for Rehabilitation are expressly incorporated into the LAAC and provide

standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The City of Los Angeles has determined based on the whole of the administrative record, that substantial evidence supports that the Project is exempt from CEQA pursuant to CEQA Guidelines Section Article 19, Section 15308, Class 8 and Class 31, and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The project was found to be exempt based on the following:

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2025-1065-CE was prepared on May 15, 2025.

## **BACKGROUND**

On February 19, 2025, the Los Angeles City Council, acting upon a motion introduced by Councilmember Tim McOsker and seconded by Councilmember Bob Blumenfield, initiated consideration of the subject buildings as an Historic-Cultural Monument. In accordance with Los Angeles Administrative Code Section 22.171.10 (e), on March 3, 2025, the property owner requested up to a 60-day extension for the time for the Commission to act. On April 8, 2025, a subcommittee of the Commission consisting of Commissioners Kennard and Kanner conducted a site inspection of the property, accompanied by staff from the Office of Historic Resources.





















































COUNTY CLERK'S USE

## CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CHC-2025-1064-HCM

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2025-1065-CE

PROJECT TITLE

TERMINAL ISLAND "FURUSATO" TUNA STREET BUILDINGS

COUNCIL DISTRICT

15

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

700-702 Tuna Street; 712-716 Tuna Street, San Pedro, CA 90731

☐ Map attached.

PROJECT DESCRIPTION:

Designation of the Terminal Island "Furusato" Tuna Street Buildings as an Historic-Cultural Monument.

☐ Additional page(s) attached.

NAME OF APPLICANT / OWNER:

N/A

CONTACT PERSON (If different from Applicant/Owner above)

Andrez Parra

(AREA CODE) TELEPHONE NUMBER

213-756-1698

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) \_\_\_\_\_

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) 8 and 31☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:

☐ Additional page(s) attached

Article 19, Section 15308, Class 8 of the State's Guidelines applies to where project's consists of "actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment." Class 31 applies "to maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of historical resources in a manner consistent with the Secretary of Interior's Standards for the Treatment of Historic Buildings." Designation of the **Terminal Island "Furusato" Tuna Street Buildings** as an Historic-Cultural Monument will assure the protection of the environment by the enactment of project review regulations based on the Secretary of Interior's Standards to maintain and preserve the historic site.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

## CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Andrez Parra

[SIGNED COPY IN FILE]

STAFF TITLE

Planning Assistant

ENTITLEMENTS APPROVED

N/A

FEE:

N/A

RECEIPT NO.

N/A

REC'D. BY (DCP DSC STAFF NAME)

N/A

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

HOLLY L. WOLCOTT  
CITY CLERK

PETTY F. SANTOS  
EXECUTIVE OFFICER

City of Los Angeles  
CALIFORNIA



KAREN BASS  
MAYOR

OFFICE OF THE  
CITY CLERK

**Council and Public Services Division**

200 N. SPRING STREET, ROOM 395  
LOS ANGELES, CA 90012  
GENERAL INFORMATION - (213) 978-1133  
FAX: (213)978-1040

PATRICE Y. LATTIMORE  
DIVISION MANAGER

[CLERK.LACITY.ORG](http://CLERK.LACITY.ORG)

**OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL**

**Council File No.:** 25-0153

**Council Meeting Date:** February 19, 2025

**Agenda Item No.:** 22

**Agenda Description:** CONSIDERATION OF MOTION (McOSKER - BLUMENFIELD) relative to initiating consideration of the properties located at 700-702 Tuna Street; and 712-716 Tuna Street, San Pedro, CA 90731, Japanese American Commercial Village Buildings, as a City Historic-Cultural Monument.

**Council Action:** MOTION (McOSKER - BLUMENFIELD) - ADOPTED FORTHWITH

**Council Vote:**

YES	Blumenfield	YES	Harris-Dawson	YES	Hernandez
ABSENT	Jurado	YES	Hutt	YES	Lee
YES	McOsker	YES	Nazarian	YES	Padilla
ABSENT	Park	YES	Price Jr.	YES	Raman
YES	Rodriguez	ABSENT	Soto-Martínez	YES	Yaroslavsky

HOLLY L. WOLCOTT  
CITY CLERK

Adopted Report(s) Title  
Motion (McOsker - Blumenfield) dated 2-12-25



BB

## MOTION

PLANNING & LAND USE MANAGEMENT

Section 22.171.10 of the Administrative Code provides that the City Council, the Cultural Heritage Commission, or the Director of Planning, may initiate consideration of a proposed site, building, or structure as a Historical-Cultural Monument. The Cultural Heritage Commission, after reviewing and investigating any such Council-initiated designation shall approve or disapprove in whole or in part the proposed inclusion and submit a report upon such action to the Council. In addition, Section 22.171.12 of the Administrative Code provides that there shall be a temporary stay of demolition, substantial alteration or removal or any such proposed location or structure pending designation.

The properties located at 700-702 Tuna Street; and 712-716 Tuna Street in San Pedro (*Japanese American Commercial Village Buildings*), are individually eligible for Historic Cultural Monument designation for both their historic association and architectural merit. These properties are significant for their important historic-cultural contribution they made to the development of Tuna Street—a once vibrant commercial corridor of the **Japanese American Fishing Village on Terminal Island** where there were over 3,000 residents of Japanese descent; and foremost, a community which tragically was the first in the nation to be removed and relocated due to President Franklin D. Roosevelt (D), *Executive Order 9066, issued on February 19, 1942*, resulting in the United States Military establishing curfews of all Japanese persons, and those of Japanese descent.

The Japanese American population on Terminal Island disappeared through this injustice but have never been forgotten. This community was the first in the nation to be forcibly removed and relocated to World War II internment camps. Immediately after the incarceration of the residents, their homes were demolished. After the war, many of them returned to find very little of their former fishing village and once-thriving community. The fact that any buildings remain is remarkable, and as such, those that remain need to be recognized for this contribution to the social history of Los Angeles, and also for their architectural significance inasmuch as both buildings were designed in a *Vernacular* architectural style, using common materials and simple detailing, and retain their basic form and continue to tell a crucial part of Terminal Island's story.

In addition, the buildings along with the Terminal Island Japanese American Fishing Village, as a whole, are also listed in *Survey LA*, the Citywide historic resources survey, as a historic resource; and more specifically, Section 3.2.5 (*Goal 5: Protect Historic Resources*) of the **Port of Los Angeles Master Plan (2018)**, states: '*the history of the Port, including significant periods such as the era of shipbuilding, commercial fishing, and the Japanese American Fishing Village, should continue to be memorialized, as appropriate, through monuments and preservation of associated existing buildings and sites.*'

As such, it is imperative that the City's historic-cultural treasures be celebrated, and foremost, that its historical sites be preserved for future generations, especially so wherein very few of the Historic-Cultural Monuments in the City are dedicated to the Asian American Pacific Islander community.

**I THEREFORE MOVE** that the Council initiate consideration of the properties located at **700-702 Tuna Street; and 712-716 Tuna Street, San Pedro, CA 90731**, *Japanese American Commercial Village Buildings*, as a City Historic-Cultural Monument under the procedures of Section 22.171.10 of the Administrative Code, and instruct the Planning Department to prepare the Historic Cultural Monument application for review and consideration by the Cultural Heritage Commission.

**I FURTHER MOVE** that after reviewing the application, the Cultural Heritage Commission submit its report and recommendation to the Council regarding the inclusion of the properties located at **700-702 Tuna Street; and 712-716 Tuna Street, San Pedro, CA 90731**, in the City's list of Historic-Cultural Monuments.

PRESENTED BY: 

TIM McOSKER

Councilmember, 15<sup>th</sup> District

SECONDED BY: 

February 12, 2025

mm

ORIGINAL



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 1. PROPERTY IDENTIFICATION

Proposed Monument Name:					
Other Associated Names:					
Street Address:				Zip:	Council District:
Range of Addresses on Property:				Community Name:	
Assessor Parcel Number:	Tract:			Block:	Lot:
Identification cont'd:					
Proposed Monument Property Type:	Building	Structure	Object	Site/Open Space	Natural Feature
Describe any additional resources located on the property to be included in the nomination, here:					

## 2. CONSTRUCTION HISTORY & CURRENT STATUS

Year built:	Factual	Estimated	Threatened?	
Architect/Designer:			Contractor:	
Original Use:			Present Use:	
Is the Proposed Monument on its Original Site?		Yes	No (explain in section 7)	Unknown (explain in section 7)

## 3. STYLE & MATERIALS

Architectural Style:		Stories:	Plan Shape:
<i>FEATURE</i>	<i>PRIMARY</i>	<i>SECONDARY</i>	
CONSTRUCTION	Type:	Type:	
CLADDING	Material:	Material:	
ROOF	Type:	Type:	
	Material:	Material:	
WINDOWS	Type:	Type:	
	Material:	Material:	
ENTRY	Style:	Style:	
DOOR	Type:	Type:	



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 4. ALTERATION HISTORY

List date and write a brief description of any major alterations or additions. This section may also be completed on a separate document. Include copies of permits in the nomination packet. Make sure to list any major alterations for which there are no permits, as well.


## 5. EXISTING HISTORIC RESOURCE IDENTIFICATION (if known)

Listed in the National Register of Historic Places	
Listed in the California Register of Historical Resources	
Formally determined eligible for the National and/or California Registers	
Located in an Historic Preservation Overlay Zone (HPOZ)	Contributing feature Non-contributing feature
Determined eligible for national, state, or local landmark status by an historic resources survey(s)	Survey Name(s):
Other historical or cultural resource designations:	

## 6. APPLICABLE HISTORIC-CULTURAL MONUMENT CRITERIA

The proposed monument exemplifies the following Cultural Heritage Ordinance Criteria (Section 22.171.7):

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.
2. Is associated with the lives of historic personages important to national, state, city, or local history.
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

# HISTORIC-CULTURAL MONUMENT NOMINATION FORM



## 7. WRITTEN STATEMENTS

*This section allows you to discuss at length the significance of the proposed monument and why it should be designated an Historic-Cultural Monument. Type your response on separate documents and attach them to this form.*

**A. Proposed Monument Description** - Describe the proposed monument's physical characteristics and relationship to its surrounding environment. Expand on sections 2 and 3 with a more detailed description of the site. Expand on section 4 and discuss the construction/alteration history in detail if that is necessary to explain the proposed monument's current form. Identify and describe any character-defining elements, structures, interior spaces, or landscape features.

**B. Statement of Significance** - Address the proposed monument's historic, cultural, and/or architectural significance by discussing how it satisfies the HCM criteria you selected in Section 6. You must support your argument with substantial evidence and analysis. The Statement of Significance is your main argument for designation so it is important to substantiate any claims you make with supporting documentation and research.

## 8. CONTACT INFORMATION

### ***Applicant***

Name:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	

### ***Property Owner***

Is the owner in support of the nomination?

Yes

No

Unknown

Name:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	

### ***Nomination Preparer/Applicant's Representative***

Name:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM



## 9. SUBMITTAL

When you have completed preparing your nomination, compile all materials in the order specified below. Although the entire packet must not exceed 100 pages, you may send additional material on a CD or flash drive.

### APPLICATION CHECKLIST

- |  |  |
|--|--|
| 1. Nomination Form   | 5. Copies of Primary/Secondary Documentation   |
| 2. Written Statements A and B  | 6. Copies of Building Permits for Major Alterations (include first construction permits) |
| 3. Bibliography  | 7. Additional, Contemporary Photos   |
| 4. Two Primary Photos of Exterior/Main Facade (8x10, the main photo of the proposed monument. Also email a digital copy of the main photo to: <a href="mailto:planning.ohr@lacity.org">planning.ohr@lacity.org</a> ) | 8. Historical Photos   |
|  | 9. Zimas Parcel Report for all Nominated Parcels (including map)                         |

## 10. RELEASE

Please read each statement and check the corresponding boxes to indicate that you agree with the statement, then sign below in the provided space. Either the applicant or preparer may sign.

<input type="checkbox"/>	I acknowledge that all documents submitted will become public records under the California Public Records Act, and understand that the documents will be made available upon request to members of the public for inspection and copying.
<input type="checkbox"/>	I acknowledge that all photographs and images submitted as part of this application will become the property of the City of Los Angeles, and understand that permission is granted for use of the photographs and images by the City without any expectation of compensation.
<input type="checkbox"/>	I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.

Andrez Parra, Office of Historic Resources

5/19/2025

Name:

Date:

Signature:

Mail your Historic-Cultural Monument Submittal to the Office of Historic Resources.

Office of Historic Resources  
Department of City Planning  
221 N. Figueroa St., Ste. 1350  
Los Angeles, CA 90012

Phone: 213-874-3679  
Website: [preservation.lacity.org](http://preservation.lacity.org)

## Statement A: Architectural Description

The nomination is limited to the two commercial buildings located on the southeast corner of Tuna Street and Cannery Street on Terminal Island within the Port of Los Angeles.



Subject Buildings (Outlined Red) within Parcel (Outlined Blue)  
LARIAC6 2020, zimas.insidela.org

The subject property is composed of a one- and two-story vernacular building and a one-story vernacular building with some elements of the Streamline Moderne architectural style. 700-702 Tuna Street was built in 1918 as the location of the Nanka Dry Goods Store and 712-716 Tuna Street was erected in 1921 as the location of the A. Nakamura Company Grocery Store with a rear single-family dwelling.

The subject buildings are roughly rectangular in plan and are of wood-frame construction with stucco cladding. The roofs are generally flat with a minimal parapet; the rear portion of 712-716 Tuna Street has combination butterfly and shed roofs clad with rolled roofing. The west-facing elevation features two individual buildings connected via a wall and door near the center that obscures a narrow alleyway between the buildings. While the facades of the buildings are largely unadorned, the northern building (700-702 Tuna Street) has a glazed wood storefront that wraps the corner towards the recessed entrance with transom windows above that spans most of the facade. At the southern portion of the building there is a second story addition and a wooden

double door entrance below. The roof of the second story addition slopes gradually southward. The southern building (712-716 Tuna Street) features two recessed entrances featuring slab doors topped with transom windows accessed by a single step. The northernmost entrance is flanked by glass block ribbon windows that curve towards the recessed entranceway. The southernmost entrance is unadorned. Above the entrances there is a projecting eyebrow that spans the facade of the building and two vertical elements that extend from the eyebrow to the parapet with a vent in between. The south- and north-facing elevations are unadorned apart from a stepped parapet on the southwest corner of the southern building. The rear, east-facing facade of the northern building is unadorned. The east-facing facade of the southern building features slightly projecting volume with a boarded door at the southernmost end and a recessed center portion. The doors and windows of both buildings are currently boarded up with plywood.

Based on photographic records from 2014 and 2018,<sup>1</sup> interior features of the northern building (700-702 Tuna Street) include exposed wood ceilings, wall panels, and wood beam supports. The interior of the southern building (712-716 Tuna Street) has largely been remodeled, however, some portions such as the bathroom appear to have original features including exposed wood paneling and wood doors.

### *Alterations*

Permit records for the subject buildings reveal a number of alterations. These buildings were originally designed in a vernacular manner utilizing wood-frame construction; the original wood facades and roofs were replaced with a simple Streamline Modern stucco design and the buildings were connected via a wall and door visible from the front, west-facing facade.

May 19, 1921 – Add two rooms [712 Tuna Street, Permit No. 11266]

May 19, 1925 – Building to be raised to allow concrete foundation to comply with orders of rat exterminator [700 Tuna Street, Permit No. 17932]

June 5, 1925 – Building to be raised [one] foot to allow foundation and cement floor on order of rat exterminator [712 Tuna Street, Permit No. 16085]

August 8, 1925 – Installing one flight of stairs up to display room (560 square feet) where goods, toys and novelties can be displayed on tables, will add posts and girders and piers to comply with building ordinances [700 Tuna Street, Permit No. 27366]

March 25, 1930 – Alter store front of frame store building [700 Tuna Street, Permit No. 6539]

September 1, 1932 – Install window to remove stairway to rear wall and close up present stairwell [700 Tuna Street, Permit No. 14154]

January 26, 1942 – Remove existing wooden floor and replace by concrete floor 1,000 square feet [700 Tuna Street, Permit No. 85059]

March 17, 1948 – Remodel front of building. Stucco entire building [712 Tuna Street, Permit No. 896]

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<sup>1</sup> Photos provided by Los Angeles Conservancy dated July 2018, which are included in attachments.

## Statement B: Statement of Significance

### Summary

The Terminal Island “*Furusato*” Tuna Street Buildings meets one of the Historic-Cultural Monument criteria:

The subject buildings “exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community” as the last remaining buildings associated with the Japanese and Japanese American community that resided on Terminal Island from the 1910s until their forced removal between December 1941 and February 1942.

The Terminal Island “*Furusato*” Tuna Street Buildings are two connected buildings located at 700-702 Tuna Street and 712-716 Tuna Street, towards the southern end of Terminal Island within the Port of Los Angeles in San Pedro. The Port of Los Angeles began as a colonial Spanish and later Mexican center of trade for goods arriving by sea, building upon earlier indigenous trade routes that passed through the area. After the land was ceded to the United States, infrastructure developments such as the railway brought greater investment and interest to the port which even shortly housed summer resorts in the late 1800s. The modern shaping of the port began near the turn of the 20th century as the area was dredged and usable land was expanded. This created places such as Fish Harbor that housed multi-ethnic workers and residents servicing the increasingly industrial and commercial uses of the port such as fishing, shipping, and shipbuilding.

Constructed in 1918 and 1921, respectively, the buildings operated as commercial store fronts along Tuna Street that served the thriving Japanese and Japanese American community residing in Fish Harbor. Japanese fisherman, businessman, and cannery workers first moved to San Pedro and the Port of Los Angeles in the 1910s, supporting the growth of the sardine and tuna industry. They were soon joined by wives and families, mostly residing in homes in Fish Harbor on Terminal Island. The Japanese and Japanese American residents of Terminal Island referred to their community as “*Furusato*” meaning “hometown” or, in a deeper sense, “home sweet home” in Japanese. Immediately following the December 7, 1941, attack on Pearl Harbor, non-citizen residents of the island, along with others across the city and country, were detained and arrested by the Federal Bureau of Investigation (FBI). On February 21, 1942, the United States District Court in Los Angeles granted an order that permitted the United States Department of the Navy to take possession of “all privately owned interests” within areas of Terminal Island that included the *Furusato* and resulted in the mass eviction of the island's residents.<sup>2</sup> After being displaced from the island, the Japanese American residents of Terminal Island were incarcerated at various concentration camps across the country for the duration of World War II under Executive Order 9066 issued by President Franklin D. Roosevelt. As a result, within the first few months after the removal of Terminal Island's inhabitants, most of the businesses and homes associated with the *Furusato* were razed, and following the war, the former residents were not able to resettle on the island. As the land was transformed into shipping and container use for the port, any remaining buildings associated with the Japanese and Japanese American community were repurposed and eventually demolished, with the exception of the subject buildings.

In 1971, *Nisei* (American born children of Japanese immigrants) Terminal Islanders founded the Terminal Islanders Association, a social club that fosters community amongst the surviving

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<sup>2</sup> Tom Enomoto, “Terminal Island History,” Accessed May 30, 2025, <https://ryono.net/ryono/kay/Terminal%20Island%20History.pdf>

residents of the *Furusato* and their descendants through various events in addition to promoting the Japanese and Japanese American history of Terminal Island through educational programs.

### **700-702 Tuna Street<sup>3</sup>**

Constructed in 1918, 700-702 Tuna Street was the location of the Nanka Company Dry Goods store. Also referred to as the Nanka Shokai and the Southern California Store, it was the only clothing store in Fish Harbor. The Nanka Company Dry Goods was owned and operated by Masayoshi Tokunaga and Iwajiro Asai.<sup>4</sup> Tokunaga first arrived in the United States in 1903 and worked on the Santa Fe Railroad. He later managed a noodle factory in Los Angeles, and, in 1907, he cofounded the Coast Fishing Company in Wilmington and owned a number of residential hotels. Asai lived with his family in Little Tokyo and ran three dry goods stores, including the Los Angeles produce market, along with two business partners. He later moved to Terminal Island to be close to the Nanka Company Dry Goods Store. The Nanka Company Dry Goods Store continuously operated in this location until the forced removal of the Japanese and Japanese American residents of the island in 1942.

By the late 1940s, Harbor Sheet Metal Works, electrical contractors, and the Sunhill Electric Company operated out of the former Nanka Company Dry Goods store. As of 2011, the building was occupied by Wescotek, Inc., a food industry consultant. The building is currently vacant.

### **712-716 Tuna Street<sup>5</sup>**

Constructed in 1921, 712-716 Tuna Street was the location of the A. Nakamura Company Grocery Store, as well as a single-family dwelling at the rear. The building was designed by architect William F. Durr—who designed a number of industrial buildings on Terminal Island—and built by Akimatsu Nakamura, an *Issei* (first generation Japanese immigrant). Nakamura and his family resided at 222-a Terminal Way near the business, which was one of several grocery stores that served the *Furusato* until Nakamura's arrest by the FBI and the forced removal of the island's Japanese and Japanese American residents in 1942.<sup>6</sup>

By the late 1940s, the building housed the Inspectors Seafood Company and Hackney Inspection Lab. As of 2011, the subject property was occupied by Gregorio Aquatech Inc., an aquaculture research company. The building is currently vacant.

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<sup>3</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (December 2011): 40-42.

<sup>4</sup> Naomi Hirahara and Geraldine Knatz, *Terminal Island: Lost Communities on America's Edge* (Angel City Press, Los Angeles Public Library, 2015): 272-273.

<sup>5</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report for Properties on Terminal Island*: 42-44.

<sup>6</sup> Los Angeles Conservancy, "Japanese American Commercial Village Buildings," Accessed April 30, 2025, <https://www.laconservancy.org/learn/historic-places/japanese-american-commercial-village-buildings/>



## Port of Los Angeles and Terminal Island<sup>7</sup>

The subject buildings are located within the Port of Los Angeles, itself located in the Harbor region of Los Angeles bordering the Palos Verdes Peninsula directly north/west and Long Beach to the south. The earliest settlements within the area were Tongva-Gabrielino villages that ringed the natural harbor. The village of Chowigna was situated on the Peninsula (modern day City of Palos Verdes Estates)<sup>8</sup> and the Suangna village potentially included areas adjacent to the modern day Harbor Freeway and Gaffey Street in the San Pedro/Wilmington/Harbor City neighborhoods of Los Angeles in addition to present day Carson.<sup>9</sup> By the time of the establishment of the Mission San Gabriel Arcangel in 1771, the area was known as San Pedro and used by Spanish Missionaries for receiving and shipping goods. The land was later reorganized into the Rancho San Pedro as members of the Portola Expedition were granted land concessions across the region.

After Mexican independence from Spain in 1822, San Pedro rapidly expanded as Spanish mercantile trade restrictions were lifted, and a dock was built by the Sepulveda family in the harbor in 1834. By 1848, the harbor was an established port as the territory of California was ceded to the United States.

In the years following his arrival in San Pedro in 1851, American businessman and entrepreneur Phineas Banning organized much of the early expansion and development of the port, including the 1868-1869 construction of the Los Angeles & San Pedro Railroad (LA&SP), which transported goods from the port to the city of Los Angeles. In 1871, Banning secured congressional funding to further dredge and expand the port.

The area that would become known as Terminal Island within Rancho San Pedro was referred to as Rattlesnake Island as snakes were said to wash down the Los Angeles River onto the natural breakwater. The land was owned by the Dominguez family estate and remained undeveloped until the 1890s. Sometime in the late 1880s or early 1890s, the island was purchased by the Los Angeles Terminal Railway which constructed a rail line along the Los Angeles River from Los Angeles to the island as well as a terminal building. The island was thereafter known as Terminal Island. In the 1890s, the southern end of the island was developed into a summer resort known as Brighton Beach with accompanying hotels, apartment houses, a boardwalk, and other amenities, none of which are extant. An emerging lumber industry pushed out recreational facilities on Brighton Beach in the early 1900s and 1910s.

In 1897, the Board of Army Engineers chose San Pedro as the location of an expanded deep-water port that was to be constructed with federal funds to serve Los Angeles, beating out the competing bid to locate the port in Santa Monica. In anticipation of the 1914 completion of the

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<sup>7</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report for Properties on Terminal Island*, and Historic Resources Group, *SurveyLA: Historic Resources Survey Report: San Pedro Community Plan Area* (July 2012), [https://planning.lacity.gov/odocument/f7cafa12-e8cd-4417-bf97-3944da9ea063/SPD\\_ReportFinal\\_07-12.pdf](https://planning.lacity.gov/odocument/f7cafa12-e8cd-4417-bf97-3944da9ea063/SPD_ReportFinal_07-12.pdf)

<sup>8</sup> "Villages," tongvapeople.org, Accessed April 30, 2025. [https://www.tongvapeople.org/?page\\_id=696](https://www.tongvapeople.org/?page_id=696)

<sup>9</sup> Francis F. Steen, "Suangna Village," University of California Los Angeles, Accessed April 30, 2025, <http://cogweb.ucla.edu/Chumash/Suangna.html>, [http://tongvapeople.org/?page\\_id=696](http://tongvapeople.org/?page_id=696) and ICF Jones & Stokes, *Cultural Resources Survey Report for the San Pedro Waterfront Project Located in the City of Los Angeles, Los Angeles County, California* (August 2008) [https://kentico.portoflosangeles.org/getmedia/87a68d5d-0fa0-43f2-95f2-d0b67bd1d1c9/AppxF-2\\_archaeologicalsurveyreport](https://kentico.portoflosangeles.org/getmedia/87a68d5d-0fa0-43f2-95f2-d0b67bd1d1c9/AppxF-2_archaeologicalsurveyreport)

Panama Canal, the City of Los Angeles founded the Port of Los Angeles with the creation of the Board of Harbor Commissioners in 1907, and formally annexed the cities of San Pedro and Wilmington in 1909. In 1907, the City of Long Beach annexed the east half of Terminal Island and began constructing a municipal wharf and founded the Port of Long Beach in 1911.

As a result of the largescale dredging to expand the port in 1914, the southern end of Terminal Island (Brighton Beach) was infilled and later became known as Fish Harbor, a specialized area for fish processing and canning at Terminal Island. By 1915, Terminal Island housed most of the port's canneries and was serviced by a large fleet of ships operated by Mexican, Yugoslavian, Italian, and Japanese fishermen. Many of the upwards of 1,800 cannery workers and 4,800 fishermen lived either in Brighton Beach (generally called Terminal) or cannery-owned housing in Fish Harbor (also called East San Pedro). Fish Harbor was largely occupied by Japanese *Issei* and Japanese American *Nisei* families.

### **Japanese Immigration and Development of the Terminal Island *Furusato***

Japanese immigration to the United States occurred throughout the 1800s with much of it occurring near the end of the 19th century. While many Chinese immigrants settled in the United States and constructed railroads, worked mines during the California Gold Rush, and transitioned into domestic work and farm labor, the 1882 Chinese Exclusion Act ended new Chinese immigration to the country. Foreign Japanese laborers replaced low-wage Chinese workers on farms and railroads.<sup>10</sup> Labor contractors recruited Japanese migrants to work in Hawaii and the west coasts of Canada and the United States, serviced by ports of entry such as in San Francisco.<sup>11</sup> Some of these Japanese migrants with prior experience in the fishing industry would later find their way to Los Angeles and areas such as Fish Harbor to work as fishermen and in related services. Japanese fishermen on Terminal Island were especially adept at fishing for tuna which further attracted fish canneries to open on the island.<sup>12</sup>

In the early 20th century, Japanese immigration was increasingly restricted by policies such as the 1907 gentlemen's agreement between the Japanese and American governments to not issue passports to Japanese migrant workers headed for the United States. However, these restrictions did not apply to close relatives of *Issei* already in the country. Despite discriminatory laws targeting Japanese (and Chinese) fishermen, their expertise was valuable for California canneries that saw increasing demands for sardines, abalone, and albacore. Their technique for catching tuna – utilizing barbless bamboo hooks instead of nets– played a crucial role in creating the California tuna fishing industry.<sup>13</sup> By 1912, Japanese fishermen established a camp on Timm's Point in San Pedro.<sup>14</sup> By 1914, 150 Japanese *Issei* manned nearly 40-percent of all fishing boats in the San Pedro area.<sup>15</sup>

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<sup>10</sup> Hirahara and Knatz, 148-151.

<sup>11</sup> Ibid.

<sup>12</sup> California Japan Towns, "Terminal Island," Accessed May 30, 2025, <https://www.californiajapantowns.org/terminalisland.html>

<sup>13</sup> Historic Resources Group, *SurveyLA Los Angeles Citywide Historic Context Statement: Japanese Americans in Los Angeles, 1869-1970* (August, 2018): 26, [https://planning.lacity.gov/odocument/bf97b9b9-cb81-4661-8d20-62c02b9c1415/SurveyLA\\_JapaneseAmericanContextandResources\\_Aug2018.pdf](https://planning.lacity.gov/odocument/bf97b9b9-cb81-4661-8d20-62c02b9c1415/SurveyLA_JapaneseAmericanContextandResources_Aug2018.pdf)

<sup>14</sup> Ibid.

<sup>15</sup> California Japan Towns, "Terminal Island," n.d.

Over half of the *Issei* residents of Terminal Island were from the southern Japanese prefecture of Wakayama, with others from the neighboring Shizuoka prefecture. Many of them migrated to the United States utilizing the same networks of labor contractors and familial relations. In continuation of a Japanese practice of matchmaking couples between close families and family friends, picture brides from Japan made their way to California through Hawaii to marry *Issei* businessmen in places like San Pedro and Terminal Island.<sup>16</sup> These women would help establish businesses such as restaurants and laundry facilities on the southern end of the island in Fish Harbor. Along with Japanese businesses, there was also a primary school, Baptist church, and Fishermen's Hall that were constructed in 1917 (and opened in 1918) in Fish Harbor.<sup>17</sup>

Albeit further restrictions on immigration such as the Immigration Act of 1924, the Japanese fishermen's families continued to grow on Terminal Island. Japanese families lived in Fish Harbor in housing—typically wood shacks and bungalows—built by the local canneries where many of the residents were employed or supplied fish to. While the canneries held the land leases for the City-owned land where houses were built, local businesses leased land directly from the City.

The Terminal Island *Furusato* grew to be the second largest Japanese community in Los Angeles with the second largest commercial district, both after Little Tokyo.<sup>18</sup> Over the years, the number of houses in Fish Harbor increased to roughly 330, most of which were nearly identical in size and design with the exception of some long houses or *nagaya* designed for multiple families.<sup>19</sup> By the late 1930s, the population of Fish Harbor numbered over 3,000 and was primarily composed of Japanese *Issei* and Japanese American *Nisei* residents. The area was affectionately known as "*Furusato*"—which translates to "home sweet home"—by the *Nisei* that grew up and spent their formative years there.<sup>20</sup> Other residents of Terminal Island included Mexican, Yugoslavian, and Italian workers and their families that resided in Brighton Beach.<sup>21</sup>

## Life in Fish Harbor<sup>22</sup>

Only a few paved streets existed within Fish Harbor, which included Cannery Street, Terminal Way, and Tuna Street. Tuna Street was the heart of Fish Harbor and ran south to north from a wharf where fishing boats unloaded directly into the canneries and intersected with Cannery Street, Terminal Way, and Seaside on the northern end of the island. Most of the commercial establishments were constructed along Tuna Street. These included eateries and cafes for fishermen and cannery workers, chop suey houses that served residents, an ice cream parlor, and two pool halls. The subject buildings were prominently placed at the intersection of Cannery Street and Tuna Street. Other businesses were scattered throughout the community along with institutional buildings such as two fire stations and a post office. While primarily serving the island's Japanese residents, the businesses were also patronized by the surrounding communities of San Pedro, Wilmington, and Long Beach.

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<sup>16</sup> Hirahara and Knatz, 154.

<sup>17</sup> Hirahara and Knatz, 156-157.

<sup>18</sup> Historic Resources Group, *SurveyLA: Japanese Americans in Los Angeles*, 27

<sup>19</sup> Hirahara and Knatz, 173.

<sup>20</sup> Statement from the Terminal Islanders Association, Received May 18, 2025. Included in attachments.

<sup>21</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report for Properties on Terminal Island*, 13.

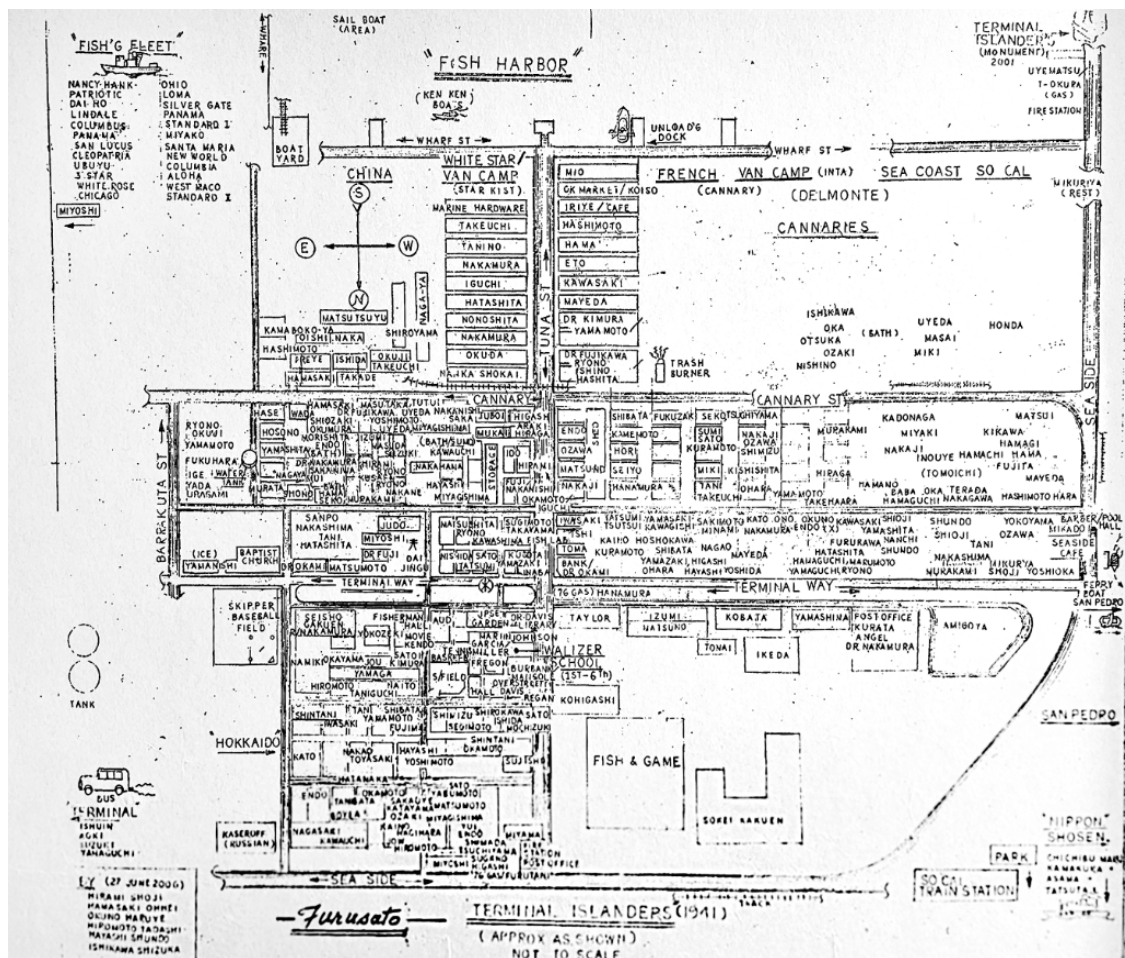
<sup>22</sup> Hirahara and Knatz, Chapter Six: Community on the Island, 170-192.





Los Angeles Harbor and Vicinity, 1938  
 (Fish Harbor outlined in red, full map in attachments)  
 City of Los Angeles Board of Harbor Commissioners

Tuna Street was home to East San Pedro Grammar School which, along with Fishermen's Hall nearby, represented some of the oldest buildings on the island (constructed in 1917) and predominantly served the Japanese American *Nisei*—as well as one notable Russian immigrant family. However, the island lacked a secondary school; students took a ferry to attend either San Pedro High School in San Pedro or Banning High School in Wilmington and, beginning in 1928, Dana Junior High School in San Pedro.



## World War II and Forced Removal

The Japanese residents on Terminal Island were the first to be evicted *en masse* following the attacks on Pearl Harbor on December 7, 1941. Some Japanese *Issei* fishermen were arrested by the Coast Guard as they returned from the day's catch without knowing what had occurred earlier that day.<sup>23</sup> By December 9, 1941, over 300 Japanese nationals from across Los Angeles were sent to the Terminal Island Immigration Station for interrogation. While some men were released, most were sent to detention centers such as the Tuna Canyon Detention Center in Tujunga (HCM #1039) which also imprisoned Germans and Italians starting on December 16, 1941.<sup>24</sup> Residents of Terminal Island were subject to checkpoints and inspections while leaving the island, and Japanese, German, and Italian fishermen were forbidden from leaving the harbor to fish.<sup>25</sup>

<sup>23</sup> Hirahara and Knatz, 248.

<sup>24</sup> Hirahara and Knatz, 251.

<sup>25</sup> Ibid.

On February 2, 1942, all Japanese *Issei* fishermen with commercial licenses were arrested.<sup>26</sup> On February 14, 1942, all residents received a 30-day eviction letter that was superseded by a notice issued on February 25, 1942, by the United States Navy for residents to vacate the island within 48-hours.<sup>27</sup> On February 19, 1942, President Franklin D. Roosevelt signed Executive Order 9066 that allowed for the creation of military zones on the West coast and the mass incarceration of Japanese and Japanese American civilians. The order to evict the Japanese residents of Terminal Island was a part of a larger plan for the United States government to establish a naval base and military airfield on the island, which also led to the eviction of non-Japanese residents from Brighton Beach and other parts of the island. Within two months of the issuance of the eviction order, most of the existing buildings in Fish Harbor—homes, schools, businesses, and religious centers—were bulldozed.

Following their eviction from Terminal Island, Japanese and Japanese American former residents settled across the Southern California region supported by Japanese organizations, families, and friends in neighboring cities and communities. However, in April 1942, all people, "alien and non-alien," of Japanese ancestry in Los Angeles County were ordered to leave the military zones on the West Coast.<sup>28</sup> While some wealthy individuals were able to voluntarily relocate to interior parts of the country, most individuals and families had to go to assembly centers and War Relocation Authority camps such as Manzanar (HCM #160).

## Terminal Island Post World War II

World War II saw substantial changes to the built environment of Terminal Island. The Naval Station Long Beach was established along the border of Long Beach and Los Angeles on the island. In Fish Harbor, the bulldozed areas that comprised the *Furusato* were utilized to produce ships for the war effort.<sup>29</sup>

After the war, the military and shipbuilding presence on Terminal Island scaled down. The shipyards were gradually replaced with marine hardware businesses and other industrial uses such as metal scrapyards. In the early 1950s, the Board of Harbor Commissioners ordered the Cannery Street Project in Fish Harbor which saw roads widened and repaved to better support the expansion of fish canneries. The French Sardine Company constructed new facilities along Tuna Street and the eastern end of Fish Harbor. Across Fish Harbor, the former residential and commercial areas of the *Furusato* were infilled with canneries and other fishing-related businesses.<sup>30</sup>

By the 1960s, overseas canning operations began to commercially outcompete the canneries on Fish Harbor, and, by the mid-1980s, cannery operations had largely been moved out of Los

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<sup>26</sup> Hirahara and Knatz, 154.

<sup>27</sup> Virginia Swansen and Walter Balderston, edited by Ken Kaji and Shizue Seigal, *Eviction from Terminal Island*, Accessed April 30, 2025, <https://ryono.net/terminalisland/eviction1.htm>

<sup>28</sup> Harlan D. Unrau, Manzanar National Historic Site California, *Manzanar Historic Resource Study/Special History Study* (United States Department of the Interior, National Park Service, 1996), chapter 3, <https://www.nps.history.com/publications/manz/hr/chap3.htm>

<sup>29</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report for Properties on Terminal Island*, 18-21.

<sup>30</sup> *Ibid.*

Angeles. The final plant on Terminal Island, Chicken of the Sea, closed in 2001 and many of the buildings associated with the fishing industry were demolished or abandoned.<sup>31</sup>

Today, the area of Fish Harbor is dominated by industrial uses, vacant lots, and truck and trailer storage.

At the conclusion of World War II, Japanese and Japanese American residents of Terminal Island were not allowed to resettle on the island. However, most Terminal Islanders did eventually make their way back to Los Angeles and the surrounding areas such as Long Beach.<sup>32</sup> In 1971, the Terminal Islanders Association was established for former Japanese and Japanese American residents of Terminal Island and their descendants to preserve their community.<sup>33</sup> The group hosts regular events including an annual picnic and New Year's Party.<sup>34</sup> In 2002, the Terminal Islanders Association dedicated the Terminal Island Japanese Memorial at Fish Harbor. The memorial was funded by a State of California grant and community fundraising and depicts two Japanese fisherman, a *torii* gate similar to what would have been found at the *Furusato's* Shinto shrine, and the history of the fishing village that existed on Terminal Island.<sup>35</sup>

The Terminal Islanders Association continues to promote the history of the Japanese and Japanese American community that resided on Terminal Island through educational outreach and a program that brings local school children to the island.

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<sup>31</sup> Ibid.

<sup>32</sup> Susan Mofatt, "Column One: A Paradise Lost, Never Forgotten: For decades, Terminal Island was home to a close-knit community of Japanese Americans. Then came WWII. Today, former residents keep the bittersweet legacy of their village alive," *Los Angeles Times*, January 5, 1994, <https://www.latimes.com/archives/la-xpm-1994-01-05-mn-8622-story.html>

<sup>33</sup> Los Angeles Conservancy, Japanese American Commercial Village Buildings.

<sup>34</sup> Ibid.

<sup>35</sup> Email from Paul Boyea, Terminal Islanders Association, May 18, 2025. Included in attachments.

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STOP

Liberty St

NO PARKING  
EXCEPT  
ON

NO TRESPASSING  
KEEP OUT









Adrian Scott Fine, Los Angeles Conservancy, July 2018  
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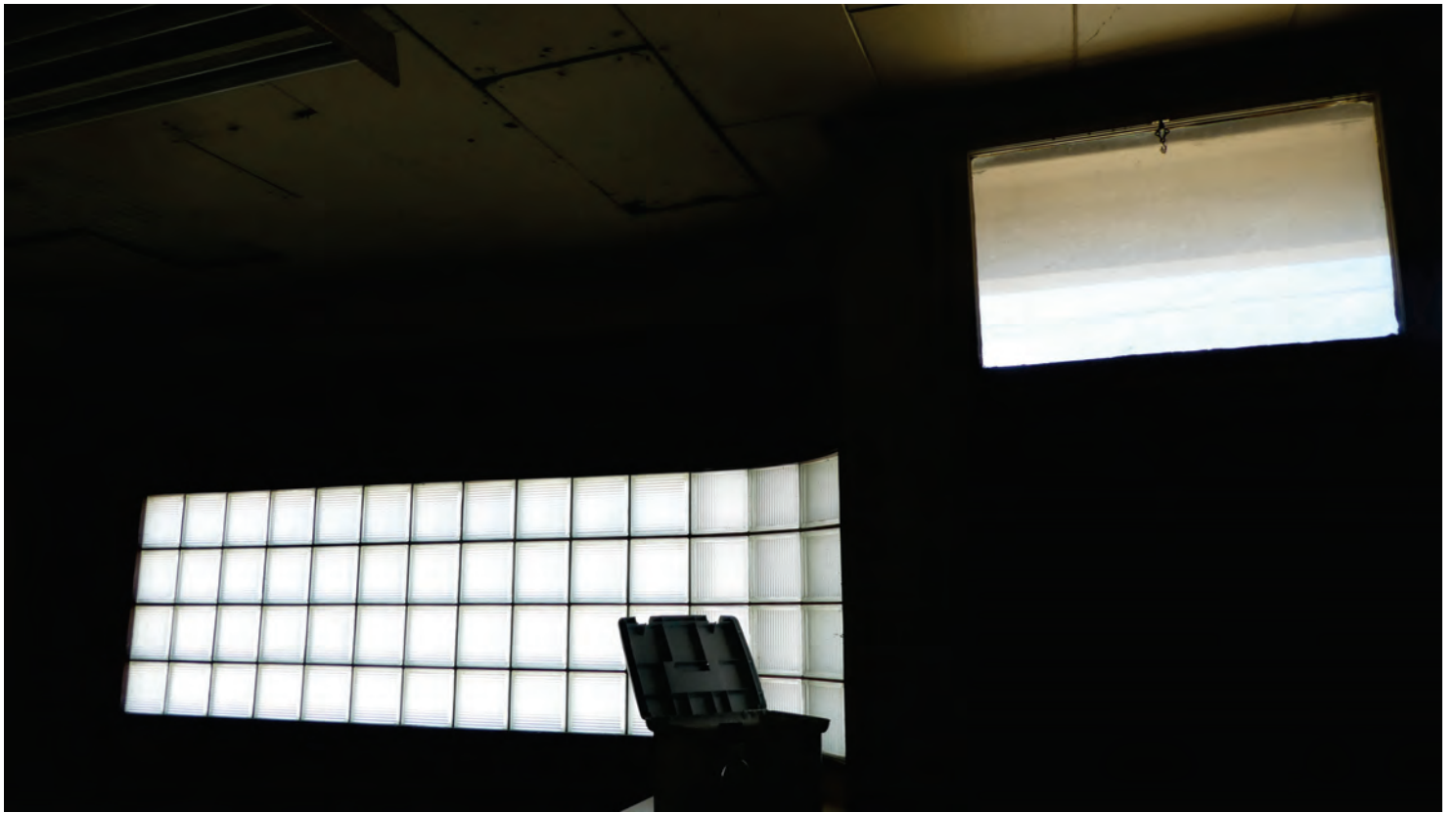


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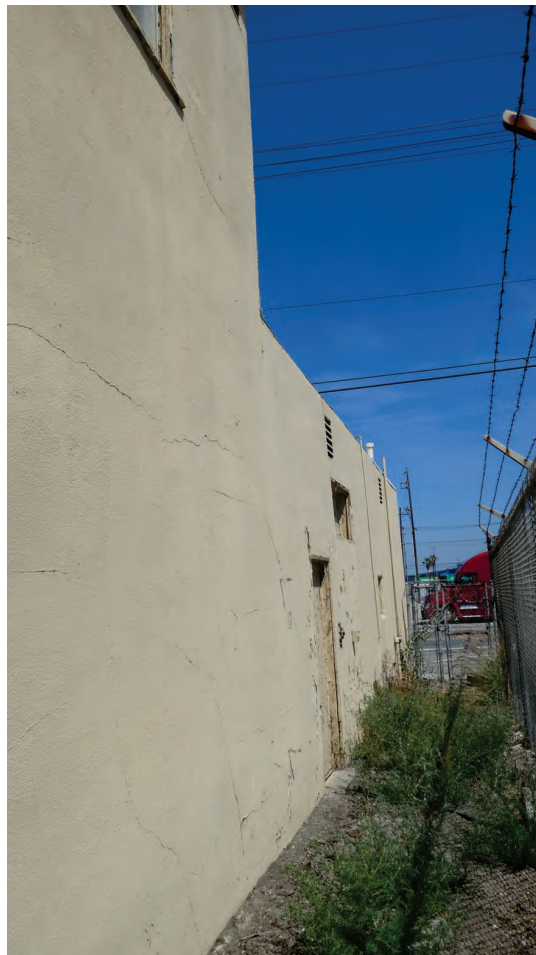


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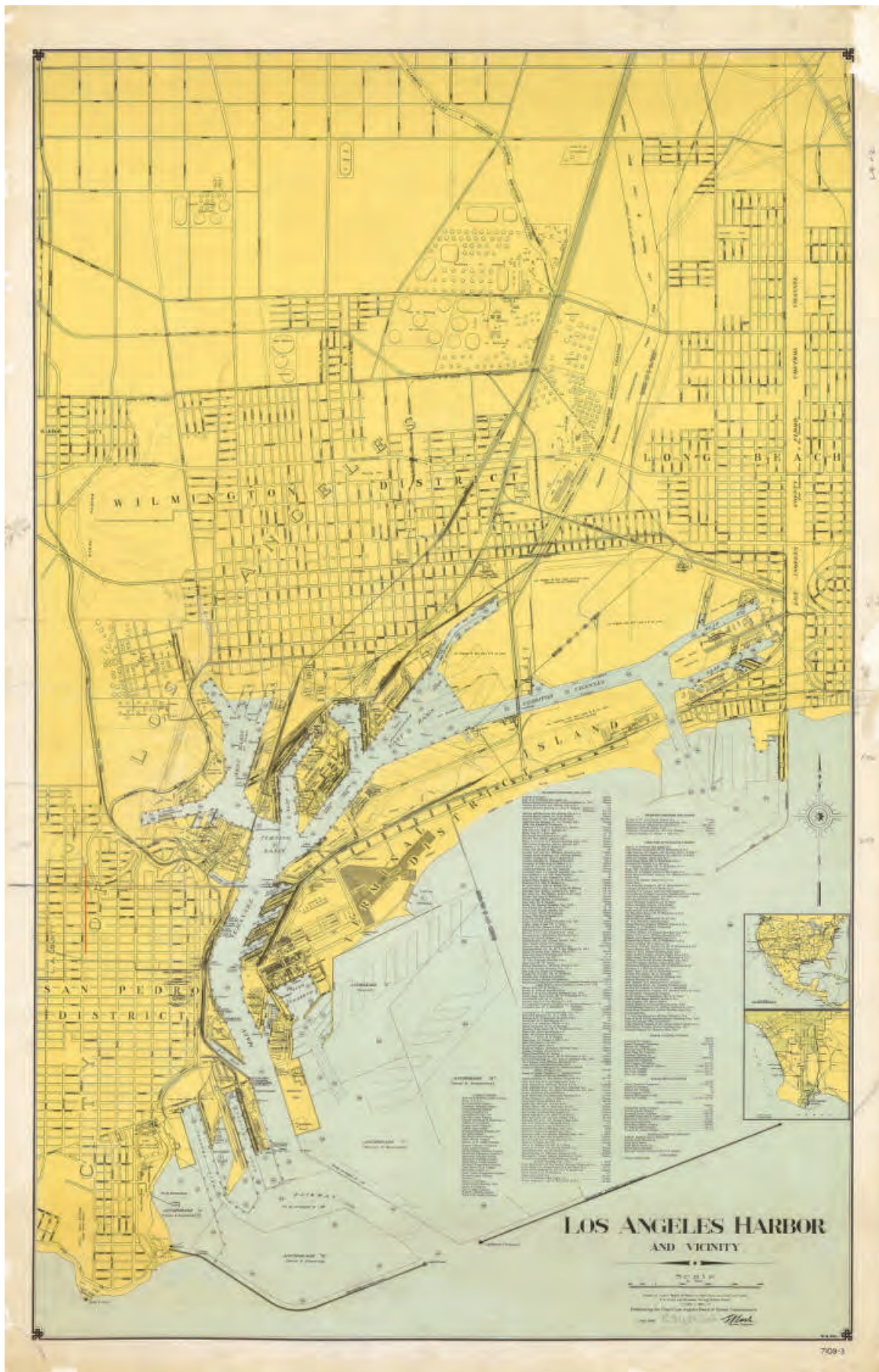


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Los Angeles Harbor and Vicinity, 1938  
City of Los Angeles Board of Harbor Commissioners,  
<https://tessa2.lapl.org/digital/collection/maps/id/33/rec/1>





Terminal Island, Aerial View, 1924  
 Security National Bank Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/100298/rec/1>



Japanese Fishing Village, 1925  
 Security Pacific National Bank Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/96947/rec/2>



Japanese Village, Terminal Island, 1941  
Herald Examiner Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/15057/rec/2>



Troops on Terminal Island, 1941  
Herald Examiner Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/15022/rec/1>





Japanese Moved Out, 1942  
Herald Examiner Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/15034/rec/20>



Immigration Service Building, 1938  
Herald Examiner Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/21329/rec/1>



Shinto Shrine, Terminal Island, Circa 1920  
 Work Progress Administration Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/111836/rec/49>



Temple in Fishermen's Village, Terminal Island, 1939  
 Works Progress Administration Collection, Los Angeles Public Library  
<https://tessa2.lapl.org/digital/collection/photos/id/2451/rec/50>





Japanese Fishing Village, 10/6/1941  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/D2F06935-5F08-4174-B18C-823236915086>



Intersection of Tuna Street and Cannery Street, 2/7/1945  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/EBC66008-F15C-4ECB-8954-551417175780>



Intersection of Tuna Street and Cannery Street, 10/6/1941  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/6B17CE42-9CDF-4905-823B-224705130797>



Construction Progress of Sewer Line at Tuna Street and Cannery Street, Fish Harbor, 2/2/1938  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/28E3CBFF-78B0-458F-A3FC-137947045302>

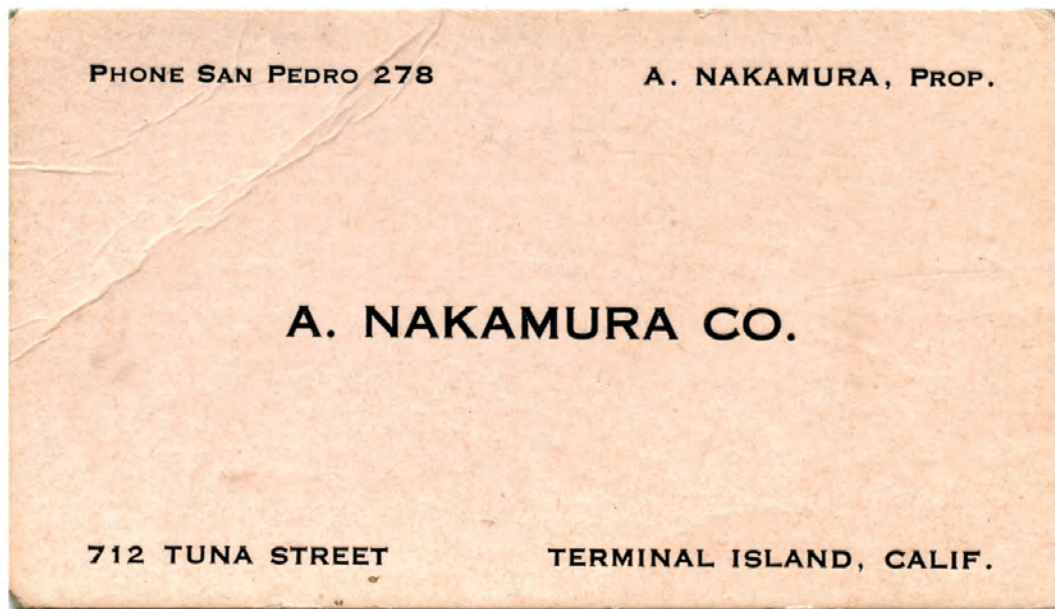




General View Showing Progress in Improvements to Tuna Street, 6/2/1938  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/4E2E7E19-AF2F-44E0-8C7B-434248130060>



State Emergency Relief Administration (S.E.R.A.) Sewer Work, Looking North Up Tuna Street, 7/10/1934  
 Materials Testing Laboratory Photographic Collection, Los Angeles Harbor Department  
<https://portla.pastperfectonline.com/Photo/C53294B9-2395-4512-8FD8-261310144032>



A. Nakamura Co. Business Card  
Photo Provided by the Los Angeles Conservancy



A Nakamura Co. c. 1923  
Photo Provided by the Los Angeles Conservancy





Interior Photo of A Nakamura Co., Date Unknown  
Photo Provided by the Los Angeles Conservancy



## Key Ring I.D. Tag

A. Nakamura Key Ring I.D. Tag Addressed to 712 Tuna St.  
Photo Provided by Los Angeles Conservancy

Terminal Island was home to approximately 3,000 Japanese immigrants and Japanese-American citizens during the early 1900's through February 1942. This Terminal Island fishing village was also known as Fish Harbor and East San Pedro.

The Japanese immigrants (Issei) introduced innovative fishing techniques to America including the unique use of bamboo poles, barbless hooks and live bait which optimized the catching of tuna. This resulted in the enormous contribution of the Terminal Island Japanese to the success of the California fishing industry and the rapid growth of Terminal Island canneries. Most men made a living as fishermen and many wives worked in the canneries.

However, racism was prevalent with consistent anti Japanese fishing legislation purposed by California government leaders to prevent Japanese immigrants from obtaining fishing licenses and owning boats. These discriminatory laws were part of a broader systemic racism effort to limit the Japanese and Japanese-American's economic opportunities. Additionally, Japanese immigrants were designated as "aliens ineligible for citizenship" and therefore legally barred from obtaining U.S. citizenship.

The Terminal Island families created a tightly knit and successful self contained community with homes, stores, businesses, schools, churches, shrines, parks, sports teams and special events.

The children would attend Los Angeles Unified School district schools. East San Pedro elementary school was within the Terminal Island community and later students would take the ferry across the channel to San Pedro to attend Dana junior high and eventually San Pedro high.

The Japanese-American children (Nisei) of the Japanese immigrants grew up on Terminal Island and lived an idyllic life learning American customs while maintaining Japanese culture. Many children participated in Boys and Girl Scouts as well as music and dance recitals with the San Pedro branch of the Los Angeles Conservatory of Music and Arts. Sports including baseball, judo and kendo were big forms of recreation as well as movie night gatherings at the large Fishermen's Hall building which served as a vital community center.

The Nisei that lived most of their formative years on Terminal Island relate to this upbringing being their "Furusato" which translates to "home sweet home".



Life forever changed for the Terminal Island Fish Harbor community after the Pearl Harbor attack in December 1941. The FBI immediately began without just cause, widespread arrests of first the Issei male leaders of the community and next the fishermen. This left the women and children alone to deal with the FBI forcing themselves into homes at late hours and ransacking them looking for evidence of residents being Japanese spies which never was found or proven.

In February 1942, all the Terminal Island residents of Japanese ancestry (including U.S. citizens) were forcibly and unjustly removed by the government (authorized by Presidential Executive Order 9066) from their homes on a 48 hour notice and 5 weeks later imprisoned in concentration camps. The government within two months of this illegal removal and incarceration, bulldozed and destroyed the homes, businesses, schools, churches, shrines and parks in this Terminal Island Japanese-American community.

The demolition of this beloved community and unjust imprisonment in concentration camps created a lifelong trauma for the 3,000 men, women and children of the once thriving Terminal Island Japanese-American community affectionately known as "Furusato" located in Fish Harbor, East San Pedro.

Remarkably two buildings remain standing today which were once the thriving Nanka Co Dry Goods store located at 700-702 Tuna Street est.1918 and the successful A. Nakamura Co Grocery store located at 712-716 Tuna Street est.1921. Although they have no resemblance to their original condition, these buildings still represent a legacy of Terminal Islanders.

The Terminal Islanders Association, descendants and supporters are committed to significantly honoring the legacy of the Terminal Island Japanese-American fishing village from the early 1900's thru February 1942 by protecting and rehabilitating or reconstructing these Tuna St historic buildings for an adaptive reuse.

The two historic Terminal Island buildings on Tuna St represent history, family and the ability to ensure the preservation of the last remaining physical remnants of this important era of Japanese-American culture and their significant contribution to the California fishing industry. Furthermore, these historic buildings represent an integral part of American history that should never be forgotten.



Andrez Parra <andrez.parra@lacity.org>

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## Terminal Island "Furusato," Tuna Street Buildings Draft Text

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paul boyea <phboyea@gmail.com>

Sun, May 18, 2025 at 6:43 AM

To: Andrez Parra <andrez.parra@lacity.org>

Cc: Donna Cottrell <donnareiko@yahoo.com>, Terry Hara <terryshara@gmail.com>, Melissa Jones <melissa.jones@lacity.org>

Hi Andrez,

The following is additional information regarding the Terminal Island Japanese Memorial at Fish Harbor.

- Dedicated by the Terminal Islanders Association July 6, 2002

- The Terminal Island Memorial Monument, Inc. 501c(3) was created August 28, 2000, by four original Terminal Islanders, Yukio Tatsumi, Toshiro Izumi, Masaharu Tanibata and Minoru Tonai. Chikao Robert Ryono also was instrumental in promoting the idea of the Monument.

- Funds to help pay for the Terminal Island Japanese Memorial Monument originated from a \$240k State of California Grant and donations from local businesses, original Terminal Islanders, relatives, friends and supporters. The project cost \$427,900.

Please advise if you need additional information.

Thanks!

Paul

Sent from my iPhone

On May 15, 2025, at 12:46 PM, paul boyea <phboyea@gmail.com> wrote:

Hi Andrez,

We'll get back to you asap regarding the Memorial Monument information.

FYI- The below segment ran this morning on KTLA:

[Quoted text hidden]



ターミナル

# TERMINAL ISLAND

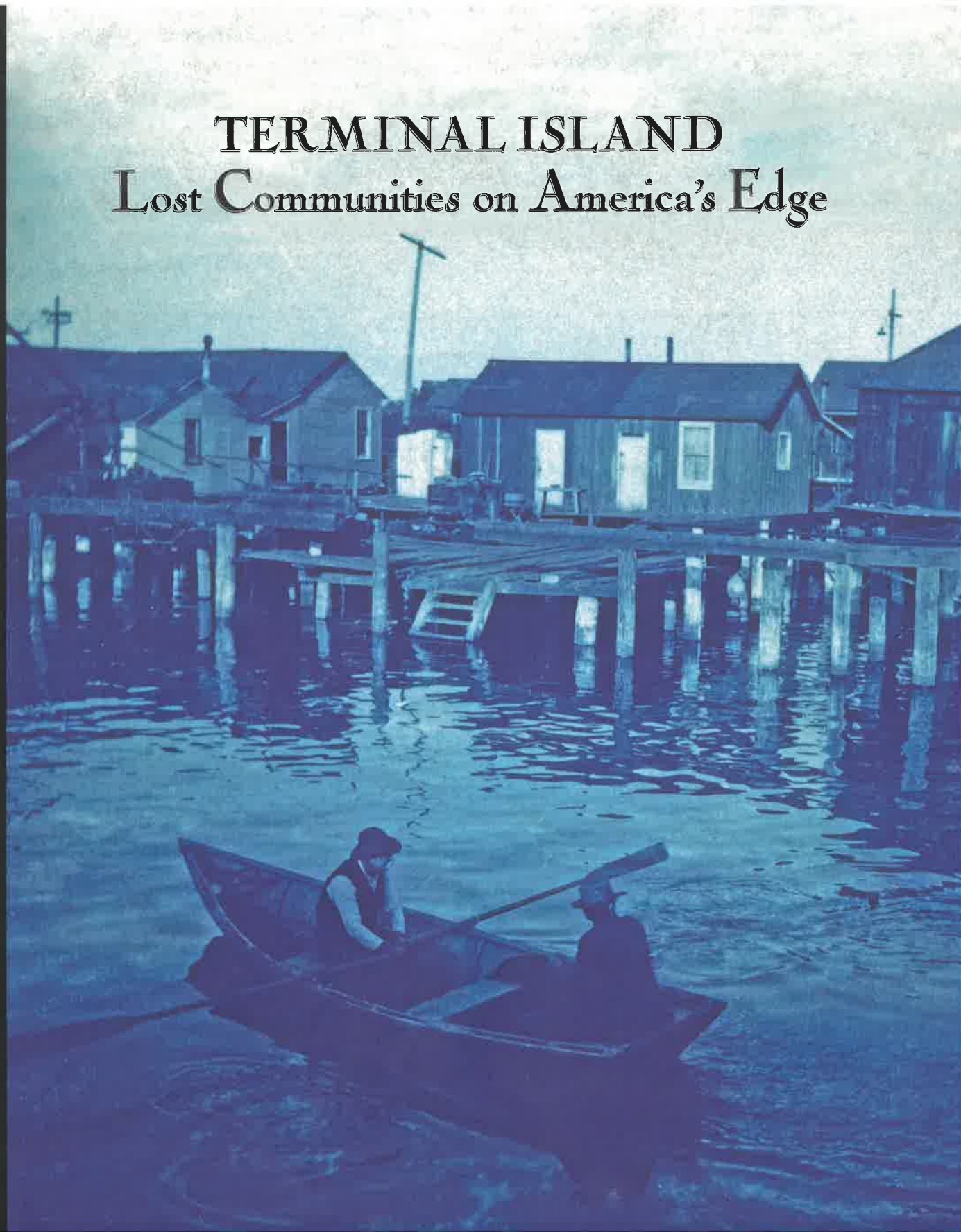
## Lost Communities on America's Edge

Nacomi  
Hirahara

Geraldine  
Knatz

Foreword by  
William Denevall

Afterword by  
George Takei





Naomi Hirahara  
平泉直美

# TERMINAL ISLAND

Lost Communities on America's Edge

Naomi Hirahara • Geraldine Knatz

Eric Lynxwiler, Photography Editor

Design by Amy Inouye

Foreword by William Deverell

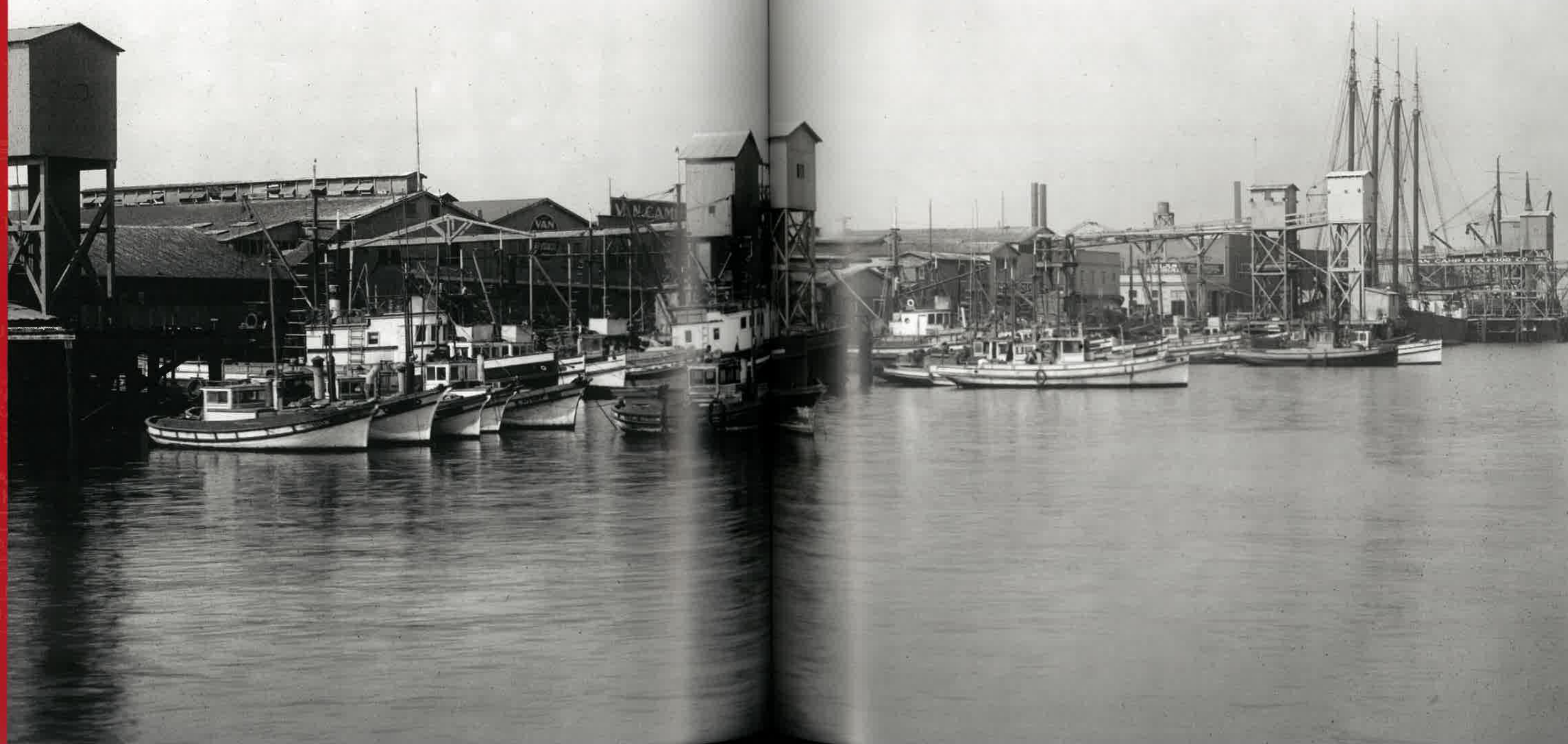
Afterword by George Takei





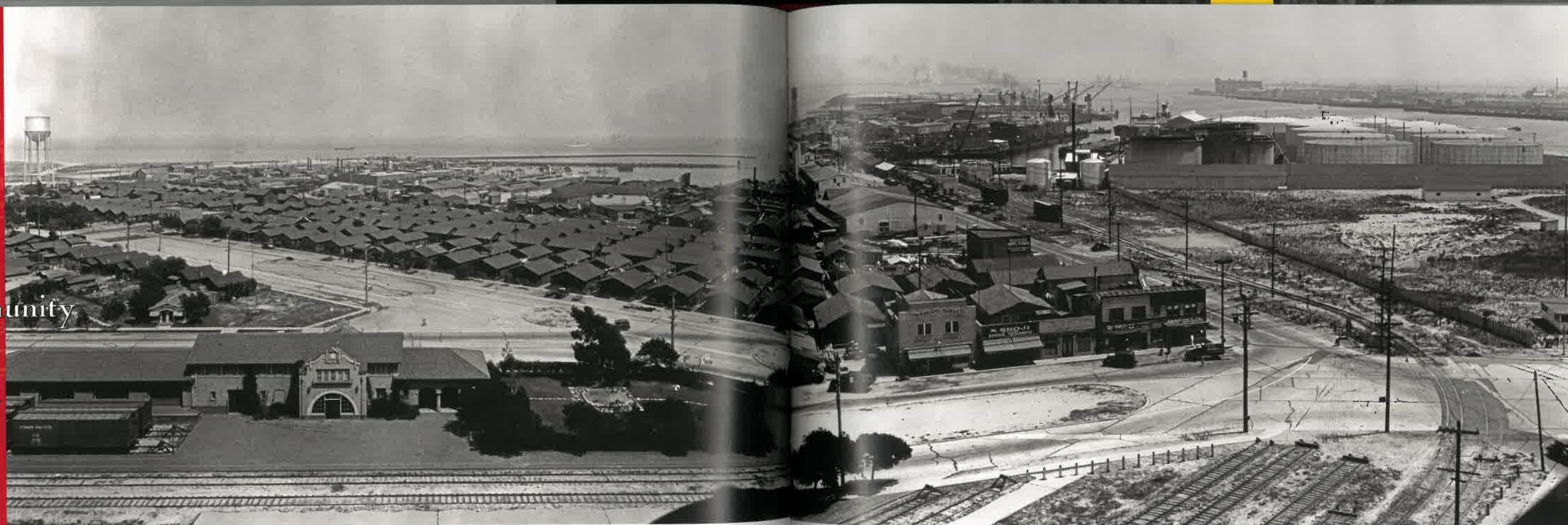
## 第五章

Fish Harbor was in full operation by 1929, thriving just a decade after it was established. The tall wooden structures, called fish elevators, transported catch from the boats below to canneries like Van Camp. The small, anchored jig boats, seen at left, could be manned by one person, while the purse seiners accommodated as many as a dozen crew members.





# Community on the Island



An aerial view of Fish Harbor, June 27, 1935. Leasing land from the Harbor Department, canneries rented housing to their fishermen and line workers. The Japanese fishing village was sandwiched between those canneries, the oil refineries, shipbuilding yards, and train station.

Connecting to the ferry landing, the paved thoroughfare, Terminal Way, was wide enough for fishermen to lay out and repair their nets during their full-moon fishing hiatus.

## Ghetto or Home, Sweet Home?

In those days it was a company town, a ghetto owned and controlled by the canneries.

—JEANNE WAKATSUKI HOUSTON,  
*Farewell to Manzanar*

Whether Fish Harbor was a ghetto, with lines of nondescript housing with negligible yards and a pungent scent of fish and salt, depended on an individual's point of view. Certainly, short-term visitors from "mainland" cities of Long Beach and Los Angeles sometimes characterized the ethnic enclave in that way.

On the other hand, for nearly three thousand Japanese Americans who lived on Terminal Island at one time—Fish Harbor and Terminal combined—this sand-infested place was certainly "home, sweet home," a

magical and nostalgic place for some young residents who frolicked in the sea at Brighton Beach in the summers.

"To me, Terminal Island was a fascinating, fantastic dreamland. I call it, 'Enchanted Island,' " explained Charlie Hamasaki, who came to the area when he was a few months old and continued to live there until he was eighteen.

All land in manmade Fish Harbor was owned by the City of Los Angeles under the jurisdiction of the harbor commissioners and thereby needed to be under a lease agreement. Many Issei and their families lived

## Our Next Door *Obasan* (Lady)

Wearing a white apron  
She says good morning  
She wipes the floor, she wipes the table  
She puts on a white hat  
Our next door *Obasan* goes outside  
Bow-wow, she cleans his home, too  
She also gives him a lot of food

—CHIZUKO ISHII, first grader at  
Seisho Gakko Japanese-language school,  
in an essay originally written in Japanese









From left, Iku, Kanshi, and Kei Yamashita were all born on Terminal Island. Circa 1926.

we'd hear the worst of it. We didn't want to be caught dating a girl . . . because it would be the talk of the town."

Bathrooms were usually shared by neighboring families. The *furo*, Japanese bath, was an important feature, big enough to hold at least three people. Children sometimes bathed with their siblings or grandparents. In some households, women were responsible for stoking the fire; in others, teenagers filled the firebox outside the house with hardwood planks discarded by steamships. Lucky families who lived in Del Monte Company housing, which had constructed new housing in 1921 to entice fishermen, had access to an indoor water heater.

As was practiced in Japan and in many Japanese American rural households, bathers first soaped and scrubbed outside of the tub and, once clean, then soaked in the hot water, which was then saved for the next bather that evening.

Fish Harbor was divided by streets named after

Wealthier families had upright pianos in their cannery homes. One storekeeper even had a grand piano in his upstairs apartment.

either fish (Tuna, Albicore [sic], Sardine, Barracuda, Pilchard), the fishing industry (Cannery, Wharf), or the place (Terminal, Seaside). The northern side of Fish Harbor was referred to by the locals as Hokkaido, the most northern prefecture of Japan.

Roy Hideo Yamamoto's family lived in a *nagaya*, "long house," in Hokkaido. Constructed by Yamamoto's carpenter father, Eisaku, this large building was comprised of approximately twelve rooms that housed Roy, his parents, and multiple fishermen. In this multifamily dwelling, Eisaku also had built a three-car garage with an attached carpentry workshop.

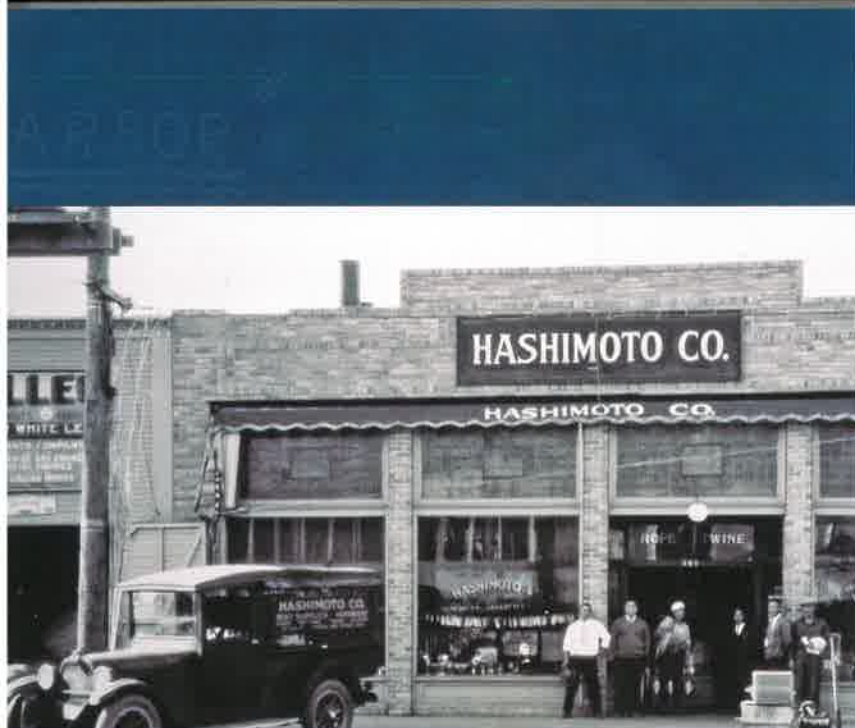
"I could look out our kitchen window and see the ships from all over the world dock at the berths on the other side of the railroad tracks," remembered Roy, who foraged through trash barrels in search of postage stamps on envelopes from foreign countries. Also on



Although many Japanese fishermen and cannery workers did not own vehicles, outsiders came to Tuna Street to do business and socialize. 1929.







Above: Hashimoto Company was one of two chandlery stores that sold equipment and hardware. Located at 757 Tuna Street, it was next to the other hardware store, Hama Company at 749 Tuna Street.

Interior of the Hashimoto Company. Chandlery stores sold fishing gear, including barbless hooks imported from Japan.



the northern side of Fish Harbor was the Union Pacific train station, the post office, the Fish and Game office, and the Buddhist Japanese school and church, built in the 1930s. Non-Japanese residents tended to live on this side of Fish Harbor.

Sand was ubiquitous. Minoru "Min" Tonai remembered Terminal Island being sandy without many sidewalks. "There were cement roads on Terminal Way and Cannery, [but] I used to walk in that sand all the time." There was so much sand, in fact, that some children went barefoot, saving their parents the cost of buying new shoes.

On the island, there was little need for vehicles. Everything was in walking distance. For instance, at the heart of Fish Harbor was Tuna Street, the main drag that intersected Wharf, Cannery, Terminal Way, Albicore, and Seaside. While the canneries were lined up along Wharf, facing the sea to receive incoming boats full of fish, Tuna was home to a majority of the eateries that served fishermen and cannery workers, including Mio Café (both No. 1 and No. 2) and Butterfly Café, which advertised beer on its storefront window. For local residents, there were two chop suey houses, Showa Low and Tokiwa Low, and Ben Sweet, an ice cream parlor. Jimmy Pool Hall and Tuna Pool Hall provided recreation for men. A grocery store and various other establishments ranging from a photography studio to a beauty shop were scattered on a half dozen streets. Although there was no police station, Fish Harbor supported two fire stations, including one that patrolled the waters. Terminal Island also had its own post office, which was located next to one of the fire stations near Seaside Avenue. News that Terminal Island post office might be consolidated into the San Pedro station

in 1933 prompted a successful petition drive among the Terminal Islanders to keep the two separate.

There was not much competition between businesses offering the same products and services. Hama Company and Hashimoto Hardware—both chandlery shops that specialized in items for boats—were adjacent to each other and even connected by a doorway. This open access way made it easy for a fisherman to go next door to the other chandlery shop if he could not find the exact piece of equipment he was looking for.

The grocers often dispensed credit to the families, invaluable when the fishing catch was poor, as it was at certain times. "Terminal Island was like one large friendly family," stated Fumi Marumoto in an oral history interview with Los Angeles's Japanese American National Museum. "The giving and receiving was not on the basis of 'you gave me something, I've got to return a like item.' When we got vegetables from farmer friends, it was distributed to all our neighbors. And likewise, if a neighbor came into some goodies, this was also shared by all."

The iceman and the milkman made their regular rounds. For a short period of time, the milkman was Fred Wada, who later would become a noted community philanthropist instrumental in securing Tokyo as the site of the 1964 Olympics.

Perhaps it was this sense of community, rather than the physical environs, that brought a "sweetness" of home to its residents. Ill mothers received help from neighboring women who assumed cooking duties and childcare. A father, hearing of another fisherman's debilitating stroke, made the rounds through the neighborhood to collect funds to aid the family.

Among the boys, there was a friendly rivalry between



The second generation of Tuna Street proprietors. Circa 1939. Yoshio Takeuchi, far left, and his twin brother, Takao, were part of the family who owned Takeuchi Pool Hall. Misuko Nakamura, second from left, was the daughter of the owners of a popular noodle house. The father of Yosh Hashimoto, second from right, was a fisherman with his own boat.





different sections of this concentrated area. According to an interview with George Mio, the Tuna Street boys hung out at Hashimoto Company. The Cannery Street boys were led by Soup Nakanishi. Each tiny district challenged one another to games of football and baseball, culminating in the island's own mini-Olympics.

Fish Harbor had no hospital. Those seeking serious treatment had to travel either by ferry or car to the "mainland," which usually meant Seaside Hospital in Long Beach. However, there were doctors with medical offices in Fish Harbor, including Dr. Shigeichi Okami, Dr. Morton Kimura, and Dr. Fred Fujikawa, whose family lived on the island. Fred's father worked for a cannery, so after completing an internship at Los Angeles County General Hospital, the twenty-six-year-old Nisei opened his own practice on Tuna Street in 1936. Announcing his presence with a banquet at a

**Sakishimaya Company at 232 Terminal Way. Circa 1935. Operated by Soei Yamamoto, this establishment was among a number of grocery stores on Fish Harbor.**

**Below: Members of the Terminal Island community, using their San Pedro contacts, operated a fish cooperative in Manzanar War Relocation Center during the World War II incarceration.**







The office of Nisei physician, Dr. Y. Fred Fujikawa, was above Ryono Café, 701 Tuna Street, operated by D. Ryono.

Opposite: Hiroshi "Chuck" Furutani, who was turning twelve, had a special birthday cake, the S.S. *Hiroshi*. June 1938.

China-*meshi*, or Chinese chop suey house, Fred began seeing ten to thirty drop-in patients a day. Circumcisions, tonsillectomies, and drainage of abscesses were all conducted in the office, while more complicated procedures were done at Seaside Hospital in Long Beach. In the beginning, most of his patients were Japanese, but as time went on, half his patients were non-Japanese living in Wilmington, Long Beach, and San Pedro. He made house calls as far as Orange County.

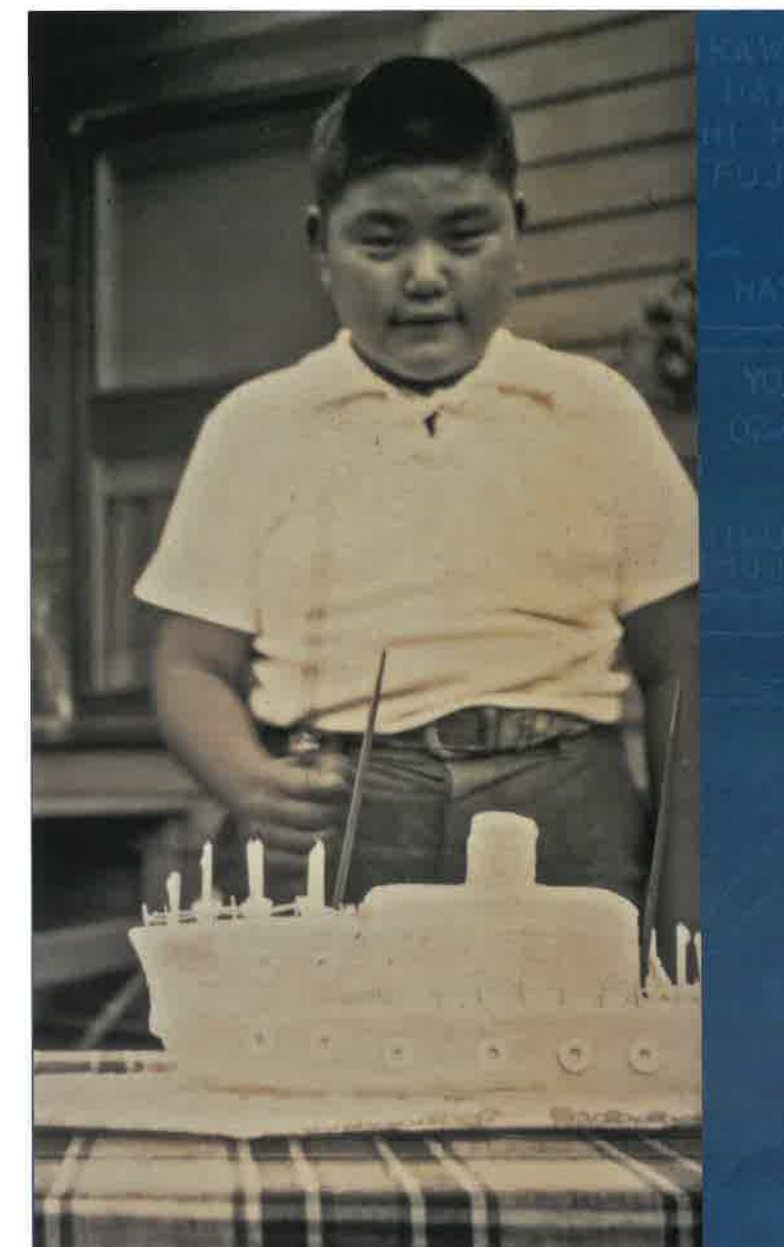
Fujikawa usually charged his patients at the end of the year. But if a family was experiencing a hardship, the doctor told them not to worry about payment. With the sense of obligation and honor so typical in the community, however, patients insisted on paying, even if, as it was in the case of one family, they paid just a dollar to show their good faith.

The doctor also handled home births, but there were also midwives, both in Fish Harbor and San Pedro. Min Tonai, for example, was delivered by a midwife in San Pedro in her home. The more local option in the 1930s was Hayashi Midwife, located at 234 Terminal Way.

The island had two drugstores and two Nisei USC-educated pharmacists, Frank Takeuchi, who was raised on Terminal Island, and Misako Ishii Shigekawa, who came to the island with her husband.

There were a number of dentists. One of them, Dr. Tooroku Fujii, was also an instructor of kendo, the Japanese martial art of fencing. He reportedly roused his young charges out of their beds at four o'clock in the morning in the midwinter, telling them to shout at the top of their lungs to fully awaken themselves. One of the young kendoists, Roy Yamamoto, recalled going to an out-of-town bout and then returning home. "The instant we came on the island, the smell from the

canneries was awful." Fish fertilizer was apparently being produced from tuna scraps. "Living there, we were used to it and didn't notice," he stated in an oral history. But after going away for a few days, their sense of smell had to go through a "readjustment."





## Raising the Nisei Children: A Bifurcated Life

For the children of Fish Harbor, public school was perhaps the single most important institution that contributed toward their acculturation into their predominantly American world. There were only two grammar schools and no secondary school on the island. Terminal Island School, in the more established neighborhood of Terminal, was the older of the two and more integrated. East San Pedro Grammar School (later renamed, posthumously, after principal Mildred Obarr Walizer) was at least 95 percent Nisei, and was housed in multiple bungalows on Tuna Street and Terminal Way, on the same block as Fishermen's Hall and Seisho Gakko. This block had the oldest community structures on Fish Harbor.

In the fall of 1917, after Fish Harbor first opened, the Los Angeles County Board of Education held classes for its children in a private dwelling. The board of education, seeing the harbor's growing population, asked that one acre of land in Fish Harbor be reserved for classroom bungalows. The Harbor Commission,

I've grown up quite a bit; all of this is due to my father and mother. That is why I want to study very hard and become a person of substance. Some days I want to become an inventor; other days I think about going to Japan to study and become a great businessman. My parents, wanting me to make something of myself, have sent me to school, so I, in turn, want to somehow make my parents proud. That is what I am determined to do.

—IWAO HARA, in his essay,  
"Our Determination,"  
originally written in Japanese

through correspondence, didn't seem enthused about creating a permanent school building "because of the transient nature of the population," but by law could not deny the educational needs of the children of Fish Harbor. On November 7, 1917, East San Pedro School was officially established by the Board of Education.

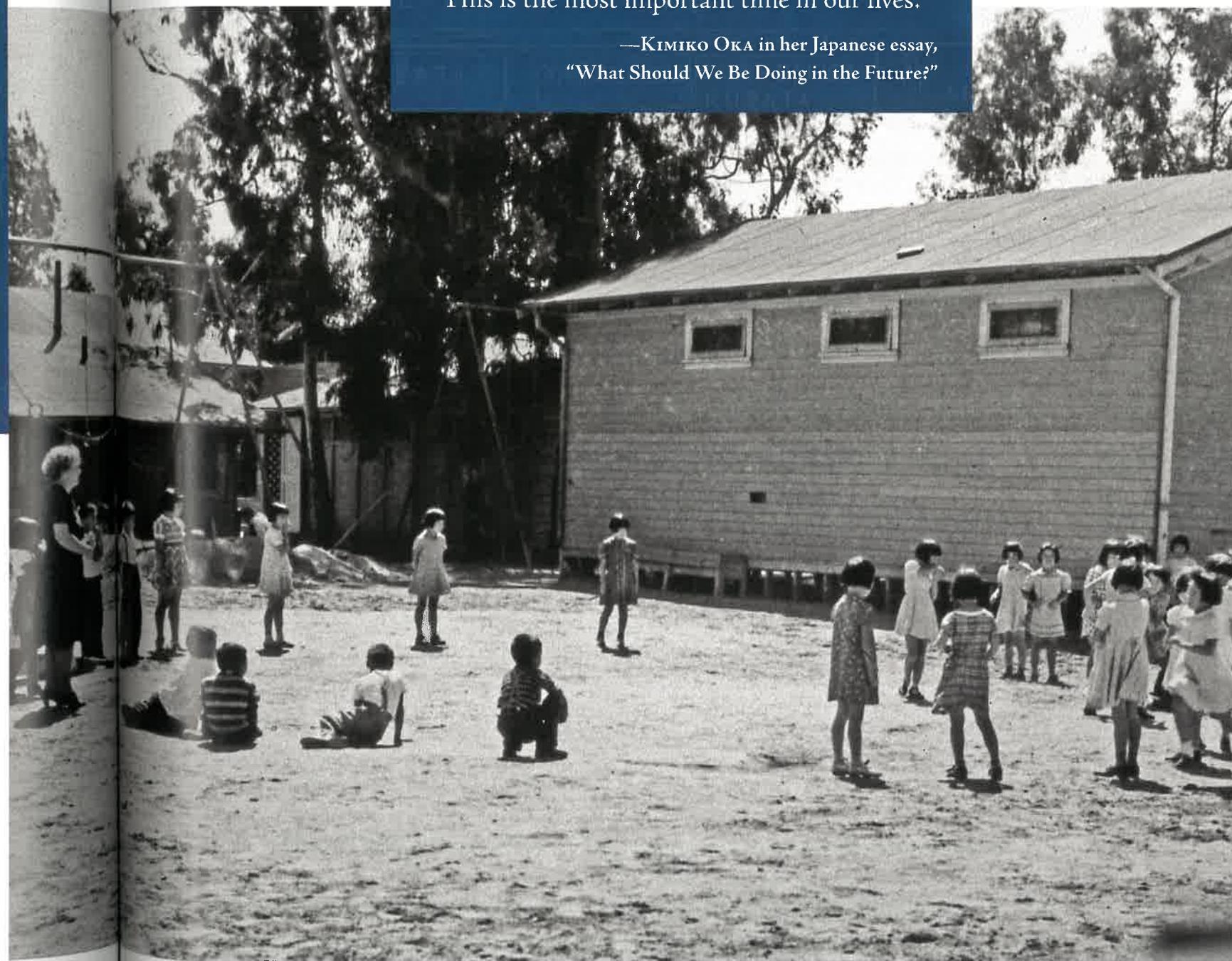
The devotion and commitment of the teachers, mostly women and all non-Japanese, left a lasting impact on their students and families. While the educators attempted to enforce English and widen their students' world beyond the island, they also

This class picture from the 1920s includes three Nisei who were interviewed for this book: Chizuru Nakaji Boyea, seated, far left; Kisaye Nakasaki Sato, seated, third from right; and Yukio Tatsumi, former president of the Terminal Islanders, standing, third from right.

Right: From its original single bungalow, the grammar school expanded to seven structures and this playground.

This is the most important time in our lives.

—KIMIKO OKA in her Japanese essay,  
"What Should We Be Doing in the Future?"







The Fish Harbor school was part of the Los Angeles City School District. Circa 1925.

*Opposite top:* Mildred Obarr Walizer, dressed in a kimono on Terminal Island, stands with Tsuruko Yokozeki, one of the leaders of the *Fujin-kai*. 1926.

*Opposite bottom:* The heritage of all children in Fish Harbor was recognized and celebrated, including this special Russian Day event.



embraced the Japanese culture, promoting celebrations like Girls' and Boys' Days. On Terminal Island, these traditional holidays were quaintly reconceived. Girls' Day on March 3, for example, included American dolls among kimono-clad Japanese dolls on display. On Boys' Day on May 5, carp banners hung above homes as was traditional in Japan, but the holiday was expanded to include children dressed up as circus animals and clowns. Like language and religion, tradition could be transformed to reflect the bicultural reality of the islanders.

Also, not all the residents of Fish Harbor were of Japanese ancestry. A notable exception was a "White Russian" family, the Kaseroffs, who lived in the Hokkaido neighborhood on Pilchard Street. The father, Moises, fished on a jig boat, and the children—James, Ann, and Tonya—not only attended school with the Nisei, but also the Baptist church. (There were also two older sons, Russia-born Joseph and California-born Jack, who both lived with the family and fished on Terminal Island.) During the Girls' Day celebrations, the Issei women lent their kimonos to the Kaseroff girls, even going so far as to dress them. The Russian children were known for speaking Japanese, at least the Terminal lingo of their peers. A Latino resident of Terminal, Arthur Terraza, the son of Marina and Blasé Terraza, also apparently picked up the Japanese language at school.

Whether it be the Kaseroffs, the Latinos, or the many Japanese children, the beloved educator Mildred Walizer cared for all. Childless herself, she was like a second mother, accompanying children to get their tonsils removed and buying shoes for barefoot students at warehouse sales. "I doubt if she ever saved any money, because every cent that she earned as a teacher, she always spent it on the kids," said Toshiye Kobata in an oral



## Religion on the Island

Like the language of the Terminal Islanders, religion was adopted in a unique way: in the case of faith, not necessarily by tradition or even belief, but more relationally or superstitiously—reflecting the perils of life on the sea. The biggest example of the latter was the Daijin-Gu, the landmark of the Japanese on the island. Marked by a *torii* gate constructed out of wood, the shrine was located in front of the judo hall. Shinto, a belief system unique to Japan, is tied to a creation story of the archipelago. In terms of continental North America, there were very few *jinja* (“shrines”) that enshrined the *kami* (“sacred spirit”); in fact, Daijin-Gu, may have been the first and only in California before and even after World War II. (Konkōkyō churches, which came out of the Shinto tradition, were in existence at that time in the United States, but they remained doctrinally independent and did not typically practice the enshrinement of *kami*.)

The shrine was built in the early 1930s and its usage was not commonly understood, especially by the Nisei children. Some remembered *Obon* dancing, a Buddhist tradition, being held outside the *torii*, but it quite conceivably could have been one of the seasonal Shinto celebrations. One Nisei recollection included a wedding ceremony having taken place there.

The main priest was Shinkichi Miyoshi, an Issei who remained an enigma to many young people. According to *Life Behind Barbed Wire: The World War II Internment Memoirs of a Hawai'i Issei* by Keiho Soga, Miyoshi had lived in Hawaii before moving to San Diego and then to Terminal Island. In Hawaii he was involved in the theater business, and on Terminal Island, as a divorced father of a young daughter, he worked at a

restaurant. The history book *San Pedro Doho Hatten-roku* reported that it had been Miyoshi's idea to establish a Shinto shrine in 1930. He apparently elicited the help and support of various business leaders and fishermen, including Masaru Ben Akahori, who diligently made sure that the legal papers of the shrine were in order.

The lease permit to establish the shrine, then called the North American Shinto Temple, East San Pedro Branch, at 226 Terminal Way, was submitted to the Harbor Commission and accepted in March 1931. A celebration followed, and then in September, Miyoshi went to Daijin-Gu shrine in Honolulu, Hawaii, for religious study. After two months, Miyoshi came back to Terminal Island a Shinto priest. On December 6, 1931, a public ceremony was held to mark the building of the shrine's foundation. In summer of 1933, with the name change to San Pedro Daijin-Gu, the shrine was formally registered as a nonprofit organization in California, with Miyoshi given the power of attorney.

Beside the *torii* gate were two fox statues, often seen at shrines celebrating the *Inari Okami*, the sacred spirit of industry and worldly prosperity. Other than those powerful symbols, the Terminal Island shrine was a simple one-room structure with a traditional Japanese sloped roof. A photograph of the interior revealed a decidedly American representation on the altar: portraits of George Washington and Abraham Lincoln. The Singaporean newspaper, the *Straits Times*, featured a brief article in its June 8, 1935, issue, “Shinto Sainthoods: Names of Two American Presidents Added.” The article reported that a Shinto branch in Los Angeles had enshrined pictures of Washington and Lincoln on May 10 and that their respective birthdays had been added to the Shinto calendar as days of worship. The specific



Officially renamed San Pedro Daijin-Gu in 1933, the Shinto shrine on Terminal Island may have been the only one of its kind in the continental United States.

Shinto shrine was not identified, but it is quite possible that the report originally came from Terminal Island.

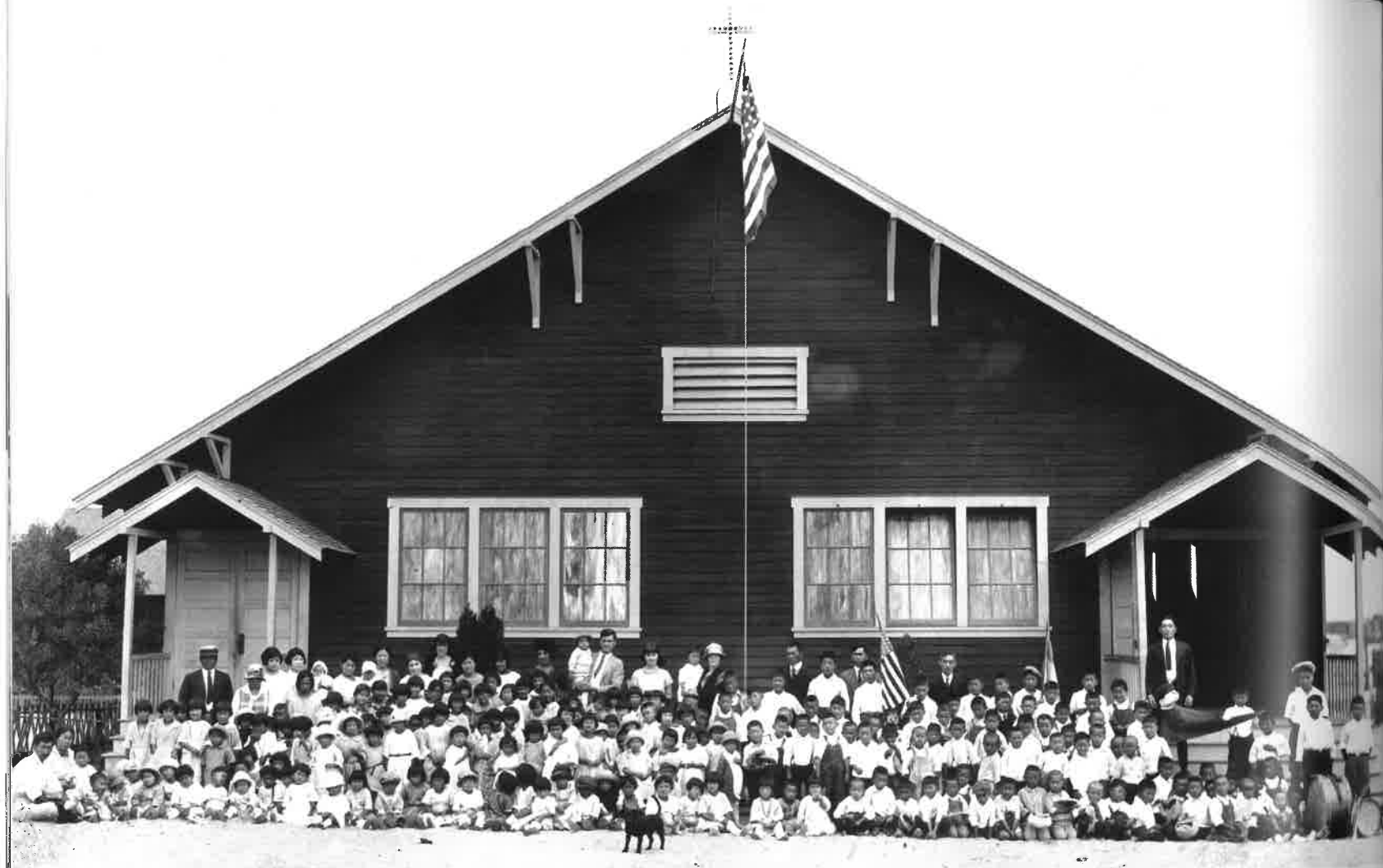
Nisei children remembered Miyoshi chanting by himself in a loud voice. As no regular services took place at Daijin-Gu, those with limited interaction with the religion wondered how the priest could sustain a full-time living by being tied to the shrine.

However, an interview with Lynn Yoshiko Hori, the daughter of Shizuoka-born Isaburo Hori, revealed that Miyoshi regularly visited the houses of certain fishermen to offer a blessing over an altar, or *kamidana*, that is often placed on a shelf high on a wall. Miyoshi

usually made his house visits just before the head of the household was getting ready to depart on a sea journey. The minister no doubt received some kind of *orei* (monetary thanks) for his efforts. In a community in which lives were commonly lost at sea, this spiritual covering of safety gave the families great comfort. “Fishermen are superstitious,” said Hori, a comment echoed by many interviewees. Isaburo Hori had apparently donated an anchor to be placed in front of the shrine, thereby deepening the connection between the Shinto belief and fishing.

Despite this very visual Shinto symbol on the island





The Baptist Mission at 249 Terminal Way operated the island's first Japanese-language school, which most of the Nisei children attended before the establishment of the Buddhist temple's school in the early 1930s.

from the 1930s, the Baptists had the longest and deepest day-to-day relationship with the Japanese residents. In 1918, it became the first religious institution in Fish Harbor and home of the island's first and oldest Japanese language school. The Baptist presence was surprisingly aided by none other than then-mayor of Los Angeles Frederick T. Woodman.

Before being elected in September of 1917 to his post replacing Charles E. Sebastian, who had resigned

for health reasons, Woodman had served as president of the board of the Harbor Commission for five years. Referred to as the "most modest mayor in America" according to *Sunset Magazine* in 1918, Woodman was known for his unpretentious nature. Mayor Woodman forwarded a letter written to him by the Reverend J.F. Watson, corresponding secretary of the Southern California Baptist Convention, to the Harbor Commission in 1917. Watson explained that "The Missionary Work

among the Japanese People on Terminal Island has been assigned to the Baptists and we have two missionaries appointed and several volunteer workers devoting their energies to these men and their families."

Indeed, in *Baptists in America*, author Bill J. Leonard writes that the mission "was instituted in 1916 when women from the First Baptist Church of San Pedro went to Terminal Island, California, to instruct women in English and crochet." Now the Baptist Mission wanted to intensify its efforts and erect a building dedicated to "educational, industrial, and social service work" for the Japanese on the island. "It is our plan to do for these people more than the ordinary religions or missionary work," Watson's letter stated.

By 1918, it was decided. A 100-by-120-foot lot would be leased to the Southern California Baptist Convention for a nominal dollar a month at 249 Terminal Way. The most significant program the mission launched was Seisho Gakko, a Japanese-language school, which was held three times a week immediately after regular public school and then a fourth time on Saturday (a half day). As Seisho means The Bible, Christianity played a significant role in the language instruction. Students sang Japanese hymns, prayed, and listened to a short sermon by the ministers (first Minosuke Ito, followed by Kiyoshi Shiraishi and Eric Kichitaro Yamamoto) before being dismissed to their classes.

As the Seisho Gakko was the first initiation of the Nisei to Christianity, young people were also the main recruits to Sunday services at the Baptist church. Students from Biola (Bible Institute of Los Angeles) came to teach Sunday school, while Reverend Ito and his wife taught American customs to the Japanese wives. A few Issei families chose to convert. By 1931, a total of 256

students attended the Seisho Gakko, which ranged from first grade to junior high school, with six instructors, including the principal.

During the 1930s, a new charismatic figure came to the Baptist Mission, which was becoming a full-fledged church. Her name was Virginia Swanson, a young Midwestern woman who had been deeply influenced by a Japanese medical doctor who served as the Sunday school superintendent of her Baptist church in Minneapolis. While doing a high school paper on the plight of immigrants in the United States, Swanson discovered information about anti-Japanese legislation, which fanned her passion to help the Japanese. Later committing to be a Baptist missionary, she accepted an assignment with the Japanese community in Sacramento before coming to the island. "I knew that they were the people with whom I wanted to share part of my life," she stated in an oral history about the Japanese in the United States.

One of her young charges was Charlie Hamasaki, who found the story of Jesus Christ "fascinating." "I volunteered," he stated, "'cause I feel sorry for Miss Swanson." Most of the other boys refused baptism, saying "I don't want to take a bath."

Despite the early established presence of the Baptist church, Buddhists still practiced their religion on the island, even without a temple. Soto Zen family services were being held at least bimonthly at the home of *The Southern Coast Herald* publisher, Jushe Hiraga, while another household hosted Shingon services. (The other religion actively practiced on the island was Tenrikyo, a monotheistic religion separate from Buddhism; three households had residential shrines.)

Buddhism finally formally came to Terminal Island

friendships with his Japanese American buddies.

Aside from the public library, Terminal did not have the businesses and attractions that Fish Harbor had. As a result, many Fish Harbor residents, all of whom had ties to canneries, did not set foot in Terminal, while Terminal residents lived more open, multicultural lives.

One such family was the Furutani, who lived on Ocean Avenue alongside Norwegians, Mexicans, and other Japanese Americans. Both born in Hawaii, Kantaro and Kikue Furutani spoke English well, which was unusual among people in their age group. Unlike the other women, Kikue did not work in a cannery; instead she was the Japanese-language teacher at Seisho School as well as an employee at the immigration station.

Their only son, Hiroshi "Chuck" Furutani, attended Terminal School, and his multiethnic friends exemplified the differences of the two communities on the island. Some Nisei boys in Fish Harbor resented Chuck because his mother, as a Japanese school teacher, was an authority figure. When challenged to fistfights by Japanese American boys, Chuck came with his "gang" composed of white neighborhood boys.

Kantaro Furutani did some seasonal cannery work, but he was primarily known for his work casting propellers for fishing boats at a service station, which also served as a garage and foundry. Across the way were "sporting houses," house of prostitution. He was also aware of the marijuana trade among the bohemian community, which apparently still had a presence on the island in the 1930s.

Once the Nisei from Fish Harbor began attending junior high and high school in San Pedro and Wilmington, their exposure to students of other ethnicities increased dramatically. Again, according to the statistical

analysis by Yuko Konno, Japanese only comprised a little more than 8 percent of the graduates of Dana Junior High School from 1930 to 1939. The percentage for San Pedro High School from 1920 to 1941 was about the same, with spikes of 20 percent in certain classes in 1940 and 1941. (This may be due to the worsening relationship between the United States and Japan; Issei parents may have curtailed their Nisei children's education in Japan.)

Boys, especially those who were on sports teams, had more opportunities to socialize with those of another race. Toshiro Izumi was too small to play organized sports, yet went to football games with his Filipino friend, Ben Amores, who apparently lived in Terminal.

Before World War II, four hundred Filipino Americans lived in the Los Angeles Harbor district that included San Pedro and Wilmington, according to *Filipinos in Carson and the South Bay* by Florante Peter and Roselyn Estepa Ibanez. One of the centers of the pre-World War II Filipino community was Beacon and Sixth Streets in San Pedro, where hotels, cafés, and barbershops catered to this population. A much smaller group lived in Terminal, but many prominent community leaders, including those of the Filipino Community of the Los Angeles Harbor area, were employed by the Terminal Island canneries.

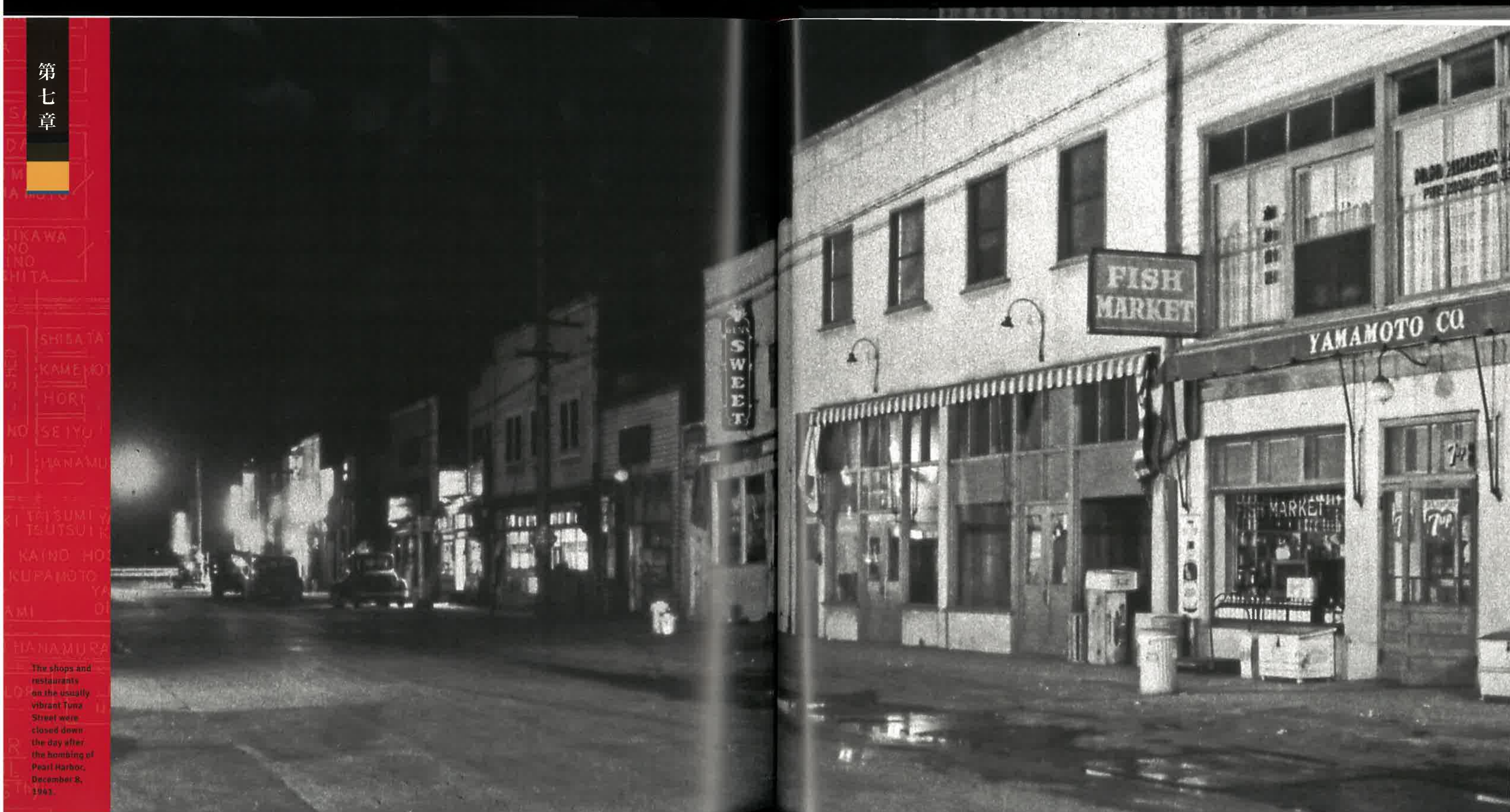
As of 1940, Filipinos living in Terminal were predominantly bachelors in shared lodging. There were some instances of mixed marriages, including a Filipino man with an Issei woman. According to Bob San Jose, one of the postwar leaders of the Filipino Community Center in Wilmington, there was even one Filipino leader who followed his Japanese American wife into a war-time detention center.



Individuals from different walks of life met along the main thoroughfare of Tuna Street. June 2, 1938.



第七章



The shops and restaurants on the usually vibrant Tuna Street were closed down the day after the bombing of Pearl Harbor, December 8, 1941.



not accept any fish that day because Japan had bombed Pearl Harbor. Okimoto was able to unload his catch with some San Pedro-based fresh fish markets. That was the last time this boat would leave Fish Harbor.

Takeo Shintani was working as a radio operator on a fishing vessel when his captain asked him to contact other boats at sea. Getting on the transmitter, he was immediately ordered by the Coast Guard to get off the radio. He was in violation of the military order of radio silence. Perplexed, Shintani turned to a regular radio broadcast station and listened to the report. He wondered, where was this Pearl Harbor that they were talking about?

They immediately set out to return to Terminal Island, but before they entered the harbor, the Coast Guard ordered them to stop and interrogated them: *Who had been the one who had violated the radio silence order?* Shintani stepped forward, showing them his operator's license and seaman's card that proved that he was an American citizen.

The vessel finally was allowed to dock. But the ordeal was not over. Half of the crew were Issei. Without even having an opportunity to see their families, they were taken in by government agents. Shintani, a Nisei, was not detained.

The nightmare continued. Families quickly dug holes in the sand between their houses and buried anything that could be deemed suspicious. In Kanshi Yamashita's home, there were his childhood rifles, his U.S. and Japanese naval magazines, and his pictures of warships.

Tomitaro Marumoto had stopped to help a friend with his boat on December 7 and wasn't able to enter Fish Harbor until two or three o'clock in the afternoon, after the noon order. He was immediately taken to the federal prison on Terminal Island.

Toshiro Izumi, who had to be escorted to the San Pedro ferry landing by a couple of agents so he could return from a football game in Hollywood, came home to discover his father surrounded by four or five government men. Wearing a coat over his suit, his father told him, "I think this is going to be a long war, so take care, and keep healthy." And then he was gone.

FBI agents barged into Japanese American homes throughout Terminal Island from early evening to the middle of the night. Raids were also taking place throughout Los Angeles County, Imperial Valley, and Orange County. Men and women were taken into custody by police and sheriff deputies, and in many cases, were temporarily held in the penitentiary on Terminal Island.

Jenmatsu Mio, the elderly restaurateur, gathered his four children and told them he would probably be picked up because of his work in the community. His hunch was correct; the family was visited by authorities, and he was taken into custody, no matter how much his teenage son George begged for the authorities to take him instead.

Nearby, in the northern neighborhood of Hokkaido, nineteen-year-old Roy Hideo Yamamoto responded to a knock on the door at midnight, only to have a flashlight shone in his face by two G-men. They were looking for the Issei fishermen that lived in the Yamamoto family's expansive, custom-made home. They were taken into cars. Yamamoto never saw the fishermen again.

Some individuals flocked to the Baptist church for comfort. "That week was a dark one," wrote Swanson. "The phone was dead, food was hard to get, lights were blacked out in the evening, and it rained torrents. Wednesday evening we had our prayer meeting in the dark."

## Planned Roundup

The individuals who were taken on December 7 and a few days afterward were all Japan-born leaders of an activity or an organization that was considered "very Japanese." That meant the Japanese Association, with its direct ties to Japan, the Japanese-language school, the Buddhist temple, or martial arts groups. Reverend Bun'en Ikeda, founder of the Sokei school, was arrested, while the Issei Christian minister Reverend Jitsuo Morikawa and the Hawaii-born Japanese-school teacher Kikue Furutani remained free, at least for that moment. Shinkichi Miyoshi, the head of the Shinto shrine, was not immediately taken into custody, one of many examples of the arbitrary nature of the roundups.

As the telegram from the Dies Committee investigators indicated, the Issei were being watched, even months before the bombing of Pearl Harbor and America's official entry into World War II. For instance, as early as October 1941, Gongoro Tonai, a produce man in San Pedro, found himself being questioned by authorities regarding twenty-five dollars that he had given to the Japanese Navy. That donation had been given to quiet a prominent community member's wife who had been on a fundraising team. And for that, Tonai found himself under arrest on December 7.

A December 8 article in the *Los Angeles Times*, "Japanese Aliens' Roundup Starts: F.B.I. Hunting Down 300 Subversives and Plans to Hold 3000 Today," confirmed that plans to detain Japanese Americans had

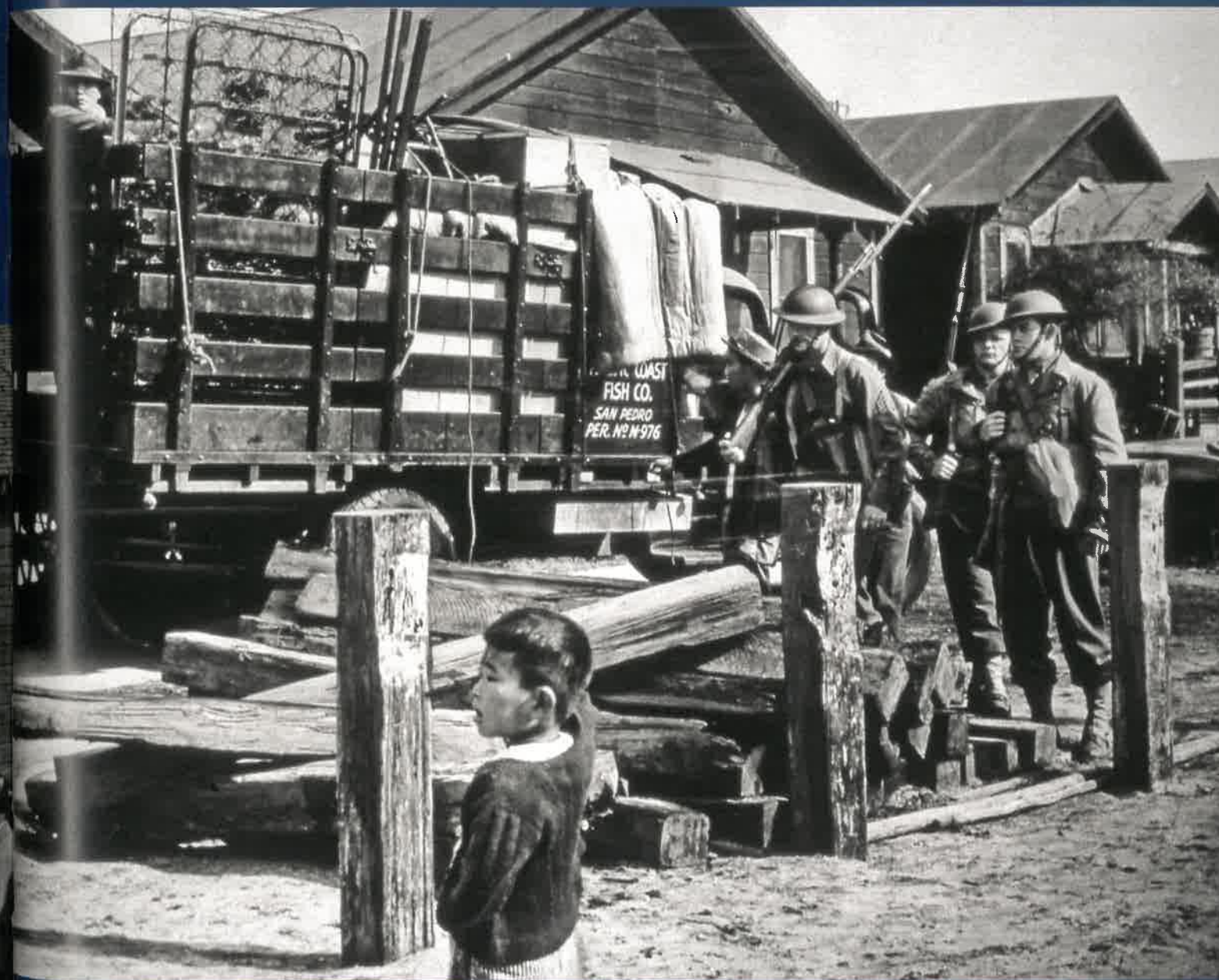
Individuals rushed to get their children's birth certificates from safety deposit boxes and funds from accounts at California Bank.





Motoyoshi Murakami optimistically revealed the vegetables he would take with him during his exile from Terminal Island. He would never return to his home.

*Below:* The press was in full force to cover the last days of the Fish Harbor community, February 1942.



A truck from Seichi Nakahara's Pacific Coast Fish Company in San Pedro was used to help displaced residents of Fish Harbor.



making five duffel bags for herself and four children. Her son, Mas, put their names on each one.

Of course, not all could handle this life-changing stress. There was much crying and weeping. A mother of seven children—the oldest fourteen—was left to fend for the family. She was inconsolable. Young men came to her aid, packing and boxing everything that the family would need.

Fred Fujikawa, a doctor whose hospital privileges were stripped away, worked day and night to dismantle his medical equipment from his second-floor office and pack it in boxes. His wife and parents worked on their residences. Luckily, the doctor was able to make arrangements to put their property in the Bekins storage warehouse. Still, they could not take everything. His Issei mother, seeing the “unscrupulous” strangers badgering housewives, decided instead to make a bonfire. “With tears streaming down her face, [she] burned articles that I had made in woodshop, such as a footstool, a small side table, as well as her kitchen table and chairs,” reported the doctor. Others did the same, breaking dishes and choosing to destroy precious items rather than let strangers profit from their misfortune.

The Mios had the tremendous task of getting rid of items from their two popular restaurants as well as their home. They had recently remodeled and re-equipped the store for a sizable amount of money. Now buyers were offering less than a third of its worth for everything. No, Orié Mio said. She could not sell for that price.

“It was the most stressful, traumatic period of my whole life, being left with four children and no husband to help disburse restaurant supplies within that ridiculous time frame,” stated Orié Mio. “Businessmen from all over came swarming around like vultures to take

advantage of the dirt-cheap goods we were forced to sell.”

Inventory—nonperishable food and equipment for two stores—was stacked ceiling high. So many articles had accumulated after living in the same unit above their store for seventeen years. Now they had forty-eight hours to pack, store, and move those items.

The Mios began breaking up perfectly good furniture to make wooden boxes. They picked up discarded boxes, only to later be chased down by someone who demanded payment for them. Strangers streamed into the store to buy supplies and equipment at cut-rate prices. They chased the “vultures” out of the front door, only to discover valuable items—an electric wall clock, a milkshake motor—stolen. Items from the back, plants nurtured and tended over the years, and even the water hose, were gone.

The entire family worked without stopping, only sleeping for a couple hours. During this time they were visited by someone from the state equalization board who wanted to calculate tax from any sales.

Before leaving, Fusaye Mio took one last glance at the disheveled rooms, her home for practically her entire life. She wanted to cry, but could not.

Five hundred Japanese Americans and one hundred white families had waited until the final day to leave. In the darkness, Fusaye traveled with her family toward Wilmington. “This was our last ride on the beloved soil of Terminal Island, once a hustling, bustling harbor; now a ghost town,” she remembered. “The only souls around were the soldiers and the prowlers who were going through the empty homes. Downhearted, we crossed the bridge just in the nick of time, at twelve o’clock midnight.”

The Takeuchi and Yoshizumi families stayed at

a hotel in Los Angeles. From there, they joined about six other families, including the Yamamotos, in a now-defunct Japanese school in Whittier, an area referred to as Blue Hills because of its blue lupine. The females slept in the main hall, while the males took residence on stage. A Japanese American flower grower who lived up the hill offered his shed space for additional storage. He also gave them use of his bathhouse.

A day after their move, the Yamamotos realized they had forgotten all about their cat, a golden-haired female with six toes on each paw. She was nursing her recent litter—coveted baby kittens. Roy Yamamoto and his siblings received a special pass back on the island to find her. “The island was deserted, like a ghost town. We couldn’t find our cat. Even our cat knew that she no longer had a home.”



By April of 1942, cannery housing was uninhabited.



## Afterword

by George Takei

In 1941, when I was a little boy, the Japanese military attacked Pearl Harbor. It was a surprise attack, and thousands of U.S. service members and civilians perished. As a nation, we were stunned. And we vowed to strike back. Revenge was on everyone's mind. However, a large number of immigrants from Japan were fishermen who had settled in the fishing villages of Terminal Island and Bainbridge Island across from Seattle, contributing their skills and expertise to the local economic vitality.

In its zeal to exact revenge, the U.S. government overreacted, out of fear and bigotry. They targeted everyone who happened to look like the people who had carried out the attack. Japanese Americans on Terminal Island and Bainbridge Island were the first to be removed from their homes. By February 1942, most of the fishermen from Fish Harbor were arrested and sent to Japanese American internment camps set up by the Department of Justice. The Bainbridge Islanders were the earliest to be rounded up and sent to Manzanar, the dusty, landlocked, barbed-wire prison camp in the Owens Valley of California.

Those of us who had done nothing wrong were forced to suffer the consequences for the decisions of others far away and disconnected from us. We were interned for years, in these open-air prisons, while young Japanese American men and women went off from behind barbed wire fences to fight Japan, Germany, and Italy.

It's so important that we carry the lessons of the past through to today. Merely because one group commits atrocities and acts with depravity does not mean vast hundreds of thousands or even millions of others should be lumped together with them and made to suffer. We must never paint with the brush of retaliation, or the toll of human suffering will again rise immeasurably.

The story of Terminal Island, a lost community of Los Angeles, should never be forgotten.

## Acknowledgments

I am grateful to the Los Angeles Board of Harbor Commissioners, who supported the research and publication of this work. Commissioner Dave Arian and former Commissioner Doug Krause were the first to suggest writing a book documenting the story of the Japanese village on Terminal Island after we spent several hours at the Fisherman's Village memorial on the island with former resident Minoru "Min" Tonai. The current board, under the leadership of Ambassador Vilma Martinez, carried the project through to completion.

Publishers Paddy Calistro and Scott McAuley of Angel City Press brought with them the exceptional talents of graphic designer Amy Inouye and photographic researcher Eric Lynxwiler. I will be always grateful to Paddy and Scott for the introduction to my coauthor Naomi Hirahara; it has been my honor to work with her.

I also am indebted to William Deverell for his thought-provoking and gracious Foreword to *Terminal Island*. I admire his work and am gratified by his response to this book. As he always does, Bill provides great perspective to an important aspect of Southern California history.

Tara Fansler, archive director for the Port of Los Angeles, supervised the book project, provided guidance, critique, and photographs. Nick Beyelia and Andrea Serna searched for records online and in the archives, and Andrea even braved the freezing basement of the County of Los Angeles Hall of Records to search for deeds and visited the National Archives in Riverside. Neca Alves and the Port of Los Angeles Construction Division worked with Port Archives to scan historical photographs. Cynthia Ruiz, Theresa Adams-Lopez, Arley Baker, and Michael Hale oversaw the project for the External Relations Bureau. Bob Henry, formerly of the Port of Los Angeles, was a kindred spirit in support of this project and collected information on the squatters, which he

generously passed onto me. I thank all of these people.

I also want to thank Todd Gaydowski and Michael Holland of the Los Angeles City Archives for providing a listing of Los Angeles City Council actions related to Terminal Island. San Pedro resident Randall Taylor, a descendant of ferryman Michael Duffy, provided pictures of Mr. Duffy and information about his daughter Elsie. Liza Posas, archivist and head librarian at the Braun Research Library, offered invaluable help by introducing me to the Braun Collection at the Autry National Center and sharing its materials. Gail Wasil of the Port of Long Beach helped to obtain leases from the Long Beach City Clerk's office for the period when Long Beach controlled all of Terminal Island. Joy Crose of the Los Angeles City Attorney's office provided cases associated with the annexation of Terminal Island by the City of Long Beach. James H. McLean, curator emeritus of mollusks at the Los Angeles County Museum of Natural History, supplied the photo of the shell named for M. Burton Williamson. Edward Squires, great-grandson of Borden employee Edward Hodgson, provided photographs of the Borden house. My new friend, Stephen Dudley, a descendant of the Bixby family of

From left, Akimatsu Nakamura, Jitsuji Hori, and Murao Kobata standing in front of A. Nakamura Company. Circa 1925. Nakamura founded the grocery store after working in retail stores in Los Angeles.



Long Beach, who has a keen interest in the history of this area, taught me about the art that emerged from the region and discovered numerous paintings of Terminal Island and the harbor which were created during the period covered by this book. He graciously allowed us to publish a photograph of his painting by Albert H. Slade. How wonderful it would be to discover where all the artwork is today.

The 1901 *Annual Publication of the Historical Society of Southern California* was a gift to me from former port employee Jan Green-Rebstock. It included an article by M. Burton Williamson about the Marine Biological Station at Terminal Island, which was the first inkling I had that such a laboratory existed. Peter Brueggeman, the archivist for the Scripps Institution of Oceanography, got as excited as I did upon learning about the Marine Biological Laboratory on Terminal Island, and delved into records at Scripps to uncover photographs and information about the laboratory. I am especially indebted to Anne Hansford, archivist for the San Pedro Historical Society, whose listening skills picked up my mention of Miss Sarah P. Monks, which reminded her of a photo album given to the society about Miss Monks. I feel as though the nineteenth-century women scientists Miss Sarah P. Monks and M. Burton Williamson were waiting for me to find them. They deserve more than the short space given to

Although severely altered, the structure still remains at the original location at 712 Tuna Street. The store was in the building with two blue doors.



them in these pages.

Finally, I thank my dear friend and officemate at the Port of Los Angeles in the 1970s, Lillian Kawasaki. Lillian told me about her family who lived in the Japanese village on Terminal Island and were removed to Manzanar, a story I had a hard time believing could have ever happened in America. Lillian passed away while Naomi and I were completing *Terminal Island*. All of my efforts on this book are dedicated to her memory and to the Terminal Islanders, who once lived in the Japanese village and who continue to ensure that this story will never be lost.

—GERALDINE KNATZ

June 2014

Conversations with and material from Kanshi Stanley Yamashita's widow Dorothy and sister-in-law Yuki Yamashita, helped to gird this history of Terminal Island in its infancy.

Another invaluable source was Marie Masumoto, who has been doing extensive research on Terminal Island and its immigration center. Marie also provided an important contact at Los Angeles Harbor College, the institution's librarian Traci Liley, who opened an archive into another world for us.

Kazu Shimasaki, the great-grandson of Kihei Nasu, shed important light on this historic figure whose role in fighting for the fishermen of Terminal Island has been hidden for decades.

Needless to say, Terminal Islanders were integral to the success of this project. Special thanks to President Minoru Tonai, Yukio Tatsumi, Kisaye (Nakasaki) Sato, Charlie Hamasaki, Lynn Yoshiko Hori, Chizuru Nakaji Boyea, and Kenji and Hideko (Nakamura) Yamamoto. Children of Terminal Islanders—Sue Shackelford, Mel Tatsumi, and Tim Yuji Yamamoto—provided digital images of key photographs from personal collections. Evelyn Kita and Marlene Yamada shared their valuable scrapbooks from the Mio and

Hashimoto families.

Takashi "Tash" Kushi offered invaluable help from the very start of the research, providing information about the links to Wakayama, as well as securing a better copy of the map created by Shoji Hiram and five other Terminal Islanders.

Appreciation also goes to Richard Chikami, Arnold Esparza, and Warren Furutani for sharing information and photographs. Cal Walters shared clippings related to the disappearance of the *Belle Isle*.

We are amazed by the beautiful Foreword written by scholar William Deverell and thank him for taking the time from his own academic work to review the text. Another Southern California history expert, Donald Hata, also generously reviewed an early outline of the manuscript and provided invaluable feedback. University of Southern California Professor Duncan Williams kindly reviewed the section on religion on the island.

The San Pedro Historical Society, led by archivist Anne Hansford, was helpful in gaining access to back issues of the *News-Pilot* as well as its amazing collection of photographs. Appreciation goes out to the group's volunteers, including Sonja Ulrich.

Richard Chikami, who is related to the Fukuzaki family, was extremely helpful because he was an active fisherman after World War II and worked alongside some former residents of Terminal Island. Richard is working in conjunction with Craig Heberer of the National Oceanic and Atmospheric Administration (NOAA) Fisheries to create a documentary on tuna fishing, in association with the Aquarium of the Pacific.

Special thanks to Mayumi Hirahara and Yuki Nagashima for their translation assistance.

Librarian Linda Fernandes of Rosemead Library's Asian Pacific Resource Center was able to facilitate microfilm access to past issues of the *Rafu Shimpo*, dating back to 1919.

Thomas Philo of the California State University, Dominguez Hills Archives and Special Collections Department gave full access to a master's thesis written by Richard R. Perkins. Yuko Konno kindly shared a chapter prepared for her doctoral dissertation before its publication. In addition to sending an exhibition catalogue, Hayato Sakurai, of Taiji Historical Archives, enabled the use of a photograph of teacher Mildred Obarr Walizer in Wakayama. Also giving guidance were the late Karin Higa, Tetsuden Kashima, and Minoru Kanda.

Specific photo assistance was provided by Debra Kaufman and Mary Morganti from the California Historical Society; Christina Rice, Los Angeles Public Library; Erica Varela, *Los Angeles Times*; Brandon Barton, UCLA Special Collections; Maggie Weatherbee, Lauren Zuchowski, and Tomi Yoshikawa, Japanese American National Museum; Kathleen Correia, California History Room of the California State Library; Liza Posas and Marilyn Van Winkle, Autry National Center's Braun Research Library; Beverly Patterson, U.S. Army Corps of Engineers; Randall Taylor; and Erin Chase, the Huntington Library, San Marino.

Last, and perhaps most essential, were the Port of Los Angeles, initiator of this project, and the members of our book team. Again, Tara Fansler for her consummate professionalism, and the staff of the Port of Los Angeles Archives, including Andrea Serna and Nick Beyelia, for unearthing material that has never been published before. Amy Inouye was the design magician who presented the many elements of this book in a beautiful, highly visual way. And to everyone at Angel City Press, especially Paddy Calistro and Scott McAuley, for continuing its mission of producing great books committed to the wonder and power of history.

—NAOMI HIRAHARA and ERIC LYNXWILER

June 2014



## Bibliography

## Chapters 1-3

David E. Bertão's book on *The Portuguese Shore Whalers of California, 1854-1904* was the source of the information on whaling operations on Deadman's Island. Richard Henry Dana in his *Two Years before the Mast* provided the haunting description of the island in 1840. Information on burials on the island came from the *Los Angeles Times* and *Los Angeles Herald*. Other written work provided additional information about Deadman's Island, including: papers published in the *Annals of the Historical Society of Southern California* by M. Burton Williamson and J.M. Guinn, and J. Duncan Gleason's book *The Islands and Ports of California*.

The San Pedro Bay Historical Society devoted an entire issue of its publication *Shoreline* (24, No. 2, 1997) to the "Islands of San Pedro Bay" written by Reverend Arthur Bartlett and another (19, No. 1, 1991) to "Terminal Island History" by Mary Zangs. Several other issues of *Shoreline* also proved extremely valuable: Volume 14, Number 1, dated July 1987, was an entire issue entitled "Nostalgia and Remembrance," which included an interview with Allen Atchison by Flora Baker, editor of *Shoreline*; Volume 15, with no sequential number, dated December 1988, and Volume 18, Number 1, dated February 1990, contained Parts I and II, respectively, of William Olesen's fine article "Harbor Memories."

*The Los Angeles-Long Beach Harbor Areas Cultural Resource Survey* produced by Lois J. Weinman and E. Gary Stickel in 1978 for the U.S. Army Engineer District in Los Angeles was the source of information about the Native American population in the harbor area.

The memoirs of Captain Amos Fries detailed the construction of the East Jetty and the difficulty in maintaining it. Those memoirs were published in Volume IV of the 1912 edition of *Professional Memoirs, Corps of Engineers and Engineer Department at Large* and the *Annual Reports Upon the Survey and Improvements of Harbors in California* beginning in 1873 through

1907. Records of U.S. Army Corps of Engineers from the Office of the Chief of Engineers (RG77), Box #10, files W-10 a,d,e, and f, in the National Archives Regional Center at Riverside holds the correspondence between the squatters living in East San Pedro and the army engineers. I found detailed information concerning litigation over the Long Beach Annexation of Terminal Island in court records of *People (ex rel E.T. Scholler) v. City of Long Beach* (1909).

I relied heavily on the diary of Charles Lummis and his files on Tommy Leggett and Terminal Island available for study in the Braun Research Library of the Autry Museum. Period diaries in the Huntington Library written by Olive Percival helped to chronicle her time in East San Pedro and the activities of many of the Arroyo bohemians. Also at the Huntington are Percival's photos of East San Pedro and letters written by Charles Dwight Willard to his father. These firsthand accounts of island life made the story of the island people come to life.

Hundreds of newspaper clippings from the *Los Angeles Herald*, *Los Angeles Star*, *Los Angeles Times*, and *Sacramento Daily* from the 1870s through 1910 were used to track daily details of the construction of the East Jetty and the trials and tribulations of the



squatters who resided in East San Pedro. The society pages of the *Los Angeles Times* chronicled the comings and goings of Los Angeles visitors to Terminal island, and those pages also reported the activities and art showings of the California artists and writers who worked on Terminal Island.

Marco R. Newmark published a paper entitled "Early Resorts in California" in the *Annual Publication of the Historical Society of Southern California*, 1953. *The Sunset Club of Los Angeles* by Fred Alles and Louis Vetter, published in 1916, details the club members' activities and outings to the resorts at Terminal Island. Jackson Graves's *My Seventy Years in California* includes a chapter about his home on Terminal Island. Clarence Henry Matson was a key witness to many of the events in this book, and his 1945 book *Building A World Gateway: The Story of Los Angeles Harbor* provided significant background.

Several doctoral papers provided insightful commentary on relevant topics. Richard Webster Barsness's "The Maritime Development of San Pedro Bay, California, 1821-1921," for the University of Minnesota in 1963, described the port development efforts that were ongoing during the period of residential occupation of Terminal Island. Sharyn Wiley Yeoman's thesis for the University of Colorado at Boulder in 2003, "Messages from the Promised Land: Bohemian Los Angeles, 1880-1920," gives an excellent review of the Arroyo Seco artists and writers. Finally, Donald Ray Culton's 1971 dissertation for the University of Southern California, "Charles Dwight Willard: Los Angeles Booster and Professional Reformer, 1888-1914," covered the precise period of interest for this book and is comprehensive and thorough.

Using the papers of William Ritter, founder of the Marine Biological Laboratory at Terminal Island and the first director of the Scripps Oceanographic Institution at the Scripps Oceanographic Institution Archives, as well as articles from the *Los Angeles Times* and *Los Angeles Herald*, I was able to piece together the story of the lab's establishment and its relocation to San Diego.

Martha Burton Williamson took great pains to leave written records of her own work, and Eugene V. Coan published a review of the malacological papers and taxa of Martha Burton Woodhead Williamson, 1843-1922, and the Isaac Lea Chapter of the Agassiz Association in the July 3, 1989, edition of the journal *Veliger*. *Sunset* magazine published a profile on Williamson in Volume 44 in 1920. Yearbooks and annuals from the Marine Biological Station at Woods Hole and the Normal School were useful in confirming

when the scientists were at these locations.

The research efforts of the husband-and-wife team of Anna Marie Hager and Everett Gordon Hager published in various publications including the Westerner's *The Branding Iron*, the Downey Historical Society *Annual* from 1968-69, and their own booklet *San Pedro Harbor Highlights* published by La Siesta Press in 1968. These works were the source of information about island life, and the interior of the island homes. Anna Marie Hager's article, "A Salute to the Port of Los Angeles from Mud Flats to Modern Day Miracle," published in the *California Historical Society Quarterly* in 1970, was my first lead to the names of artists working on the island, and in the course of doing research for this book, I discovered others. Information about Idah Meacham Strobbridge and her Wickieup came from her Sagebrush Trilogy, published by the University of Nevada Press, news clippings, and the Lummis and Percival diaries. Linda Popp DiBiase's paper "Forgotten Woman of the Arroyo: Olive Percival," from the Fall 1984 edition of the *Southern California Quarterly*, provided background information about Percival. Significant information about the homes on Terminal Island came from the research work done by Camille Baxter available at the Harbor College Library. Baxter documented residents and their homes on the island, including a significant collection of photographs with caption data.

Census data from ancestry.com and city directories from the Long Beach Public Library website were instrumental in determining information about permanent residents on the island, particularly their occupations. The Harbor Commission minutes perused at the Port of Los Angeles Archives also provided key information and dates.

Bill Olesen, (1904-2003) a longtime member of the San Pedro Historical Society and a "Tom Sawyer of Terminal Island," left many stories of his days growing up amid the "old salts" who hung on as squatters on Terminal Island. In addition to appearing in various editions of the San Pedro Historical Society *Shoreline*, his work was published many times in the *San Pedro News-Pilot*.

My primary sources for information about the railroads on Terminal Island were John R. Signor's 1988 Golden West Book, *Los Angeles and Salt Lake Railroad*; Franklyn Hoyt's paper "The Los Angeles Terminal Railroad" published in the *Southern California Quarterly*, Vol. 36 in 1954; William Deverell's *Railroad Crossing: Californians and the Railroad 1850-1910*; and Richard Barsness's thesis.

—GERALDINE KNATZ  
Long Beach, 2014

## Chapters 4-7 and Epilogue

Colonel Kanshi Stanley Yamashita's 1985 University of California, Irvine doctoral dissertation, "Terminal Island: Ethnography of an Ethnic Community: Its Dissolution and Reorganization to a Non-Spatial Community," provided a strong foundation for inquiry and organization regarding the Japanese fishing village.

The first known English-language paper, "The Japanese Community of East San Pedro, Terminal Island, California" was produced in 1931 by University of Southern California master's student Kanichi Kawasaki, who relied heavily on interviews. Richard R. Perkins of California State University, Dominguez Hills wrote an impassioned master's thesis in 1992, "The Terminal Island Japanese: Preservation of a Lost Community," which advocated for the historic preservation of Fish Harbor.

"A Transpacific Community," Yuko Konno's chapter in her USC doctoral dissertation (2012), "Trans-Pacific Localism: Emigration, Adaptation, and Nationalism among Japanese Immigrants in California, 1890-1940," traced the connection of Terminal Islanders to the town of Taiji in Wakayama Prefecture, Japan. It also included the ethnic breakdown of residents living in Fish Harbor versus Terminal. Another important academic work was Mary Carmel Finley's 2007 University of California, San Diego dissertation, "The Tragedy of Enclosure: Fish, Fisheries Science, and U.S. Foreign Policy, 1920-1960."

As many former Fish Harbor residents had already passed away as of 2013, I depended on oral histories conducted mostly in the 1970s and 1990s.

California State University, Long Beach was the first academic institution to undertake a large archive of interviews with individuals who lived on Terminal Island. Transcripts used for this manuscript included interviews with Fred Fujikawa (May 14, 1973), Chuck Furutani (May 14, 1973), Miyo Higashi Ida (November 4, 1979), Sonoko Katsuyama (March 5, 1973), Dave Nakagawa (November 15, 1975), Mitsuyo Nakai (undated), Helen Robello (October 12, 1979), Mas Shono (undated), and Aiko Takeshita (November 26, 2001).

San Pedro Harbor, Los Angeles, Cal.



Under the leadership of former Terminal Islander President Yukio Tatsumi, an oral history project was initiated in conjunction with an exhibit at the Japanese American National Museum from July until November 1994. Many transcriptions of these interviews are on the Japanese American National Museum website, while the original tapes of the interviews are housed in the museum's archive. The transcriptions include Kimiye Okuno Takeuchi Ariga (June 1994), Sadaichi Asai (1994), Frank Endo (1994), George and Ben Fukuzaki (1994), Charlie Hamasaki (March 2, 1994), Min Hara (1994), Hideyo (Ono) Ikemoto (February 8, 1994), Yoshio Iwamae (May 1994), Kuichi Izumi (February 6, 1994), Yurao Kobata (February 15, 1994), Frank and Mitsuyo Manaka (April 5, 1994), John Marumoto (1994), Tomitaro Marumoto (March 10, 1994), Orie Mio (February 3, 1994), Eiichi Miyagishima (May 1994), Yutaka Dave Nakagawa (1994), S. John Nitta (June 7, 1994), Teruko Miyoshi Okimoto (June 2, 1994), Joe Ozaki (May 3, 1994), Takao Shintani (1994), Frank and Nakako Takeuchi (April 18, 1994), and Mas Tanibata (March 2, 1994). Included in this collection is an account written by Fusaye (Mio) Hashimoto on February 18, 1944 while she was working as a stenographer in Manzanar for the University of California, Berkeley sociological study, Japanese American Evacuation and Resettlement Study.

More interview transcriptions were included in the book *Terminal Island: An Island in Time, Collection of Personal Histories of Former Islanders, 1994-1995*. Toshiro Izumi, who also contributed

many essays about daily life in Fish Harbor, conducted most of the interviews, with Mary Tamura transcribing. Material from this book included the following: essays written by Toshiro Izumi (February 1995), John Marumoto (December 1979, Holiday Supplement, *Kashu Mainichi*), John Oka (undated); and the following interviews: Tadao and Toshiye Kobata (May 27, 1994); George Mio (undated); Yukizo Ryono (May 16, 1994); Katsuyemon Shibata (November 1994); Otane Shiga (undated); Kazuye Shibata Kushi (undated); Roy Hideo Yamamoto (September 17, 1994); Virginia Swanson Yamamoto (June 1994); Virginia Swanson Yamamoto regarding her husband, Eric Kichitaro Yamamoto (June 1994), and her own life (June 1994); and Kiyoo Yamashita (March 1995).

As part of its Centennial celebration, the Port of Los Angeles also did interviews. Utilized for this book were those with John Marumoto, Minoru "Min" Tonai, Haruye Sakamoto, Yukio Tatsumi, and James Yamamoto.

With the help of current Terminal Islander President Minoru Tonai, I did follow-up interviews with Yukio Tatsumi (September 12, 2013), Kisaye (Nakasaki) Sato (September 17, 2013), Charlie Hamasaki (October 17, 2013), Lynn Yoshiko Hori (November 12, 2013), and Chizuru Nakaji Boyea (November 13, 2013). More informal interviews were done at Terminal Islander picnics. I conducted additional interviews with Richard Chikami (October 10, 2013), Arnold Esparza (October 18, 2013), and Warren Furutani (October 23, 2013). Another oral history source was my interview with Dr. Fred Fujikawa (April 1, 1989), transcribed by Paul Tsuneishi.

The booklet, "Terminal Islander 25th Anniversary, 1971-1996," contained details of the club's early activities.

While writing a regional history when many are not available for interviews has distinct disadvantages, the twentieth-century has brought one benefit—digital technology and faster access to primary documents. Early issues (1903-1911) of the Seattle-based fishing industry journal, *Pacific Fishermen*, are part of the digital collection of the University of Washington, found at [www.content.lib.washington.edu/pacfishweb/](http://www.content.lib.washington.edu/pacfishweb/). Digital archives of the Japanese American Citizens League house organ, *Pacific Citizen*, are available on the website, [www.pacificcitizen.org](http://www.pacificcitizen.org).

Of course, since this is a Los Angeles Harbor Department project, the first source of information was the Port of Los Angeles Archives. Digitized Harbor Commission minutes, dating back to the early 1910s, were important, especially about the establishment

of Fish Harbor and its related businesses and organizations.

Regarding dates of the removal and arrests of Terminal Islanders, 1941 and 1942 clippings from the *Los Angeles Times* and *San Pedro News-Pilot* were vital.

More in-depth information about the alien detention centers in San Pedro, Tujunga, and Santa Fe were found in Tetsuden Kashima's *Judgment Without Trial: Japanese American Imprisonment during World War II*.

Annie Garcia, whose photo collection was the inspiration behind Maggie Shelton's *Red Lacquer Bridge* (2006), donated her albums to Harbor College, where she had worked years after serving as an educator for the grammar school at Fish Harbor.

Census records as well as the transcripts of the Commission on Wartime Relocation and Internment of Civilians testimonies were accessed online on the County of Los Angeles Public Library's website, [www.colapublib.org](http://www.colapublib.org).

Another invaluable resource was provided by Lynn Yoshiko Hori, whose mother had dutifully packed certain historic sources when they were forced off the island in 1942. It is amazing that this mother of four could have considered the importance of history as she packed her family's belongings.

One of the items that Hori packed was Kosuke Takeuchi's Japanese book, *San Pidoro Doho Hattenroku: Record of the Development of the Japanese in San Pedro* (1937), which provided specific histories of leading individuals and organizations. That information was integral in checking oral history accounts and providing concrete detail to make photo captions come alive.

Another Japanese-language resource is the *Rafu Year Book and Directory, 1939-1940*, published by the *Rafu Shimpō: L.A. Japanese Daily News*. The directory was extremely helpful in verifying the addresses of various businesses and families in Fish Harbor and Terminal. Also significant was a 1927 Southern California directory of Wakayama Kenjinkai, provided by Takashi "Tash" Kushi. "Warera Shin Sekai ni Sankasu," a 2004 booklet produced JICA's Japanese Overseas Migration Museum in Yokohama, Japan, provided some statistics about historic Japanese emigration.

University of California, Los Angeles Special Collections has a treasure trove of intimate details about Japanese Americans in Terminal Island in its papers from Masaru Ben Akahori, who maintained a legal office on the island in the 1920s. Within the collection are a sketch of the Shinto shrine and legal documents that clarify the origins of the shrine. Also at UCLA are microfilm of *The Southern*



'Americanized,' the racial strains are undiluted."

"Had I been aware of such twisted and rampant, racist views, I doubt whether I would have volunteered for the United States Army and served in the Pacific theater during World War II as I did," Yamashita said.

On August 10, 1988, President Ronald Reagan signed H.R. 442 into law, awarding redress and reparations of twenty thousand dollars to each Japanese American survivor of the camps. Upon signing, he said, "Yes, the nation was then at war, struggling for its survival, and it's not for us today to pass judgment upon those who may have made mistakes while engaged in that great struggle. Yet, we must recognize that the internment of Japanese Americans was just that: a mistake. For throughout the war, Japanese Americans in the tens of thousands remained utterly loyal to the United States."

More redemption followed. On June 8, 1994, a special ceremony was held to finally give diplomas to the thirty-six Nisei who were in the class of 1942 at the San Pedro High School. "We haven't been forgotten," expressed Frank Endo, one of the honored graduates.



On Terminal Island today, the most noticeable sound is not the whistles of canneries but of locomotives traveling over tracks. Since 1921, the Union Pacific Railroad, the successor company to the Los Angeles and Salt Lake Railroad, has provided daily service to Los Angeles Harbor. On Seaside Avenue is Al Larson Boat Shop, which reopened a boatyard operation in Fish Harbor not far from where the shop had originally been located. The operation is one of the port's longest remaining tenants.

Just south of the boat shop and across from a vacant

shipyard site on 1124 South Seaside Avenue is a relatively new addition. Financed by the Terminal Islanders and formally dedicated in 2002, the Terminal Island Memorial Monument features bronze statues of two Issei fishermen, a replica of Terminal Island's Daijin-Gu, and calligraphy by then Terminal Islander Club president Yukio Tatsumi.

Further northeast is the once-bustling Tuna Street, the heart of the Japanese fishing village. Two altered buildings, unrecognizable as the pre-World War II stores that once served Issei and Nisei, still stand. Both structures have been placed on the Los Angeles Harbor Department's historic inventory, as part of its recently adopted historic architectural and cultural resource policy. Stucco covers the exteriors, and all the doors and windows have been replaced. Only their basic forms exist, yet like the enduring Terminal Islanders, who continue to gather two times a year, they represent a persevering and undefeated spirit.

The building at 700-702 Tuna Street is actually one of the earliest businesses on Fish Harbor. Nanka Company, also known as *Nanka Shoten*, opened in 1918. Port minutes report that a K. Oku from 233-235 East First Street in Little Tokyo had applied for right to use two thousand square feet for a dry-goods business in April 1918.

According to *San Pidoro Doho Hattenroku* (1937), Masayoshi Tokunaga and Iwajiro Asai managed the Nanka Company. Tokunaga arrived in the United States in 1903, worked on the Santa Fe Railroad, and then managed a noodle factory in Los Angeles. In 1907, he cofounded Coast Fishing Company in Wilmington.

Tokunaga was extremely entrepreneurial, managing a number of residential hotels while co-owning Nanka

Company. Besides being enterprising, Asai was also well connected. The *San Pidoro Doho Hattenroku* mentioned that he accompanied former California Governor and United States Minister Henry Gage on a diplomatic mission to Europe.

Asai and his family lived in Little Tokyo, where he and two other men formed a partnership and ran dry-goods stores in three different locations, including the Los Angeles produce market. Afterwards, the Asais moved to Terminal Island to be close to Nanka Company.

The Asais eventually were incarcerated in Poston War Relocation Center in Arizona, where their son, Sadaichi, met his future wife, Shizue Marian Tsumura. In Poston, Sadaichi served as assistant pastor of a church camp and worked under Reverend Jitsuo Morikawa, one of the past ministers of the Baptist church on Terminal Island. Through a program administered by the Japanese American Relocation Committee, the Asais were able to leave Poston for Buffalo, New York, where Sadaichi was assigned to work as youth program director at a Baptist church. He eventually came to lead congregations in Kansas and Vermont in communities where the Asais were the only people of Japanese ancestry.

"One of the saddest moments in my life was experienced on the drawbridge near the Ford plant in Wilmington when we were leaving Terminal Island on that dark February day in 1942," Sadaichi expressed in a 1994 sermon. "Being evicted from our business place was in itself a great financial loss, but to be torn asunder from our home, our church, and our community was a cataclysmic emotional experience."

The other surviving building at 712-716 Tuna Street housed the A. Nakamura Company, one of the

several grocery stores on Fish Harbor. The store's namesake and founder, Akimatsu Nakamura, had come to the United States from Kanagawa Prefecture, Japan, in 1910. He worked for a couple of electric companies in Los Angeles before laboring in fruit orchards in Riverside. He worked in various Los Angeles businesses before launching his store in 1925.

Nakamura's daughter, Hideko, and Kenji Yamamoto, another Terminal Islander, married while in Manzanar. Both in their nineties and living in their son's home, the couple celebrated their seventy-year anniversary in 2013. They had been classmates at the grammar school in Fish Harbor; Hideko was then sent to Ehime Prefecture for her education and returned to Terminal Island as a young woman in 1940. Kenji, meanwhile, was selling produce from a truck for Murakami Company. In a July 2, 2013, article in the *Rafu Shimpo* by Ryoko Ohnishi, Hideko recalled that Kenji drove by one day in 1940 and gave her a large peach.

At either the New Year's celebration or the summer picnic of the Terminal Islanders, Kenji often plays the harmonica, a skill he apparently learned from someone at the Baptist church on Fish Harbor. At some point during the afternoon, emcee Charlie Hamasaki, who once described Terminal Island as an "enchanted island," attempts to get children and grandchildren of Terminal Islanders to join in the singing of the "Terminal Yogore Song," including this last stanza:

No matter if our bodies are Yogore  
This is the San Pedro we love  
Our hearts are clean  
Take a look everyone  
At the spirit of a Terminal Yogore

*Coast Herald* (Minami Engan Jiho), July to November 1941. Originally called *The San Pedro Times* (*San Pidoro Taimasu*) in 1915, the Japanese-language publication changed its name in 1927.

C. Robert Ryono's booklet, "Although Patriotic, We Were Drydocked," which also has an online version at [ryono.net/terminal-island/terminalisland.html](http://ryono.net/terminal-island/terminalisland.html), contains wonderful anecdotal accounts, as well as translated information from Takeuchi's work. Copley Los Angeles Newspapers' News-Pilot/The Daily Breeze produced a special centennial publication, *San Pedro: The First 100 Years*, on March 24, 1988, edited by Robert F. Beck, Timothy T. Lemm, and Sandra Radmilovich. Finally, Lillian Takahashi Hoffecker wrote a riveting account of Terminal Island in the context of her grandfather, Torao Takahashi, in "A Village Disappeared" in the *American Heritage*, November/December 2001 (Volume 52).

—NAOMI HIRAHARA  
Pasadena, 2014

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*Terminal Island: Lost Communities on America's Edge*

By Naomi Hirahara and Geraldine Knatz • Eric Lynxwiler, Photography Editor

Amy Inouye/Future Studio, Design • Foreword by William Deverell • Afterword by George Takei

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# **TERMINAL ISLAND HISTORY**

## **FORWARD:**

During the Covid 19 quarantine of 2020/2021, I spent some time helping my sister, Grace and brother, Glenn take care of our mother at their home in Mission Viejo. My mom was 99 years old and had lived an amazing life. At 99, her short term memory wasn't the best. She often asked where she was and we had to reassure her that she was in her bedroom, at her home and not in some strange hospital or rest home. She wanted to be home. She would be confused about who visited her or what time it was, but her long term memory was amazing. Showing her old family photographs, she could easily explain who was in the picture and the background story of the photo. She remembered the address of the Ryono family home in Philadelphia. We checked it out on Google Maps and sure enough, it was the house. There were a few modifications from the old photos but it was clearly the right house.

After my mom's 98th birthday party when we held a large Ryono style family reunion with over 100 people, her health deteriorated quickly and by her 99th birthday party it was just a small family get together with mom limited to her wheelchair. In her last days, she couldn't do much. Cooking, knitting, reading or even watching her favorite Judge Judy on TV was difficult. So we spent hours looking at old photos and talking about her life. She didn't say much about Manzanar; I think it was a sad time for her. Instead, she talked a lot about Terminal Island and good times. I took a few notes and thought it would be worthwhile putting them on paper.

This is mostly about my mom's Ryono family history. I don't know much about my dad's Enomoto side. I did not get a chance to talk to my step-dad, Henry Enomoto before his passing. He was not much into talking about his family history but maybe one day, I will research and start putting that onto paper. The Enomoto side may be interesting as well.

## **ACKNOWLEDGEMENT:**

Aside from the notes I took while talking to my mom, there are many other sources of information in this paper.

Photos are from our own family albums or from other members of the Ryono clan, especially my cousins, Jim Ryono and Lisa Shibuya. Jim seems to be the holder of many pictures taken by his mom (my Auntie Mari) and Lisa seems to have quite a large collection of her own.

The origin of the Japanese people and specifically the unique Japanese language comes from a good friend and colleague, Donal Hanley. Donal is an Irishman and probably the most intelligent person I have met in my career. He is a lawyer by profession but has a PhD in linguistic history as a hobby. He speaks fluent Japanese, Chinese (both Mandarin and Cantonese), Russian, German, Spanish, French, and Greek along with his native Irish-English. He lives in Japan with his Chinese wife.

I am a bit of a history buff so the quick American and Japanese history lessons are from my own knowledge as is the concept that Terminal Island was a "Clan" society. Lastly, I need to thank

the internet and a booklet published by my Uncle Bob for some old photos and information about the history of old Terminal Island.

### **INTRODUCTION**

In a remote section of Los Angeles harbor, there is a bronze statue of an old commercial fisherman looking longingly at the harbor and on to the blue ocean beyond. This statue and surrounding memorial was erected in 2003 through the efforts of the surviving members of the Terminal Island Club. The Terminal Island Club was formed in 1971 by the residents who lived, worked and played in the Japanese village of Terminal Island before World War II. By the late 1990's most members of the Terminal Island Club were in their 60's and 70's and it was clear to the members that within the next decade or so, their membership would decline through aging and death. They wanted to build a monument in memory of and in honor of the ethnic enclave of Terminal Island, where they had been born and raised.



**The Terminal Island Memorial**

So what was Terminal Island and what is its history? Most American know about Manzanar and the story of Japanese internment during World War II, but where did the Japanese that populated Manzanar (and other internment camps throughout the U.S.) come from. This is the



story of one group of Japanese immigrants and their Japanese-American off-spring before World War II and their lives prior to the upheaval of internment during the war.

### **THE VILLAGE OF TERMINAL ISLAND:**

Even among the other ethnic enclaves that populated the United States during the early 20th century, Terminal Island was unique. Terminal Island as the name implies is a small island in the middle of Los Angeles harbor and is isolated from the rest of the city of Los Angeles by water. One had to take a ferry or a drawbridge to get to or from Terminal Island (today, one can take the Vincent Thomas bridge but this bridge was built in 1990). There was little reason for the general populace of Los Angeles to visit Terminal Island. The Japanese village that evolved in Terminal Island was isolated and generally a replica of a typical fishing village in their home islands of Japan. The Terminal Island Village population was virtually all Japanese, the spoken language was the Japanese dialect of their home villages (interspersed with a few slang and mispronounced English words similar in concept to "Pidgin English" spoken in Hawaii). The local shops and stores in Terminal Island were owned and operated by the Japanese. The town had a pool hall, a communal hot tub, a judo hall, Fisherman's Hall, grocery and hardware stores, banks and eateries. There were Shinto shrines, and Buddhist temples for residents to practice and worship the religions of Japan; also a Baptist church for those who worship a more American religion. There was an elementary/middle school on the island with white teachers teaching in English for the young Nisei (second generation) students but the language spoken at home and in town was Japanese. The Nisei were virtually all bi-lingual. It was not until high school at San Pedro High that the Nisei needed to take the ferry and venture onto the outside world and encounter the local white population and the prejudices that existed at that time. For the first generation Issei, they could comfortably live in their uprooted Japanese village of Terminal Island as if still in Japan. Except for occasional trips to the Japanese populated area of Los Angeles known as "Little Tokyo" near city hall, they rarely left their little village.





### **U.S. HISTORY OF THE TIME:**

At the end of the 19th century, America was still recovering from the Civil War, which had ended in 1865. In the Northeast and Midwest, the great industrialization of the U.S. was in full swing. The Great Plains, west of the Mississippi River, was producing great amounts of food with the recent advent of mechanized farming. The South was gradually rebuilding its shattered economy from the devastation of the Civil War. The West was proving to be a great source of natural resources such as gold, silver, timber, oil, iron, copper and other minerals. The Northeast and Midwest were becoming the homes of great industrial factories such as Carnegie Steel (later U.S. Steel), Ford Motors, General Motors, Edison Electric (later General Electric).

Transportation in the form of railroads and shipping was booming. The transcontinental railroad had been completed in 1869 and now thousands of miles of new railways were spawning both east/west and north/south. The Panama Canal had been completed in 1914 and new steam power ships were transporting vast amounts of goods from east coast to west coast via the new canal. The U.S. was transforming itself from an agricultural society before the Civil War to a great industrial nation by the beginning of the 20th Century. These new industries in the U.S. needed cheap, unskilled labor to keep their manufacturing lines going. The industrial barons of the time steered the government to ease U.S. immigration laws to allow a great influx of new immigrants. And the immigrants came!

New Immigrants from Europe (especially from Southern and Eastern Europe) came to the East Coast, immigrants from Latin America (especially from Mexico) moved to the Southwest, but the West had immigrants coming from Asia. They flocked to the U.S. in great numbers to take advantage of the economic opportunities offered in the U.S. For the industrialists, this was great; cheap labor for their growing industries, and potential consumers for their manufactured goods. Certainly the Midwest was producing enough food to keep everyone fed. These new immigrants were generally a poor unskilled labor force and they moved into the ethnic ghettos of the big cities. Here in the big cities, jobs were available, housing was cheap and they could live among their own kind and speak the language of their homeland. This generation of immigrants were not the pre-Civil War, western Europeans farmers from England, France, Germany, and Scandinavia.

The existing White population of the U.S. generally did not take well to the new immigrants. The new immigrants posed a threat to their "American Way" of life. Immigrants were competitors for jobs, they spoke strange foreign languages, worshipped different religions, ate unwholesome food (like raw fish) and had strange customs. They looked and dressed differently. They were not "Real Americans". Racial and ethnic prejudices flourished and was the general social makeup of White America during this time. Remember that many adult "Americans" of this era had grown up where racial slavery was socially acceptable in the South and although the North fought against slavery, certainly the majority of Northerners still felt that Christian Whites were superior to other races and religions.

Into this background, certain immigrants of Japanese ancestry came to Los Angeles and settled onto Terminal Island.

### **JAPANESE HISTORY:**

Above we looked into the history and background of U.S. society during the turn of the 19th century to the 20th century. We need to look at Japan and its history to understand the Japanese, who immigrated to Terminal Island.

Japan is a group of 4 major islands and many smaller islands off the east coast of Asia. These islands are much further north of China than most people think and the closest Asian landmass to Japan is the Korean Peninsula some 125 miles away. Japan's location relative to Asia is similar to Great Britain and Europe, except Britain is only 25 miles from the cultural and economic influences of Europe, whereas the islands of Japan are a five times greater distance to Asia.

Two-thirds of Japan is mountainous and this archipelago has few natural resources. It lacks the iron, oil, coal, precious metals and food sources sought by potential invaders. As an island nation, much of its food source comes from the sea. Rice and other plant based foods are painstakingly grown on terraced fields on Japan's mountainous hillsides or on the few flat plains such as the Edo Plains around Tokyo.

Based on the unique Japanese language, historians believe the current Japanese peoples migrated to these islands from northern Asia (Siberia) through the Korean Peninsula rather than from Southern Asia and China. The written Japanese language borrows from Chinese "Kanji" (Chinese picture-grams), but the spoken multi-syllabic Japanese language and sentence construction is more similar to Korean and Siberian Inuit (Eskimo) rather than the mono-syllabic Chinese tree of languages spoken in Southern Asia. Spoken Japanese sounds more like American Indian (Eskimo influence) than spoken Chinese.

Japan is isolated from mainland Asia by its 125 miles of ocean, and though mainland cultural influences migrated to Japan, these islands generally stayed clear of the political and military turmoil happening in mainland Asia. Other than two attempts by the Mongol Empire of Genghis Khan (which failed without military action), Japan faced no military action in Asia until the start of the 20th century..

Isolated Japan developed into a well documented feudal society with Emperors, Shoguns and Samurais that lasted well into the 19th century. The Emperors were typically figureheads and the country was actually run by one or more Shoguns and their families. Shoguns were the equivalent of the rich and powerful dukes of Europe. During Japan's long feudal history, various Shogunates would rise to power followed by civil wars between competing Shoguns to see who would next rise to power. The last of these great Shogun families was the Tokugawa Shogunate who ruled Japan from 1600 to 1868. This Tokugawa Shogunate was a long period



of peace and prosperity for Japan. The Tokugawas kept Japan isolated from the Western world and the colonization problems as in China for some 250 years. Things started to fall apart for the Tokugawas when Admiral Perry and America forced the opening of Tokyo Harbor in 1853 and the Boshin War of 1868. With the help of Western firearms and military aid, the titular Emperor was returned to power and the Tokugawa Shogunate ended. This Emperor ruling period was called the Meiji Period of Japan but realistically Japan was still controlled by the warrior class. Warrior samurais and their hierarchy quickly evolved into a Japanese military during the Meiji period. This military saw the benefits of Western military technology and wanted to turn Japan into a great Asian military power and colonizer following the Western model. The military spent the treasury of Japan into building a great military and had little concern about the plight of the common people and their economic problems. Eventually this military path led Japan into the invasion of Korea, and China and ended with Pearl Harbor and World War II.

Politically and militarily, Japan transitioned from a medieval feudal government into a modern Western country in a quick 50 years. However, the culture of the Japanese people and its society did not evolve as quickly. Japanese society retained the ethics, tradition and culture of a feudal world. Whereas the Western world spent 500 years transitioning from feudal thoughts and customs to a more free thinking “enlightened” society, Japan society did not make this transition in a mere 50 years.

### **JAPANESE RELIGION AND SOCIETY:**

To understand how Terminal Islanders lived and worked, one needs to have a basic understanding of the religion and social attitudes of homeland Japan.

In many human societies that live close to nature, the people believe in natural spirits. Siberian Inuits, Alaskan Eskimos and American Indians beliefs share this trait. Assuming that the Japanese people evolved from the same branch of the human tree as these people, it is not surprising that the ancient Japanese also believed in natural spirits. The sun, the earth, the seas all had their spirits as did all humans, animals and trees. The bounties of nature could be harvested for the good of the people but their spirits were to be honored for providing to the people.

Shintoism is the ancient “religion” of Japan. It is not a religion as in the Western sense of religion but more a way of life; to live in harmony with this earth and with its many spirits of nature. There is no monolithic supreme deity as in the Christian religions nor a collection of deities interacting with each other as in ancient Greek or Roman religions. Shintoism believes in living in harmony and harmony is the core concept of Japanese society even today. Shintoism encourages purity, cleanliness, sincerity, helpfulness and cheerfulness, all for the purpose of living in harmony.

Buddhism, the other main religion of Japan, started in India and came to Japan around 500 BC via China. While evolving and migrating through China, the Japanese versions of Buddhism picked up many of the teachings of Confucius, a Chinese philosopher. Confucius believed that humans are fundamentally good, teachable, improvable, and perfectable through personal and communal efforts.

The 5 major teachings of Confucius are:

- 1) Jen: Goodwill, empathy and generosity.
- 2) Yi: Rightness and duty as guardians of nature and humanity.
- 3) Li: Proper conduct and expression (etiquette and filial piety).
- 4) Chih: Wisdom and education.
- 5) Hsin: Faithfulness (loyalty) and trustworthiness (honesty).

Japanese sense of honor and ethics evolved from the above Confucius teachings. Filial piety was the duty of the lower rank members of a family to be obedient to higher rank members of the family. Children should obey parents, older siblings, and females should obey male. This code of obedience went outside the family into the business world, the military and government where junior members were expected to obey senior officials unconditionally.

The reciprocal to piety and obedience, was the duty of the higher rank members to treat the lower rank with honor, support, and guidance. Subordinate members were to be cared for, taught and not to be mistreated.

Buddhism is very much like Shintoism. Both are more a philosophy of how to live a good life rather than a worship of a deity or deities. Buddhism does teach the concept of reincarnation and an after-life, but it is easy to see that these two religions could coexist without conflict as to which religion is the “right” religion. The concept of a Shinto shrine next to a Buddhist church was not a problem for the Japanese who could bow and honor both. Christianity arrived in Japan via Portuguese traders but it was a minor religion within Japan at the start of the 20th century.

Understanding Japanese history and religious background, one can start to understand how Japanese society worked at the start of the 20th century (1900).

From the feudal military history came the Bushido, the strict samurai code of conduct. It documents the concept of honor, loyalty, courage and self control among the samurai and in interaction with the common people. It is much like the code of honor among the knights of medieval Europe. Japanese society entered the modern Western world without going through the “enlightenment” period of the European Renaissance, where the common people were encouraged to think for themselves. In a feudal world, everyone has a rank and place in their society and everyone is expected to follow the authority of the higher rank.



From their religions, came the concept of cleanliness, empathy, humility, proper conduct, honesty and duty to community. One can see some of the customs and traits of ancient Japan even today. Japanese personal hygiene and cleanliness is legendary. Public spaces such as railway stations, airports, stadiums, parks and streets in Japan are spotlessly clean. Private homes, hotels and cars are kept up and clean. Shoes are left outside and indoor slippers are expected to be used indoors. Trash in public spaces are expected to be pick-up and disposed of properly, No such thing as wrappers and peanut shells being left behind at the end of sporting events. The fans pick-up and properly dispose of their trash as they leave the stadium.

There is a very strict hierarchy by age and rank. Everyone is expected to know their place in their household, their business and in society. Seating in cars and at tables, entry through doors/elevators, and even the spoken language dialects are by rank. Women speak using different words and phrases when talking to men. Bowing shows respect for superiors but superiors are expected to treat the lower rank properly.

Everyone is expected to be polite, to work hard, and a job should be done well. Customers are treated as guests and they should be served with honor. There is no tipping since a guest should not be expected to tip in order to receive proper service. Honor, integrity and honesty are paramount. Things found should be returned with all haste and effort. The concept of honor to the family is taken to the n-th degree. Members of the family are expected not to dishonor the family by their actions. Everyone is to be treated with respect. Help, charity and assistance should be provided without embarrassing the receiving party. "Trash Talk" and purposely embarrassing anyone is unheard of. These were the morales of the society from which the Issei's immigrated to the United States.

Here are some unique Japanese customs that still exists today:

Omiyage: When visiting a household, the visitor is expected to bring a little food or snack type gift called an Omiyage. A household is expected to serve some food to their guests during a visit (very similar to the U.S.) but in olden days when many households were poor, such extra food to serve may not exist. The Omiyage allowed the household and guests to partake in food during the visit without embarrassing anyone.

"Enjo (sp?)": It is a Japanese custom to first refuse any offering of food or any other such gift. Japanese families are always expected to offer food and gifts to guests. However, in olden days, some families did not have or could not afford the food being offered. By first refusing any offer, it allows the offering party to not provide the food or gift without embarrassment. After several offers and refusals, the guest and host can get a general understanding of whether the host truly has the means to provide the food/gift.

Koden: It is a Japanese custom to give monetary support in the form of cash money to the family who has lost a loved one. This money, called a Koden, is expected to help the family pay for funeral expenses. The amount of money is kept confidential but is based on the wealth of

the providing party. Again this is to be done without embarrassment to the receiving family. It is like a “go fund me” page of ancient times.

As a guest, you are not to take the last piece of food on a serving plate. Taking the last piece of food would indicate that you are still hungry and the host would be embarrassed by not having enough food to provide to the guest. Conversely, the host would try never to be down to the last piece of food on a serving plate. More food is always put on the serving plate before down to the last piece.

### **CLAN SOCIETY AND ECONOMICS::**

Before getting into the history of Terminal Island, we need to understand the basics of a “Clan” society because the Japanese village on Terminal Island certainly was a Clan society.

In early human history, before large cities, and great civilizations, our ancestors lived in small family groups, hunting and gathering what was available for food. If food was readily available, these family groups grew larger into what sociologists call “Clans”. Members of the Clan were closely related, spoke the same language, and had the same social customs and religion. The size of the Clan and the living arrangement had to be small enough that everyone knows everyone. Farmers would have a difficult time developing a Clan society because their farms were far enough apart that people didn’t know each other that well and could not cooperate for community projects. Large cities certainly have tight living conditions but it is difficult to know your neighbors in cities with millions of people. Small towns in remote rural areas provide the best opportunity to develop a Clan society.

The evolutionary benefit of being a Clan member is that the Clan will take care of you during hard times. Food and shelter were shared among the Clan members. In return, everyone is expected to do their part in providing for the Clan. Everyone knows their place in the Clan hierarchy and what duties they are suppose to provide to the Clan. Adult males typically do the hunting and physical hard work, while women do the gathering and preparation of food for family and Clan meals. Children are expected to do whatever they can to help the adults. Clan members are diligent in providing for the safety of Clan members. Everyone works together for the benefit of the Clan. Elderly members are taken care of for their past contributions and are expected to pass on their knowledge to children and adults alike. In this manner mothers and grandmothers teach girls how to cook and sew. Fathers and uncles teach boys how to hunt, fish and build. Because everyone knows each other, those who don’t pull their fair share of the work are looked down upon and can be socially ostracized. Those, who work the hardest, are looked up to and honored as leaders of the Clan. Economically, there is little need for a monetary system, all food and most resources are shared among the Clan members. Building and constructing are a Clan event. Government is by consensus of the Clan leaders and members. Honor is of great importance to Clan members and individual Clan families. Since everyone knows everyone and their social affairs, doing something of dishonor brings shame to the individual and also to their family.



### **TERMINAL ISLAND HISTORY - THE EARLY DAYS:**

The Issei's (first generation) who first immigrated to the U.S., were born and raised in Japan in the late 1800's and brought with them the mores and customs of their homeland.

In the early 1900s, a few dozen Japanese fishermen settled on a small island in Los Angeles Harbor. It was then known as Rattlesnake Island but was renamed for marketing purposes by the new owners, Los Angeles Terminal Railways, hence the new name Terminal Island. Many of these early Issei's were from nearby White Point (Point Fermin), where there was an early Japanese encampment harvesting local abalone along the rocky shores of what is currently Palos Verdes peninsula. In 1905, the state of California passed a new law prohibiting the Japanese from harvesting abalone and these Issei's needed a new source of work and income.

In 1903, the California Fish Company perfected a method of canning tuna. Canned tuna could be kept preserved for many months while shipped to food markets for nationwide consumption. No longer was tuna just a local seafood limited to keeping fresh on ice for a few days. Canned tuna (and other canned fish, like sardines) was tasty, inexpensive and a good source of protein. California Fish Company was the first to open a tuna cannery on Terminal Island but others like Van Camp, Franco-American, White Star and others soon followed.

The canneries on Terminal Island needed tuna to feed their canneries and the Japanese immigrants with their expertise in fishing from their homeland proved to be excellent commercial fishermen. There were also fishermen from Europe, especially Italians, Yugoslavians, and Croatians but the village of Terminal Island was all Japanese. The canneries were doing well. Tuna in the early 1900's, were plentiful off the coast of Southern California and the Japanese Issei's on Terminal Island did well. Word of these early Issei's' economic success soon spread back to their fishing villages in Japan. Most were from fishing villages such as Kushimoto and Taiji in Wakayama prefecture (state). The early 1900 were hard economic times in Japan. The military government's efforts to become a world power meant most government resources and money were spent on building the military. Taxes and inflation were high, commercial goods were not being produced and food was in short supply. Relatives and friends of the early Issei's on Terminal Island were encouraged to migrate to Los Angeles for better economic opportunities and many came. By 1907 an estimated 600 Japanese fishermen lived on Terminal Island. They had built small jig boats called lamparas to catch tuna on long line feathered jigs and they provided the tuna for the fledgling canneries. Wives and children of the Issei fishermen worked at the canneries to process the fish their husbands and fathers had caught that day.



**Early Days at Terminal Island - Wharf Street at Fish Harbor**

Note: See the smaller lampera style (Ken-Ken Bure) jig boats and the canneries in the background.

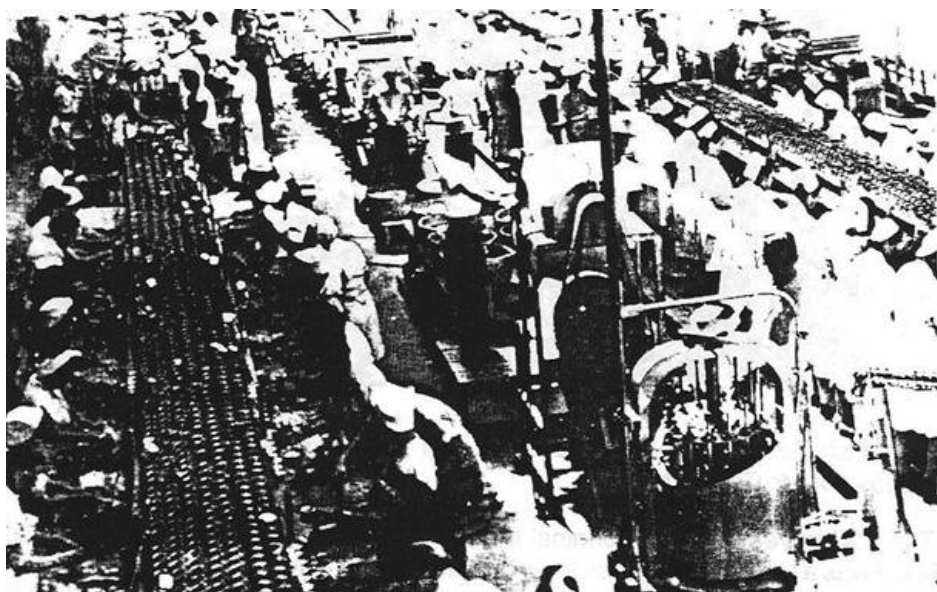
The local canneries built company housing on Terminal Island and rented them to their Japanese fisherman and families so they could be close to the canneries. The company homes were barrack style buildings with thin walls and closely spaced (typically 10 feet from the next home). They were built on compacted beach sand along narrow unpaved streets and alleys. Since there were very few cars, the streets served more as a walkway. There were no front or back yards. The front of the house was right on the street. Children played on the street or nearby beaches.





**Barrack Style Housing Rented by the Canneries**

Cannery workers were expected to respond day or night to the sound of a siren (a unique siren for each cannery) and walk to the cannery to clean and process tuna day or night, whenever a boat arrived with a fresh catch of fish. It was a 24/7 standby, then work at the cannery until all the fish was processed for that boatload of fish.



**Cannery Process Line and Cannery Workers**



By 1917, the village of Terminal Island was a company town populated by some 2000 Japanese. Virtually everyone that lived on Terminal island was Japanese and in this transplanted Japanese village, the new immigrants could live and work comfortably without speaking a word of English or encountering the racial prejudices of the outside world.

The lifestyle, customs and etiquette within Terminal Island was Japanese. It was a classic "Clan" type society.. Everyone in town knew everyone. People took care of each other. There was not a homeless problem. People knew their place within their own society. There was not a formal elected government in Terminal Island but community leaders by general consensus among the populist. The well off assisted the less fortunate. As typical of clan societies, community work was distributed among the population and resources were shared. Providing firewood for the communal bath was everyone's responsibility. The few cars owned by wealthier families and businesses were often borrowed by people of the village. Streets were kept clean by the people of the neighborhood. Any extra food was given to relatives, neighbors and friends. Neighbors helped each other, community work projects had plenty of volunteers. Not contributing to the benefit of the village was to dishonor the family. Everyone was expected to be polite, treat each other with respect and to be clean and honest. The residents practiced the teachings of Confucius without knowing who Confucius was). The village was not fancy but the streets were clean and safe. Local kids would roam and play throughout the town under the watchful eye of relatives and neighbors. For the Terminal Islanders, this was a good life. The Islanders called the village "Furusato" meaning hometown in Japanese.



**Early Japanese Fishermen on Lampara Type Jig Boat**

The 1920's were a prosperous decade for the Terminal Islanders. The Issei's seemed to have made a good decision to immigrate to the U.S. The aftermath of World War I brought a boom time to the U.S. economy. U.S. factories were working full time to produce goods for export to much of the world as European factories rebuilt after the devastation of the war. The ports of Long Beach and Los Angeles were busy shipping record quantities of U.S. manufactured goods to Asia and South America. The movie industry started in Hollywood to take advantage of the good weather in Southern California as did the fledgling U.S. aircraft industry (Douglas Aircraft, Convair Aviation, Northrop Corporation and North American Aviation). Terminal Island was the beneficiary of the "Roaring Twenties".

On Terminal Island, the transplanted Japanese fishing village, life continued to be happy. The fish were plentiful, work was steady, young immigrant families were having and raising kids. It was a safe town where everyone watched out for each other. Home doors typically were not locked and kids could play on the streets or nearby beaches without concern. Within town, there were no racial prejudices since everyone was Japanese. Both Japanese and American holidays were celebrated with a leaning towards the Japanese holidays. Christmas and Thanksgiving were minor holidays compared to the Japanese New Years. New Years meant traditional "mochi-tsuki", the pounding of rice with wooden mallets into rice paste to make mochi. It was an annual event of family members, relatives and friends gathering to make mochi for New Years. The week before New Years, the streets of the village were filled with mochi-tsuki events being held by various families. They were big social events where everyone met and worked together from morning to night to make the most and best mochi. Men drank and sang, teenage boys tried to impress the girls and the women gossiped. On New Year's Day, all the households held a big open house with wonderful spreads of food. Neighbors visited each other to partake in food and drink. By evening, everyone was singing their favorite song long before the days of electronic Karaoke machines.



### **A New Years Mochi-Tsuki**

Note: The big wooden mallets are used to pound the cooked rice into rice paste for mochi.



### **THE GREAT DEPRESSION:**

Then came “Black Friday”, the fall of Wall Street in 1929 and the worldwide Great Depression. Factories closed, shipping collapsed, unemployment was rampant. Terminal Island was not immune to the effects of economic depression but it fared much better than most regions of the U.S.

Terminal Island, at the time of the Great Depression, was basically a transplanted Japanese fishing village living a “Clan” way of life superimposed with Japanese customs and culture. “Clan Societies” are set-up and organized for the survival of the Clan during hard times such as the Depression. Certainly the Islanders had to tighten their belts but their clan way of life protected them from the worst of the Great Depression.

The island’s chief source of income was associated with the harvesting and production of an inexpensive, protein rich food. Canned tuna may have switched to cheaper canned sardines but fishing off of Southern California was still good and canned fish for the general U.S. population was much cheaper than fresh beef, lamb or poultry. These were the days before refrigeration and frozen foods. Canned fish could be easily transported, and stay on local market shelves and in household pantries without concern for spoilage. It was a much less expensive meal source than a trip to the butcher to buy fresh meats and poultry that had to be kept on ice. Family meals based on canned fish were much more prevalent than it is today.

For themselves, the Terminal Islanders had plenty of food for their seafood rich diet. Fresh fish from the Pacific Ocean along with crabs, lobsters, shrimp, and crustaceans collected along Los Angeles harbor were plentiful. Even Nori (seaweed) could be harvested locally. Some purchased rice from Little Tokyo and vegetables traded in exchange for fresh fish with local Japanese farmers in San Pedro and Torrance made for good and inexpensive meals. No one was going hungry.

Everyone worked together. The better-off were expected to assist the less fortunate. Local business owners extended credit to their customers whenever possible. Delayed repayment and forbearance was common. Food and resources were still shared. Anything extra within a household was expected to be given to less fortunate relatives, friends and neighbors. Hand-me-down clothing was common and there was no shame given or expected when wearing such clothing. As long as you were a member of the Clan (and sometimes even outside the Clan), you were taken care of. Shelter and food was always somehow available. There were no homeless or hungry. The less fortunate were expected to honor those who helped them and to repay in kind if and when the opportunity presented itself. Loans and credits were expected to be repaid as soon as possible. Terminal Island was not a Capitalistic, “everyman for himself” or a Socialist, “the government should take care of it” society that we see so much of today. The “Clan” community took care of itself.

As the depression gradually subsided, Terminal Island entered a golden age. Fishing was still good and although boats were now venturing further off-shore (North to Monterey and south to Mexican waters), bigger boats and newer fishing technology (such as iced/refrigerated fish holds, motorized booms and electronics) kept the canneries booming. The residents of Terminal Island were doing well and the better-off were becoming wealthy. People were buying family cars and events such as weddings were becoming extravagant.

### **The Golden Decade:**

The period generally from 1931 to the end of 1941 can be considered to be a Golden Decade for Terminal Island and its residents. The U.S. was gradually working its way out of the Depression and Terminal Island was ahead of the curve. The fishing industry was becoming wealthy, many new, bigger, and better fishing boats were built and joined the Terminal Island fleet. Long line jig boats typically 40-50 feet long with small gas engines that caught single fish at a time were being replaced by much larger 65-85 feet "purse seiner" boats which netted schools of fish by the ton. Boat owners and their crews were making good money. The demand for canned fish remained high as the rest of the U.S. was still recovering from the Depression. Fishing in Southern California remained good. The canneries on Terminal Island were working full time. The families of the fisherman who caught fish and worked at the canneries had steady income and were excellent employees.



### **Terminal Island Docks in late 1930's**

Note: The boats are now bigger "Purse Seiner" boats, typically 65 to 85 feet long with powered booms to haul in the fish nets.



Terminal Island society was blooming. There was extra spending money for entertainment and shopping. The neighborhood was safe and friendly. Friends and family were everywhere. Weekly movies were shown at community halls, and local sports teams were doing well. Classes in Japanese culture such as flower arrangement for the girls and martial arts for boys were flourishing. Festivals and celebrations such as New Years, Hanamatsuri (Buddha's birthday), Boy's day and Girl's day were becoming more elaborate. The Japanese speaking residents of Terminal Island were living the good life while shielded from the worst of the racial prejudices of the mainland. This is the Terminal Island that the members of the Terminal Island Club lovingly remember and cherish.



**Tuna Street - the Main Commercial Street on Terminal Island**

Note: This photo must be from the late 1930s from the number of cars and their vintage.

Even within the larger Japanese community outside of Terminal Island, the Islander's were unique and clannish. Divided by mountainous terrain and seas for thousands of years, the spoken Japanese language evolved and separated into many local and unique dialects; much more so than Irish brogue, Scottish slang or Southern U.S. draw. Before the advent of modern radio and TV broadcast, a villager from Southern Shikoku Island would have a difficult time conversing with someone from cosmopolitan Tokyo. The basic Japanese spoken on Terminal Island was the dialect from their home prefecture of Wakayama and nearby Shizuoka. Interspersed within their Japanese dialect were some English words especially among the Nisei

who were bilingual. There developed a local Terminal Island slang. The English “are” is difficult to pronounce for Japanese speakers so it quickly became “ra” (as in ra-men) which is a common Japanese sound. Therefore, “you are” was pronounced “you’ra”. The concept of “I” versus “me”, and “am” versus “are” was a useless English language complication for the Terminal Islanders, so “I am” became “me’ra” (it helps that the Japanese word for “is” is pronounced “wa” which sounds very much like “ra”). Terminal was pronounced “Tami-na-ru”. “Me’wa Tami-na-ru wa” meant “I am from Terminal Island”. This and many other slang words and mispronunciations was the everyday language on the streets of Terminal Island. Even among other Japanese living in the U.S. and in Japan, the Terminal Island language was a rough and unsophisticated speech. For the Terminal Islanders, their unique spoken dialect was a sign that they were members of the clan.

### **THE END:**

The history of what happened to this successful Japanese enclave is eerily similar to the plot of the Broadway musical “Fiddler on the Roof”. There is a hit song from this show called “Tradition”. In the play, the song asks the audience, who are these Russian Jews living together in a foreign country. The answer is that their society is defined by their traditions; their way of life and how they lived together. And so it was for this society that was Terminal Island.

On December 7, 1941, Japan attacked the U.S. Naval fleet at Pearl Harbor killing thousands of Americans. The next day, the U.S. entered World War II and declared war with Japan. Things happened quickly on Terminal Island after that December 7.

There were some legitimate concerns of the U.S. military about the village of Terminal Island. In the middle of the West Coast’s most important harbor and in close proximity to a major U.S. naval base, lived 3,000 Japanese speaking residents with some 250 ocean going boats equipped with long range radio communication and navigation capability. The Japanese seamen of Terminal Island were intimately familiar with Los Angeles harbor and had local knowledge of the whole West Coast from Seattle to the Mexican border. There was little thought or effort to identify the foreign national Issei’s from the U.S. born and U.S. citizen Niseis. Everyone was racially grouped as “Japs” and were therefore enemies of the U.S. There were many rumors of the Terminal Islanders already spying for Japan to assist in attacking the West Coast.

Because of the potential dangers of this Japanese village, Terminal Island and their inhabitants were the first to experience the efforts of the U.S. to deal with the “Japanese problem”. Immediately after Pearl Harbor, the FBI raided private homes in Terminal Island and arrested “foreign national” boat owners and other significant community leaders. The term “foreign national” was broadly used. Most were Isseis and they were arrested and immediately taken to various prison facilities. Their families had no idea where their arrested husbands and fathers had been taken. There was no way to communicate with them.



Terminal Island quickly became a military controlled island. The Japanese owned boats were patrolled by the military and the boats were not permitted to depart from the docks. The bridge and ferry to the mainland was strictly guarded and all Japanese were not permitted to leave or enter Terminal Island. The Islanders became virtual prisoners in their own village with no idea of what was to become of them. Boats were tied to the docks and no fish was being caught to provide food and income. Japanese cannery workers were immediately fired. Supplies normally provided by the local Japanese shops were running short of inventory. Community leaders and many heads of household had been arrested and gone to places unknown. It was a very stressful time for the remaining residents of Terminal Island. They had no idea of what was to happen to them; were families to be further separated; were they to be jailed as prisoners of war; or even be executed for various reasons. Deportation back to Japan seemed to be a good alternative.

Finally, after two months of anxiety, on 19 February 1942, President Franklin D. Roosevelt signed Executive Order 9066 to remove all Japanese (including Japanese-American of U.S. citizenry) from the West Coast of the U.S. They were to be relocated and placed in Japanese Internment camps being hastily built in remote areas of the U.S. In the internment camps with barbed wire fences, the Japanese could be closely watched and controlled by the U.S. military.

Terminal Island, because of its strategic location, was the first to experience the effect of E.O. 9066. On 25 February, 6 days after the signing of E.O. 9066, the military posted notices throughout Terminal Island that all Japanese had to permanently leave their homes on Terminal Island. There was no explanation as to where they should go, what they could bring with them or how transportation could be arranged. The notice only said that everyone had to leave the island within 48 hours or they would be arrested after midnight on 27 February 1942. No information if they could ever return.

NOTICE

By an order dated February 21, 1942, the United States District Court at Los Angeles has granted the United States, through the Navy Department, the right to immediate, exclusive possession of all privately owned interests within the areas on Terminal Island, Los Angeles County, bounded as follows:

AREA 1

(BETWEEN SEASIDE AND OCEAN AVENUES NORTH OF REEVES FIELD)

Lots 8-12 and east thirteen feet, more or less, of Lot 7, Lot 1, all of blocks 2-10, inclusive, East San Pedro, Los Angeles County, California, together with the intermediate streets and alleys separating said blocks, said property being bounded on the north by Ocean Avenue, on the east by Eighteenth Street, on the south by Seaside Avenue, and on the west by the property of the Crescent Warehouse Corporation, in the cities of Los Angeles and Long Beach, Los Angeles County, California.

AREA 2

(FISH HARBOR)

The area bounded on the west by South Seaside Avenue, on the north by Seaside Avenue to its intersection with the south line of the Union Pacific Railroad's owned or leased lands, thence along such south line to a point where such line would intersect the west line of Barracuda Street if it were extended northerly; on the east by Barracuda Street and a line extended northerly along its west boundary to its intersection with the south line of the Union Pacific Railroad's owned or leased lands; on the south by Bass Street, westerly to Berth 267, thence following the Shore line north to Berth 264, thence west to Berth 261, thence west to the west line of South Seaside Avenue.

Pursuant to such authority and upon direction of the Secretary of the Navy you, all members of your family and all other occupants of the premises hereinafter described being located within such areas, are officially notified that all of you **MUST VACATE, LEAVE AND REMOVE FROM** such premises and the whole of such above described areas not later than midnight, Friday, February 27, 1942, Pacific War Time.

You are further notified that if you are not gone from such areas within the time stated you will be forcibly removed and will likewise face such penalties as the civil law provides for failure to obey lawful orders of its court.

(over)

**Letter from U.S. Government that all Japanese Must Vacate Terminal Island**

Note: This letter is dated February 21, but posted on February 25, 1942. It specifically does not mention Japanese but the area described is the total of the Japanese village on Terminal Island. Net effect is that all Japanese must vacate Terminal Island by midnight Friday, February 27, 1942.



Imagine being told you have to evacuate your home of decades for places unknown in 2 days. Most Islanders made arrangements to temporarily move in with relatives or friends who lived outside Terminal Island, some found hotel rooms but had difficulty with payments because their bank accounts had been frozen. Transportation was difficult. Most people in this era still did not own nor drive cars. But with help from friends and neighbors and some borrowed trucks from local farmers, everyone moved out. Some sympathetic outside church groups and charitable organizations also assisted the best they could. Despite the difficulties, the village of Terminal Island was a ghost town by midnight 27 February.

The forced evacuation was not without casualties. Furniture, household goods, prized possessions, much clothing were just too much to move and fit into their temporary residents. Most pets just had to be left behind to fend for themselves. Boat owners and shop owners had their boats, shops, equipment and inventory to contend with. Expensive radios and navigation equipment, fishing nets, skiffs, store shelving and inventory, etc. were simply sold for pennies on the dollar or left abandoned. Many Whites came to take advantage of the situation and buy dirt cheap goods under emergency sale or just wait until the 28 February to loot whatever what had been abandoned. However, there were also many local Whites who tried to help the Japanese as best they could. This included the owners and operators of the Terminal Island canneries including Wilber White, who started the VanCamp cannery (now the famous Chicken of the Sea brand). Wilber White and others who had worked with the Terminal Islanders helped Japanese boat owners store their boats and fishing equipment during these tragic times.

Midnight on 27 February was the final scene from Fiddler on the Roof in real life. The once prosperous and bustling village of Terminal Island was now a ghost town patrolled by the U.S. military police to help control some of the pillaging going on in the village businesses and homes. The Islanders were scattered throughout greater Los Angeles and Southern California with no idea if they would ever be able to return home or simply what was to happen to them next.

### **RELOCATION:**

Within two months, the whole Japanese population on the West Coast (ironically, not including the then territory of Hawaii, where Pearl Harbor had occurred) were told they were to be relocated by the U.S. military to internment camps hastily built in remote areas of the U.S. Starting on 5 April 1942, some 120,000 persons of Japanese ancestry, U.S. citizens or not, were to report to specific collection points throughout the West Coast for military transport by trains, buses and trucks for relocation to these internment camps. The most famous was Manzanar, located in the high desert area to the east of the Sierra Nevada mountains. Most Terminal Islanders went to Manzanar but those the U.S. military considered more potentially dangerous were relocated to Tule Lake in Northern California near the Oregon/Nevada/California border where security was tighter. Neither of these internment

camps were anything like Terminal Islander's seaside village. The desert locations were extremely hot during the summer (typically over 100 degrees every day of summer) and frozen cold in the winter. There was no air conditioning and only a small wood/coal burning stove for winter heat. The Western staple diet of coffee, bread, cheese, and sausages provided at the camps were strange to the Japanese. They were more accustomed to tea, rice, nori (seaweed) and fish. For 2.5 years between April 1942 and into late 1944, all West Coast Japanese lived in these camps. Those not living in a West Coast state were not affected but few Japanese lived in the mountain states, midwest or eastern states. A more detailed explanation of Manzanar and other relocation camps can be found in the many books and articles on the subject.



**Basic Housing at Manzanar**





**Arriving at Collection Points at Various Locations and Departing by Train to Relocation  
Camps**

Note: See how little the Japanese could take with them. Basically just what they could carry.

### **THE RETURN:**

Starting in late 1944, residents of the internment camps were gradually permitted to leave. The war was coming to an end and it was obvious that there was no longer any threat that Japan was going to invade the West Coast of the U.S. There certainly remained hostility against the Japanese by the general U.S. population but the people of the internment camps wanted to leave as soon as possible. Some wanted to return to Japan but most Terminal Islanders wanted to start their lives again in their former village.

What they found was a shock. During the war, the U.S. Navy had completely bulldozed over the village of Terminal Island and built a naval shipping facility. Commercial Tuna Street with all the Japanese owned businesses was now warehouses and military establishments. The canneries were still there but the nearby residences were all physically gone. The village of Terminal Island simply no longer existed. Furusato was physically gone. Some returning Japanese fishermen returned to their lives catching fish but they now had to move to dispersed homes in nearby San Pedro, Long Beach and Wilmington areas and find transportation to their boats. Their neighbors were not Japanese and racial prejudices spurred by hatred of the war's enemy was rampant. The close knit Terminal Island clan way of life was no longer possible. The fond memories of the idealistic life during the Golden Age of Terminal Island was all that remained.

The former residents formed the Terminal Island club and kept in contact with their friends and neighbors. They held their annual Terminal Island picnic as an event where everyone could get together and talk about the good times. For many years the picnic was a huge event attended by most Island residents but as age and deaths depleted their membership, the membership and picnic attendance dwindled. The last hurrah for the Terminal Island club was the erection and dedication of the Terminal Island Memorial.

### **ON A PERSONAL NOTE:**

My heritage is closely tied to Terminal Island. As a kid, my mother and her Ryono family were always talking warmly about Terminal Island. I always attended the annual Terminal Island picnic along with the rest of the Ryono family and had a great time with kid's races, raffle prizes, and the famous mochi toss. Any time we went to little Tokyo, my mom always ran into one or more friends from Terminal Island, and she would stop to talk for hours on the street while we kids would wait impatiently.

It all started with my maternal grandfather, Chiyomatsu Ryono. Family lore is that as a teenager, he took a job working on a Japanese whaling boat from his home village of Teiji. One day, when the whaling boat docked in Seattle, he simply left the boat and just stayed in Seattle. He took a job as a laborer at a local lumber mill. Again as part of the family lore, he took the opportunity to take pieces of lumber from his job and gradually build himself a small skiff. Being



a fisherman back in his home village, he took his homemade skiff to catch and sell salmon. In the early 1900's, salmon were plentiful in Puget Sound and my grandfather made good money. While in Seattle, he heard that some Teiji immigrants were doing well in a place called Terminal Island in Los Angeles so he decided to move south.

I don't know exactly when he moved to Terminal Island but he did very well, first as a crewman on other people's boats then owning(?) a small jig boat called a Ken-Ken Bune by the Japanese. Ken-Ken is a Japanese word for a fishing lure and Bune means boat. These boats were "Lampera" style boats used by the local Portuguese fisherman. Narrow, from 35 to 50 feet long, tapered both in the bow and stern, these sea-worthy Lampera's were powered by small 5-10 hp. gasoline engines. Albacore tuna was the primary catch for these boats, the albacore were caught individually on jig lines trolled behind the boat.

During the summer season, the migratory albacore were plentiful off the Southern California coast and on a good day, a boat could catch hundreds of albacore. During the off-season, the boats switched to catching less glamorous and less valuable sardines and mackerel by net. These smaller fish are not migratory but were plentiful all year. Albacores are difficult to catch in nets because they tend to swim in loose groups as they rapidly chase bait fish like anchovies and sardines. They will not ball into tight compact schools as required for netting. However, the albacore are voracious hunters that will readily attack a jig or live bait whenever bait is around. The Japanese would catch albacore with individual trolled jigs or using "Jack Poles". Jack Poles are stiff bamboo rods about 6 feet in length with a feathered jig tied to a heavy fishing line attached to one end of the bamboo pole. There is no reel. Whenever a school of albacore came around the boat, the fisherman would take the Jack Poles and simply flip the feathered jig into the water and pull the jig toward the boat, the aggressive albacore would bite the jig and the fisherman would jerk (jack) the 20-30 pound fish onto the boat. The hook on the jig was barbleless so the albacore would simply unhook himself while flopping on deck and the fisherman would again flip the jig back into the water for the next albacore. Often, there would be a crew member throwing fresh or dead anchovies into the water as chum to keep the school of albacore close to the boat.



**Jack-Poling for Albacore Tuna**



**Purse-Seining (netting) Sardines**



My grandfather was a good fisherman and did well. He arranged for my grandmother to immigrate from Japan and eventually raised a family of 3 boys and 3 girls. Soon, he had accumulated enough wealth to build his own big boat. The 85 foot purse seiner the “Patriotic” was launched in 1928. His timing was bad, the Great Depression started in 1929 and the next few years were tough times for the whole Ryono family. He did survive the worst of the Depression and by the mid 1930’s he was making good money with his own boat. The Patriotic was one of the most successful boats in the Terminal Island fleet. He became a leader in the Terminal Island community and, for a Japanese immigrant, became quite wealthy. Family lore does not say if my grandfather ever became a U.S. citizen or stayed a foreign national, legal or illegal.



**The Ryono Family at my Mother's Wedding**

Note: From left to right my Uncle John, Uncle Kats, Uncle Bob, Oji-San (grandfather-Ryono), Aunt Chiz, Oba-Chan (grandmother-Ryono), Aunt Mitsuko, and my Mom (Kay)



**My Grandfather's boat, The Patriotic**

Eitherway, immediately after Pearl Harbor, the FBI came to the Ryono family home in Terminal Island and arrested my grandfather. He was taken away that evening and the family did not know where he had been taken. Eventually, he ended up at Tule Lake Internment camp whereas the rest of the Ryono family were sent to Manzanar. Somehow, I don't know how, but he managed to reunite with his family by 1944. He died of a heart attack while at Manzanar during his internment. He was 50 years old.

My mother, Kachiyo (Kay) was born on Terminal Island but at age two, she was sent along with her oldest brother, (my Uncle John) to Taiji, Japan and raised by her great-aunt. I was told that this was customary in those days for children to be sent to Japan for proper Japanese education but I'm not quite sure because I don't know of other Japanese families that did the same. It may be the economic difficulties of raising a young family in a foreign land. Anyway, it was not until she was 14 or 15 when she and her oldest brother returned to the U.S. that she met her two younger brothers and two younger sisters. She did not speak a word of English and came to live with her own family but one she did not really know. She remembers how awful Terminal Island smelled with all the canneries and racks of dried fish and squid being cured into "himono" (a type of Japanese fish jerky) on the roof-tops by the residents.

She went to San Pedro High School without being able to speak English but did well with help from her friends. Immediately after high school, she was married to Harry Enomoto (my biological father) and moved to Venice, California in 1940, where the Enomoto family had a small family grocery store (Centinela Market). She was living in Venice when Pearl Harbor and World War II happened, so what happened during the forceful removal of the Japanese from Terminal Island in February of 1942 was told to her by her Ryono family members and friends still living on Terminal Island.



She and the rest of the Enomoto family were affected by the April 1942 relocation of Japanese to internment camps. She remembers being told to go to Santa Anita horse racing track and spending one night in the stables before being bussed to Manzanar. My sister Grace was born in Manzanar in February of 1943, but unfortunately, our father, Harry Enomoto died of colon cancer while in camp. In 1944 as people were being allowed to leave the internment camps, my mother at age 23 found herself widowed with two young children and no prospects in the U.S. She was concerned about what would happen to her next. With some convincing from her brother (Uncle Bob), she decided to move to Philadelphia with the rest of the Ryono family. My Uncle Bob was going to dental school at Temple University in Philadelphia during World War II. Not being on the West coast, Uncle Bob was not sent to internment camp. My Uncle Bob was familiar with Philadelphia so he was instrumental in getting the Ryono family to move to Germantown, a suburb of Philadelphia rather than moving immediately back to Los Angeles.

By 1946/1947(?), my Uncle John managed to regain ownership of my grandfather's boat, the Patriotic and the Ryono family returned to the fishing industry in Southern California. The village of Terminal Island no longer existed, so the Ryono family moved to 540 Santa Cruz Street in San Pedro, overlooking the harbor. I remember the long drive with my Uncle John's family (Uncle John, Aunt Mary, Eddie and Karen, my mom, me and my sister, Grace) from Philadelphia to San Pedro by car. Don't know how we squeezed 7 people into one car for such a long ride.

About 1947, my mom remarried into the Enomoto family, when she married Henry Enomoto, (Henry was the younger brother of my father Harry Enomoto). Such arranged brother marriages were common in those days. Henry is the father of my step-brothers, Mike and Glenn, whereas Harry Enomoto is the father of both Grace and I. Neither Grace nor I can remember our biological father and consider Henry to be "Dad" unless we are asked the difference. We moved back to Venice, first to the Venice Japanese Center then our own home on Beach Avenue in Venice. On January 8, 1949, my parents opened Henry's Market, a neighborhood grocery store in Culver City, California and our Enomoto family lived behind the small store for many years while we kids grew-up. Mike was born in 1949 and Glenn born in 1952. It is strange that I remember the exact date when Henry's opened but somehow it has always stuck in my mind. I also remember both Uncle Bob and Uncle Kats working inside the still unfinished store to personally build the shelves for the store. It must have been late 1948.

The decade of the 1940's had been a turbulent time for my mom. She had married while still in her teens, moved in with her new husband's family in Venice, then was forced to relocate to Manzanar in 1942. By 1943, she had two young babies, but she had lost her first husband to cancer. Around 1944, she was relocated to Tule Lake relocation camp along with the Enomoto family because of the Enomoto family's refusal to agree to the infamous "Yes-Yes" declaration. Should she return to Japan after the war (many of her friends did) or should she stay in the U.S.? My Uncle Bob convinced her that post war Japan held no opportunity and with his assistance, she managed to return to Manzanar in May of 1945. She had decided to stay in the U.S. with her mother and father and the Ryono family. Unfortunately, upon her return to

Manzanar, she found that her father had just died of a heart attack. Still she decided to stay in the U.S. and in late 1945, she moved back with the Ryono family to Philadelphia. By 1947 she had remarried and within two years, started a new grocery store with her second husband. I don't know how she did it but somehow she and my dad (Henry) managed to put together enough money to start Henry's from scratch by 1949.

"Ganbatte or Ganbare" (pronounced Gan-ba-rey) is a Japanese word. A simple translation is "endure". It is used when something unfortunate has happened and more fully means "the situation can't be helped so endure, hang in there, do your best and work your hardest to recover". In Japanese culture, complaining about your situation is considered useless and a sign of weakness, so "Ganbatte" and you can do it. I think my Mom certainly honored this Japanese word and tradition; as did most all the Terminal Islanders. During the worst days of being forced out of their island village, to enduring the hardships of relocation camps for years, and to the racial bigotry they faced as the World War II enemy, the Terminal Islanders and their Japanese associates practiced "Ganbatte". There were no mass protests or rioting. I am sure there were grumbling about the actions of the government and there were some protests especially at the Tule Lake internment camp but for the most part, the Japanese community followed their "Ganbatte" tradition. With groups such as the Terminal Island club, they helped each other out and rebuilt their lives.

My Uncle Bob was very active in the Terminal Island Club and became involved in the club's efforts to erect a memorial. He enlisted the help of my brother Mike. Mike is an architect and the managing-director of the world-renowned architectural firm, Gruen Associates. Mike and his firm were instrumental in the design and construction of the Terminal Island Memorial. I understand that an old photo of my grandfather Ryono is the basis for the bronze statue of the fisherman looking out to sea.



Dillon Clark, President  
LaMar Lyons, Vice President  
Matt Garland, Secretary  
Eugenia Bulanova, Treasurer  
Barbara St. John, Communications Officer



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May 22, 2024

### Submitted by email

Lucille Roybal Allard  
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Gene Seroka  
Executive Director  
Port of Los Angeles  
[gseroka@portla.org](mailto:gseroka@portla.org)

Dear members of the Los Angeles Harbor Commission and Mr. Seroka:

The Central San Pedro Neighborhood Council was deeply concerned to learn the Port of Los Angeles is considering demolition of the remaining buildings of the Japanese American community on Tuna Street.

We are talking about the Nanka Shokai and Nakamura Co. store buildings at 700-716 Tuna Street. Per information relayed by Sergio Carrillo from CD 15, the Port's Department of Real Estate has recommended these buildings for demolition as they consider rehabilitation too costly.

These buildings are the last physical remnants of the Japanese American community that called Terminal Island home and helped build the Port's still-thriving economy. They are also the last built fabric attesting to the important national and local history of the forced displacement and internment of the Japanese American population during the Second World War.

Both the National Trust for Historic Preservation and the LA Conservancy consider these buildings nationally significant from a cultural standpoint.<sup>1</sup>

Demolition would directly contradict the goals of the 2018 Port Master Plan, which explicitly states that the Port "shall identify and pursue the preservation of the historic resources within its jurisdiction. The history of the Port, **including significant periods such as** the era of shipbuilding, commercial fishing, and **the Japanese American Fishing Village, should continue to be memorialized**, as appropriate, **through** monuments and **preservation of associated existing buildings and sites.**"<sup>2</sup> (emphasis ours)

It would also contradict the Port's Built Environment Historic, Architectural and Cultural Resource Policy adopted in 2013 following consultation with stakeholders including the Terminal Islanders Club, the LA Conservancy, and the San Pedro Bay Historical Society.<sup>3</sup>

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<sup>1</sup> National Trust for Historic Preservation, "11 Most Endangered Historic Places: Terminal Island, Port of Los Angeles, California, 2012," <https://savingplaces.org/places/terminal-island>; Adrian Scott Fine, LA Conservancy, letter to Christopher Cannon, Director of Environmental Management, Los Angeles Harbor Department, 4/8/2013, [Microsoft Word -LAC comments on Port Master Plan DEIR\\_draft2 \(laconservancy.org\)](https://www.laconservancy.org)

<sup>2</sup> Port of Los Angeles, Port Master Plan, 2018, Section 3.2.5, p. 5.

<sup>3</sup> Los Angeles Harbor Department, Built Environment Historic, Architectural and Cultural Resource Policy, 2013.

We strongly oppose the demolition of these buildings. Instead, they should be preserved and revived in a way that honors this unique heritage. We ask the Port for the following:

1. A site visit by the City's Office of Historic Resources in conjunction with community stakeholders for the City's preservation architect to assess the present condition of these buildings.
2. A breakdown from the Port of the estimated cost to bring these buildings (jointly and individually) back to life.

We look forward to your reply.

Sincerely,



Dillon Clark, President  
On behalf of the Central San Pedro Neighborhood Council

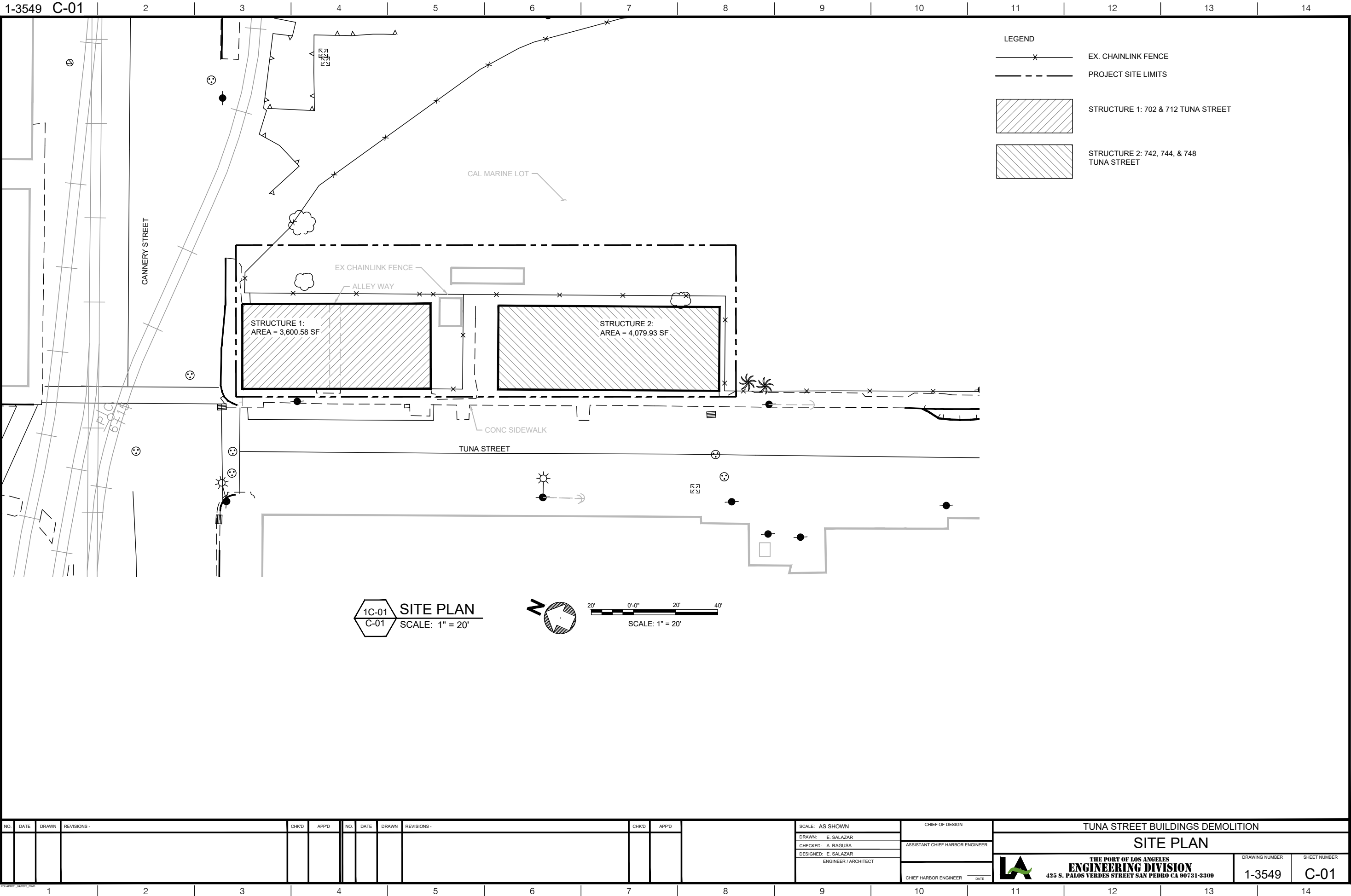
CC:

Derek Nakamura, great-grandson of the founder of Nakamura Co. market  
National Trust for Historic Preservation  
LA Conservancy  
San Pedro Bay Historical Society  
City of Los Angeles, Office of Historic Resources  
City Councilmember Tim McOsker, Los Angeles 15th District  
County Supervisor Janice Hahn, Los Angeles 4th District  
Representative Nanette Diaz Barragán, CA-44 (by mail)  
Assemblymember Mike Gipson, State Assembly, District 65  
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USER: salazar



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

ADP No. 110518-060

Agreement No. 10-2922

PD No. 5

Prepared for:

**CDM**

Prepared by:

**SWCA Environmental Consultants**

December 2011



# **BUILT ENVIRONMENT EVALUATION REPORT FOR PROPERTIES ON TERMINAL ISLAND, PORT OF LOS ANGELES, CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

**ADP No. 110518-060**

**Agreement No. 10-2922**

**PD No. 5**

Prepared for

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USGS 7.5-minute Topographic Quadrangle  
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SWCA Cultural Resources Report Database No. 2011-379

Final  
December 2011

Keywords: CEQA, built environment evaluation, historic building evaluation, historic context, industrial properties, institutional properties, intensive survey, Terminal Island, Port of Los Angeles, positive results

## **Properties Evaluated for Historic Significance**

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

**Table 3.** Properties on Terminal Island Evaluated for Historic Significance

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



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

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



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

#### **700–702 Tuna Street**

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

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

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





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



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

### **712–716 Tuna Street**

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

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

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



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5

\*Resource Name or #: 700-702 Tuna Street

**P1. Other Identifier:**

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County: Los Angeles

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

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

c. Address: 700 Tuna Street

City: Los Angeles

Zip: 90731

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

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

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

The subject property is an altered one and two-story, commercial building located in the Fish Harbor area of Terminal Island at the southeast corner of Tuna Street and Cannery Street. As with the adjacent building to the south, the subject property was built in 1918 as a one-story horizontal lap sided vernacular commercial shop with a false front, single shop entry, and storefront fenestration pattern on the primary (west) elevation. Though no permits are on file to indicate when the two-story addition was constructed or when the stucco was added over the building, the 1921 Sanborn Fire Insurance Map indicates the changes occurred sometime after the first quarter of the twentieth century. Historical photographs from the early 1940s and the 1951 Sanborn map show the wood-sided building with the two-story addition. The original square shape footprint of the building is still evident, though two-thirds of the building is one-story in height and the southern third includes the second story addition. Capped with a flat roof with false fronts and minimal parapet walls, the primary (west) façade includes a wood-frame glazed storefront topped with a ribbon of transom windows along the single-story portion of the building and a non-original, single-panel double wood door on the two-story portion. South of the original recessed entry on the one-story portion of the building the glass storefront has been infilled with a stucco wall. The austere north and south side elevations of the one-story portion of the building are devoid of fenestration, while the east (rear) elevation and the north and rear walls of the second story are punctuated with wood-framed sash and non-original aluminum sliders. (See Continuation Sheet)

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

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



P5b. Description of Photo: (View, date, accession #)  
View northeast, October 8, 2011,  
Photograph 102011(1).jpg

\*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both  
1918, Los Angeles Building Permit #02674

\*P7. Owner and Address:

Port of Los Angeles  
425 Palos Verdes Street  
San Pedro, CA 90733

\*P8. Recorded by: (Name, affiliation, and address)

Steven Treffers and Sam Murray  
SWCA Environmental Consultants  
150 S. Arroyo Parkway, 2nd Floor  
Pasadena, CA 91105

\*P9. Date Recorded: October 4, 2011

\*P10. Survey Type: (Describe) Intensive

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

Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

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

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

Primary #  
HRI#  
Trinomial

Page 2 of 5

\*Resource Name or #: 700-702 Tuna Street

\*Map Name: San Pedro, California

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





**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 700-702 Tuna Street

B1. Historic Name:

B2. Common Name:

B3. Original Use: Dry Goods Store

B4. Present Use: Industrial

\*B5. Architectural Style: Commercial, Vernacular

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

Built in 1918 (Los Angeles Building Permit #1918LA02674); alterations: partial infill of storefront and addition of stucco cladding to exterior walls (post-1941).

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

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Port Worker Commercial Resources

Area: Fish Harbor, Terminal Island, POLA

Period of Significance: 1918-1942

Property Type: Commercial Retail

Applicable Criteria: N/A

Built in 1918, the subject property was the former site of the Nanka Company Dry Goods Store, one of many Japanese-American businesses located on Tuna Street in the years before World War II. Also named Nanka Shokai, or "Southern California Store," the subject property was the only clothing store in the area, and was particularly popular with the women of Fish Harbor (Ryono). Though the owner of the store is unknown, the Nanka Company appears to have served the Fish Harbor community for over three decades, which by 1940 had grown to a population of approximately 3,000 (Waugh et al. 1988).

(See Continuation Sheet)

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

\*B12. References:

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: <http://www.nps.gov/nr/publications/bulletins/nrb15/>. Accessed December 27, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Ryono, Chikao Robert. "Although Patriotic, We Were Drydocked," at <http://ryono.net/terminalisland/culture1.htm>. Accessed October 8, 2011.

San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at <http://www.torranceca.gov/libraryarchive/>. Accessed October 4, 2011.

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

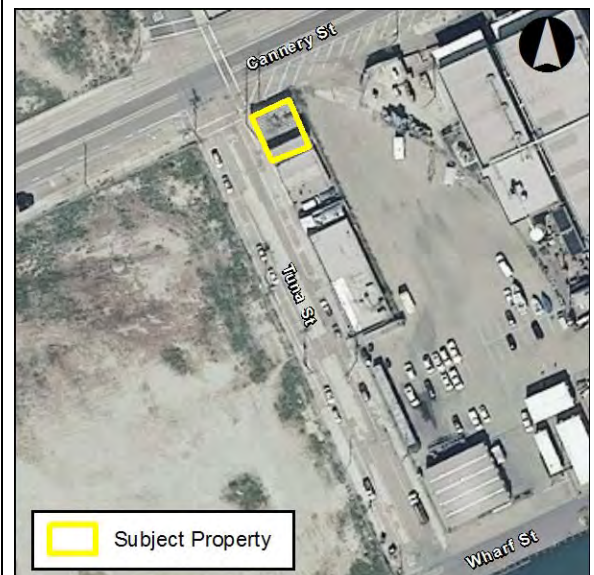
B13. Remarks:

\*B14. Evaluator: Steven Treffers and Jan Ostashay

\*Date of Evaluation: October 4, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update

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

The building appears to be physically connected to the adjacent building to the south (712-716 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. Alterations to the property include the addition of stucco cladding, the extension and modification of the parapet wall along the front (west) elevations, the partial infill of the storefront glazing, and the inappropriate replacement of the original wood and glazed entry door on the primary (west) elevation, the replacement of some sash wood-frame windows with aluminum sliders, the second floor addition over the southern third of the original one-story building, and the modification of the double door and opening within the front wall of the two-story addition.

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

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with restaurants, barber shops, and pool halls, including the Nanka Company Dry Goods Store. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or extensively altered to accommodate the new uses. By the late 1940s the subject property housed the Harbor Sheet Metal Works business, electrical contractors and the Sunhill Electric Company among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that many of the changes to the building occurred including the partial infill of the storefront and the addition of stucco cladding to the exterior lap wood surfaces. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Wescotek, Inc. a food industry consultant.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition to Photograph 2 of the original Nanka Co. storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the National or California registers under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear to be eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.



\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update



Photograph 1: Overview of 700-702 Tuna Street in 2011; view to the northeast



Photograph 2: Original Nanka Co. storefront, date unknown (Source: ryono.net)

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5

\*Resource Name or #: 712-716 Tuna Street

**P1. Other Identifier:**

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County: Los Angeles

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

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

c. Address: 712-716 Tuna Street

City: Los Angeles

Zip: 90731

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

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

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

The subject property is a one-story, wood-frame commercial building located at the north end of Terminal Island's Fish Harbor area, in the Port of Los Angeles. Built in 1918 as a horizontal lap sided vernacular style commercial shop with false front, single entry, and large storefront window, the building was expanded and modified in 1921, 1923, and 1930. Though no permits are on file, it appears that the design of the structure was modified into the Streamline Moderne idiom sometime following 1941. The now stucco clad building is square in plan and features a façade that integrates the Streamline styling popular at the time. Hidden behind a parapet wall that runs the length of the primary (west) elevation is a low-pitch front facing gable roof and a shed roof that covers an early addition made to the south side of the building in 1921. Characteristic of the Streamline Moderne-style, the primary (west) elevation features a long horizontal projecting band that runs the width of the façade, glass tile block windows, and curved walls at the two entrances. The primary entrance is situated to the north and is identified by glass tile blocks and decorative vertical step banding above the horizontal projection that wraps over the parapet wall. Both the primary and secondary entrances are along the west elevation, set atop a single concrete step with metal sheathed solid panel doors that feature mail slots and transoms. The rear (east) elevation has been altered by the addition of two small projecting wings, the north capped with an irregular gable roof and the south crowned by a shed roof. Wood-frame sash and aluminum-frame sliders punctuate the back (east) of the property. There are also numerous wood-frame windows and aluminum sliders of varying sizes on the south and north elevations. (See Continuation Sheet)

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

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



P5b. Description of Photo: (View, date, accession #)  
View northeast, October 8, 2011,  
Photograph 102011(2).jpg

**\*P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both  
1923, Los Angeles Building Permit #53272

**\*P7. Owner and Address:**

Port of Los Angeles  
425 Palos Verdes Street  
San Pedro, CA 90733

**\*P8. Recorded by:** (Name, affiliation, and address)

Steven Treffers and Sam Murray  
SWCA Environmental Consultants  
150 S. Arroyo Parkway, 2<sup>nd</sup> Floor  
Pasadena, CA 91105

\*P9. Date Recorded: August 24, 2011

\*P10. Survey Type: (Describe) Intensive

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

Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

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



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

Primary #  
HRI#  
Trinomial

Page 2 of 5

\*Resource Name or #: 712-716 Tuna Street

\*Map Name: San Pedro, California

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



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 712-716 Tuna Street

B1. Historic Name: Nakamura Company

B2. Common Name:

B3. Original Use: Store and Residence

B4. Present Use: Industrial

\*B5. Architectural Style: Commercial, Vernacular

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

Built in 1923 (Los Angeles Building Permit #53272). Alterations: addition of Streamline Moderne façade (post-1941).

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

\*B8. Related Features:

B9a. Architect: William F. Durr

b. Builder: A. Nakamura

\*B10. Significance: Theme: Port Worker Commercial Resources

Area: Fish Harbor, Terminal Island, POLA

Period of Significance: 1918-1942

Property Type: Commercial Retail

Applicable Criteria: N/A

Built in 1923, the subject property was the former site of the A. Nakamura Company Grocery Store; and while the building permit lists the owner and contractor as K. Nakamura, this is most likely Akimatsu Nakamura, owner of the business which would occupy the building from its construction until 1942. A. Nakamura became an American citizen in 1911 and operated a grocery store beginning in 1918 at an earlier building located at the same site as the subject property. The extant building was designed by William F. Durr, a local designer responsible for a number of industrial buildings in the area including the nearby South Coast Fisheries Cannery which was located at 821 Ways Street (Jones & Stokes 2008). The A. Nakamura Company was one of many grocery stores at Fish Harbor including Murakami Company (110 Terminal Way), Tanishita (779 Tuna Street), and Maeda Ben (721 Tuna Street).

(See Continuation Sheet)

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

\*B12. References:

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: <http://www.nps.gov/nr/publications/bulletins/nrb15/>. Accessed December 27, 2011.

Ancestry.com. "1930 United States Federal Census," in Ancestry.com at <http://search.ancestry.com/cgi-bin/sse.dll?db=1930usfedcen&indiv=try&h=123786792>. Accessed October 4, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Jones & Stokes. *Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street Terminal Island Port of Los Angeles*. Prepared for the Los Angeles Harbor Department. 2008.

Preserving California's Japantowns. "Terminal Island." Accessed from <http://www.californiajapantowns.org/survey/index.php/component/mtree/los-angeles-region/terminal-island>. Accessed October 4, 2011.

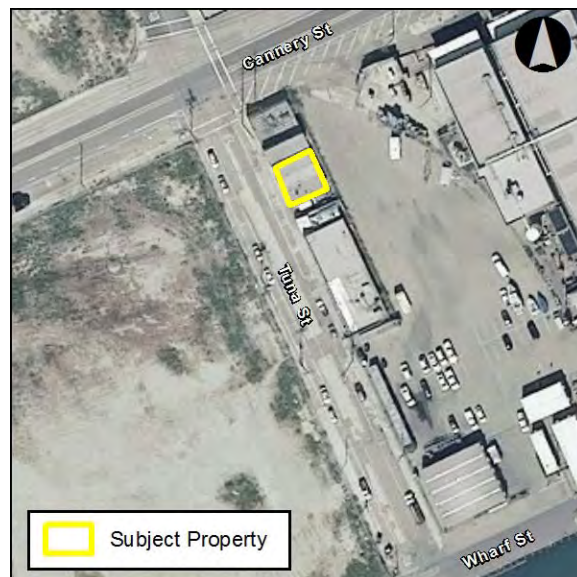
San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at <http://www.torranceca.gov/libraryarchive/>. Accessed October 4, 2011.

B13. Remarks:

\*B14. Evaluator: Steven Treffers and Jan Ostashay

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



\*Date of Evaluation: October 4, 2011



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

Primary #  
HRI#  
Trinomial

Page 4 of 5

\*Resource Name or # (Assigned by recorder) 712-716 Tuna Street

\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update

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

The building appears to be physically connected to the adjacent building to the north (700 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. The subject property is enclosed at the rear (east) by a metal chain link fence topped with barbed wire and affronts Tuna Street with minimal setback. Alterations to the property include room additions to the south (side) and east (rear) elevations; replacement of original wood-frame windows with aluminum sliders; the application of stucco over the original wood lap siding; the replacement of the original entry doors with solid plain contemporary panel doors; the reconfiguration of the front storefront design into a Streamline Moderne style façade; the addition of exposed utility equipments on exterior walls surfaces (south, east, and north elevations); and the infill of the door transoms.

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

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with shops, restaurants, barber shops, and pool halls, including the subject property. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. By the late 1940s the subject property housed Inspectors Seafood Company and Hackney Inspection Lab, among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that Streamline Moderne façade was applied to the building. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Gregorio Aquatech Incorporated, a research company involved in aquaculture.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition and Photograph 2 of the original A. Nakamura storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

**\*B12. References: (Continuation)**

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update



Photograph 1: Overview of 712-716 Tuna Street in 2011; view to the northeast



Photograph 2: Original A. Nakamura Co. storefront, date unknown (Source: ryono.net)





## Memorandum

**To:** Nicole Enciso  
Acting Marine Environmental Supervisor – CEQA, LAHD

**From:** Margaret Roderick  
Architectural Historian, ICF

**Date:** October 5, 2021

**Re:** Final Historical Analysis of the Nanka Company Building (700–702 Tuna Street), Nakamura Company Building (712–716 Tuna Street), and the Thomas Fish Harbor Market (742–748 Tuna Street) (Reevaluation), Port of Los Angeles (APP# 210716-528)

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The Port of Los Angeles (Port) Environmental Management Division requested reevaluation of the Nanka Company Building, the Nakamura Company Building, and the Thomas Fish Harbor Market on Tuna Street, Terminal Island, in accordance with the Port's *Built Environment Historic, Architectural, and Cultural Resource Policy*. In 2011, the Port evaluated the three buildings in a report titled *Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (2011 evaluation). The 2011 evaluation concluded that all three buildings were ineligible because of a lack of integrity.

This reevaluation records each resource on a Department of Parks and Recreation form that updates the description and significance sections. Each significance section has been updated as follows, as applicable to each resource:

- Expanded *Early Fish Harbor and Furusato (1915–1945)* context
- Inclusion of the *Fish Harbor (1945–1985)*, *One-Part Commercial Block (1900–1970)*, and *Moderne Architecture (1925–1959)* contexts, previously prepared for another evaluation at Fish Harbor
- Revised site histories that consider prewar and postwar history
- Detailed integrity assessment for each building
- Evaluation for National Register of Historic Places, California Register of Historical Resources, and Los Angeles Historic-Cultural Monument eligibility, with consideration of both prewar and postwar significance.

The reevaluation concluded that the Nanka and Nakamura Company Buildings are significant for their associations with Furusato but lack sufficient integrity to convey significance. Both buildings underwent major alterations after World War II. Those alterations are not associated with a significant history. In addition, the reevaluation concluded that the Thomas Fish Harbor Market is not associated with a significant history, and its integrity has been diminished. In conclusion, all three buildings were found ineligible for the NRHP or the CRHR or as an HCM because of a lack of integrity.

### P3a. Description

The Nanka Company Building is at the southeast corner of Tuna and Cannery Streets at the Port of Los Angeles's (Port's) Fish Harbor on Terminal Island (Figure 1). Tuna Street extends two blocks between Terminal Way, to the north, and Wharf Street/Fish Harbor, to the south. The blocks surrounding the Nanka Company Building to the northwest, west, and southwest are vacant and enclosed by fencing. To the east and southeast, on the same block as the Nanka Company Building, are other buildings, including the stucco-clad, Moderne-styled Nakamura Company Building, which is next door. A narrow walkway, fronted by a stucco-clad wall with a plywood-covered opening, separates the two buildings. Farther to the south but on the same block is the stucco-clad Thomas Fish Harbor Market Building from 1946. The 1971 Van Camp Sea Food Company property is to the east, behind the Nanka Company Building. The block with the four buildings is directly adjacent to Wharf Street/Fish Harbor.



**Figure 1: Primary (southeast) and side (northwest) elevations.  
Walkway between two buildings shown at far right. ICF, 2021.**

### Exterior

Set on a corner with zero setback and featuring an asymmetrical primary elevation, the Nanka Company Building rises one story to the northwest and two stories to the southeast. Fronted by a parapet, the rectangular building is capped by a flat roof. A shallow-pitch gabled skylight with wired glass punctuates the roof. Non-original stucco clads the building, which, according to historic photographs, originally had horizontal wood siding. A concrete sidewalk, flush with the street, separates the building from the curb. The streetscape lacks trees or vegetation.

The primary (southwest) elevation (Figure 2), facing Tuna Street, is divided into two sections. The symmetrical northwest section rises one story and contains three bays. The center bay consists of a recessed entrance with angled walls that contain one window opening and one door opening (Figure 3). Non-original plywood covers the window and door. The flanking bays originally contained large rectangular window openings. A multi-light transom extends across the three bay's fenestration. Two louvered vents are located above. The northwest window contains a fixed divided light, which has been covered by non-original plywood (Figures 4 and 5). The southeast opening has been filled with non-original stucco, and a "No Trespassing" sign has been posted. The southeast section rises two stories. The first story contains one bay with a rectangular opening and a pair of non-original doors (Figure 6). The second story of the southeast section lacks fenestration. A non-original metal downspout divides the two sections.



\*Resource Name or #: Nanka Company Building;  
700–702 Tuna Street

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\*Recorded by: Margaret Roderick

Date: 8/17/2021

☐ Continuation

☒ Update



Figure 2: Primary (southwest) elevation. ICF, 2021.



Figure 3 [left]: Primary (southwest) elevation, showing recessed entrance and transom. ICF, 2021.



Figure 4 [right]: Primary (southwest) elevation, showing first bay with boarded storefront. ICF, 2021.



**Figure 3 [left]: Primary (southwest) elevation, showing wood at storefront. ICF, 2021.**



**Figure 4 [right]: Primary (southwest) elevation, showing entrance at southeasternmost bay. ICF, 2021.**

The secondary elevation (northwest), addressing Cannery Street, lacks fenestration and presents as a blank stucco wall (Figure 7). The primary elevation's parapet wraps around to the Cannery Street elevation and steps down. Not visible from Cannery Street because of its deep setback, the two-story portion of the building contains two evenly spaced rectangular window openings, which have been boarded up from the interior (Figure 8). One opening features one-over-one, double-hung wooden sashes; the other is missing its sashes.





Figure 5 [left]: Side (northwest) elevation, first story. ICF, 2021.



Figure 6 [right]: Side (northwest) elevation, second story. ICF, 2021.

The rear (northeast) elevation features irregularly spaced fenestration, including one window opening with non-original aluminum sashes and a louvered vent in the two-story section and a door; a rectangular clerestory window opening with a single lightwood sash; a square opening, which has been covered by plywood from the interior; and two louvered vents in the one-story section (Figure 9).



Figure 7: Rear (northeast) elevation. ICF, 2021.

The southeast elevation is not visible from the public right-of-way. A narrow walkway separates the Nanka Company Building's southeast elevation from the Nakamura Company Building's northwest elevation. A non-original stucco-clad wall and door opening, covered by plywood, prevents access to the walkway.

### Interior

The Nanka Company Building's interior spatial organization and most finishes are non-original. The space is organized around a non-original tile-clad hallway that extends from the main storefront entrance to the building's rear where a bathroom and a kitchenette are situated. Rooms and spaces defined by non-original partition walls with non-original carpet-clad floors flank the hallway (Figure 10). Non-original drop ceilings are evident throughout. Original features are limited to storefront fenestration (in the northwesternmost bay only), a ribbon window that extends across the northwest section's three bays (covered with plywood), and a skylight with wired glass above the non-original kitchenette space (Figures 11 and 12).



**Figure 8: Interior, showing hallway from door and side rooms/partitions. ICF, 2021.**





Figure 9: Interior, showing room with boarded storefront and transom. ICF, 2021.

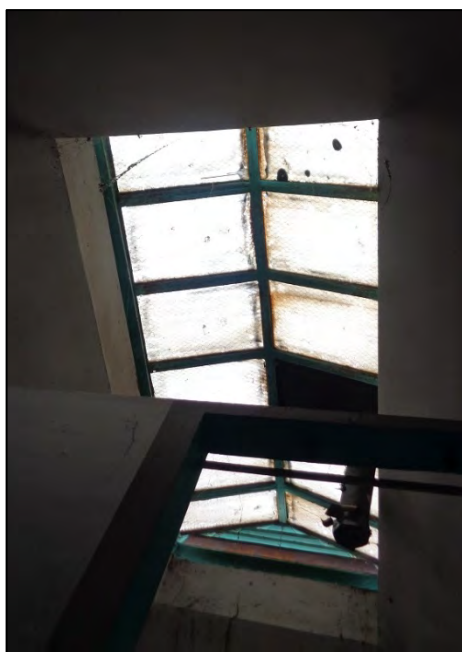


Figure 10: Interior, showing partition walls and skylight with wired glass toward rear of building. ICF, 2021.

## B10. Significance

This section provides a summary of a previous evaluation, historic context statements, and an evaluation of the Nanka Company Building.

### Previous Record

In 2011, the Port evaluated the Nanka Company Building in a report titled *Built Environment Evaluation Report of Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (2011 evaluation). The 2011 evaluation included Port history, a short site history of the building, and a National Register of Historic Places/California Register of Historical Resources (NRHP/CRHR) evaluation. It concluded that the Nanka Company Building (recorded as 700 Tuna Street) was ineligible for the NRHP or the CRHR or as a Los Angeles Historic-Cultural Monument (HCM), although it did not step through the HCM criteria.<sup>1</sup>

### Current Evaluation

The Port's Built Environment Historic, Architectural, and Cultural Resource Policy (Cultural Policy) indicates that the Port maintains a list of the Port's historical resources and that the Port reevaluates resources every five years. In accordance with the Cultural Policy, the Port reevaluated the Nanka Company Building. This document provides an updated historic context statement that focuses on Fish Harbor's history, both before and after World War II, and a new context on building type, a site history developed from resources not previously available, and a reevaluation, including NRHP, CRHR, and HCM criteria. The reevaluation has the same conclusion as the 2011 report: ineligible for the NRHP or the CRHR or as an HCM because of a lack of integrity.

### Context

#### Fish Harbor: Early History and Furusato (1915–1945)

The City of Los Angeles (City) Board of Harbor Commissioners (Harbor Commission) constructed a dredged basin and enlarged breakwater in 1915 and 1916, forming what became known as "Fish Harbor." As early as 1912, the Harbor Commission sought to construct a harbor for use by the fishing industry. The Harbor Commission hired E. P. Goodrich, an expert port planner and engineer, to help with plans for this industry-specific harbor. However, the Harbor Commission determined that Goodrich's suggestions regarding this harbor were not sufficient. Further action was not taken until 1914, when the Harbor Commission adopted plans to construct "fisherman's harbor."<sup>2</sup>

Prior to the construction of Fish Harbor, fishing and canning activities took place throughout the Port, including at Terminal and Mormon Islands. Wilbur Wood, former superintendent of the California Fish Company, established the California Tunny Canning Company in 1912 along the westside of the Main Channel on Terminal Island.<sup>3</sup> Entrepreneurs established the United Tuna Packers in 1913 and the Stafford-Crandall Packing & Fishing Company in 1915 on Mormon Island's eastside, at present-day Berth 180–181. These businesses provided modest local housing for their workers in areas directly adjacent to their canneries.<sup>4</sup>

<sup>1</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report of Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (Los Angeles, CA: Los Angeles Harbor Department, December 2011), 25.

<sup>2</sup> They Turn Down Experts Plans," *Los Angeles Times* (November 28, 1912):28; "Plans Adopted for Fish Harbor," *Los Angeles Times* (December 31, 1914):20.

<sup>3</sup> Charles F. Queenan, *The Port of Lost Angeles: From Wilderness to World Port* (Los Angeles: Los Angeles Harbor Department, 1983), 59; Los Angeles Harbor Department, *Timeline of the Fishing Industry in Los Angeles Harbor* (Los Angeles, CA: Los Angeles Harbor Department, nd), 1, accessed September 17, 2021, <https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf>.

<sup>4</sup> "Incorporations," *Los Angeles Times* (September 23, 1913):22; "New Tuna Company Buys Monarch Plant," *San Pedro News-Pilot* (December 31, 1915):3; Sanborn Fire Insurance Company, *Los Angeles* Vol. 19 (1921), Sheet 1999b.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5

\*Resource Name or #: 700-702 Tuna Street

**P1. Other Identifier:**

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County: Los Angeles

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

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

c. Address: 700 Tuna Street

City: Los Angeles

Zip: 90731

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

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

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

The subject property is an altered one and two-story, commercial building located in the Fish Harbor area of Terminal Island at the southeast corner of Tuna Street and Cannery Street. As with the adjacent building to the south, the subject property was built in 1918 as a one-story horizontal lap sided vernacular commercial shop with a false front, single shop entry, and storefront fenestration pattern on the primary (west) elevation. Though no permits are on file to indicate when the two-story addition was constructed or when the stucco was added over the building, the 1921 Sanborn Fire Insurance Map indicates the changes occurred sometime after the first quarter of the twentieth century. Historical photographs from the early 1940s and the 1951 Sanborn map show the wood-sided building with the two-story addition. The original square shape footprint of the building is still evident, though two-thirds of the building is one-story in height and the southern third includes the second story addition. Capped with a flat roof with false fronts and minimal parapet walls, the primary (west) façade includes a wood-frame glazed storefront topped with a ribbon of transom windows along the single-story portion of the building and a non-original, single-panel double wood door on the two-story portion. South of the original recessed entry on the one-story portion of the building the glass storefront has been infilled with a stucco wall. The austere north and south side elevations of the one-story portion of the building are devoid of fenestration, while the east (rear) elevation and the north and rear walls of the second story are punctuated with wood-framed sash and non-original aluminum sliders. (See Continuation Sheet)

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

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



P5b. Description of Photo: (View, date, accession #)  
View northeast, October 8, 2011,  
Photograph 102011(1).jpg

\*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1918, Los Angeles Building Permit #02674

\*P7. Owner and Address:

Port of Los Angeles  
425 Palos Verdes Street  
San Pedro, CA 90733

\*P8. Recorded by: (Name, affiliation, and address)

Steven Treffers and Sam Murray  
SWCA Environmental Consultants  
150 S. Arroyo Parkway, 2nd Floor  
Pasadena, CA 91105

\*P9. Date Recorded: October 4, 2011

\*P10. Survey Type: (Describe) Intensive

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

Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

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

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

Primary #  
HRI#  
Trinomial

Page 2 of 5

\*Resource Name or #: 700-702 Tuna Street

\*Map Name: San Pedro, California

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





**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 700-702 Tuna Street

B1. Historic Name:

B2. Common Name:

B3. Original Use: Dry Goods Store

B4. Present Use: Industrial

\*B5. Architectural Style: Commercial, Vernacular

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

Built in 1918 (Los Angeles Building Permit #1918LA02674); alterations: partial infill of storefront and addition of stucco cladding to exterior walls (post-1941).

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

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Port Worker Commercial Resources

Area: Fish Harbor, Terminal Island, POLA

Period of Significance: 1918-1942

Property Type: Commercial Retail

Applicable Criteria: N/A

Built in 1918, the subject property was the former site of the Nanka Company Dry Goods Store, one of many Japanese-American businesses located on Tuna Street in the years before World War II. Also named Nanka Shokai, or "Southern California Store," the subject property was the only clothing store in the area, and was particularly popular with the women of Fish Harbor (Ryono). Though the owner of the store is unknown, the Nanka Company appears to have served the Fish Harbor community for over three decades, which by 1940 had grown to a population of approximately 3,000 (Waugh et al. 1988).

(See Continuation Sheet)

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

\*B12. References:

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: <http://www.nps.gov/nr/publications/bulletins/nrb15/>. Accessed December 27, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Ryono, Chikao Robert. "Although Patriotic, We Were Drydocked," at <http://ryono.net/terminalisland/culture1.htm>. Accessed October 8, 2011.

San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at <http://www.torranceca.gov/libraryarchive/>. Accessed October 4, 2011.

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

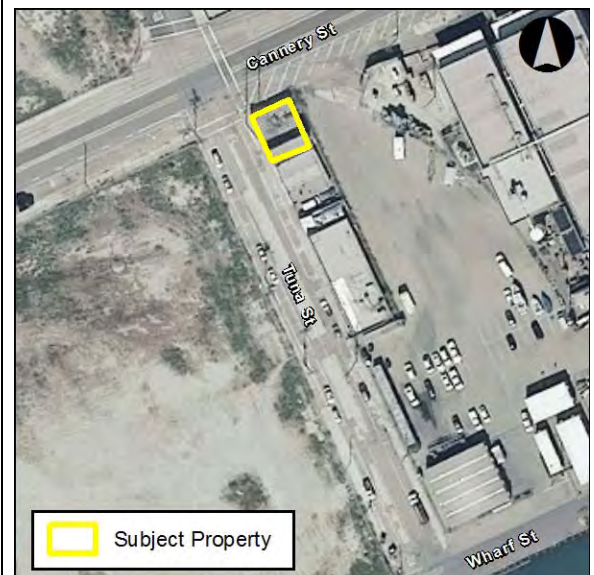
B13. Remarks:

\*B14. Evaluator: Steven Treffers and Jan Ostashay

\*Date of Evaluation: October 4, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update

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

The building appears to be physically connected to the adjacent building to the south (712-716 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. Alterations to the property include the addition of stucco cladding, the extension and modification of the parapet wall along the front (west) elevations, the partial infill of the storefront glazing, and the inappropriate replacement of the original wood and glazed entry door on the primary (west) elevation, the replacement of some sash wood-frame windows with aluminum sliders, the second floor addition over the southern third of the original one-story building, and the modification of the double door and opening within the front wall of the two-story addition.

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

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with restaurants, barber shops, and pool halls, including the Nanka Company Dry Goods Store. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or extensively altered to accommodate the new uses. By the late 1940s the subject property housed the Harbor Sheet Metal Works business, electrical contractors and the Sunhill Electric Company among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that many of the changes to the building occurred including the partial infill of the storefront and the addition of stucco cladding to the exterior lap wood surfaces. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Wescotek, Inc. a food industry consultant.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition to Photograph 2 of the original Nanka Co. storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the National or California registers under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear to be eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.



\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update



Photograph 1: Overview of 700-702 Tuna Street in 2011; view to the northeast



Photograph 2: Original Nanka Co. storefront, date unknown (Source: ryono.net)

### P3a. Description

The modest Nakamura Company Building is at the Port of Los Angeles's (Port's) Fish Harbor on Terminal Island, on the northeast side of Tuna Street between Cannery Street, to the northwest, and Wharf Street and Fish Harbor, to the southeast (Figure 1). Tuna Street extends two blocks between Terminal Way, to the north, and Wharf Street/Fish Harbor, to the south. A fence encompasses an entire vacant block to the southwest, across Tuna Street. The Nakamura Company Building rests between the vernacular, stucco-clad Nanka Company Building, to the northwest, and the vernacular, stucco-clad Thomas Fish Harbor Market, to the southeast. A narrow walkway separates the Nakamura and Nanka Company Buildings; the Nakamura Company Building and the Thomas Fish Harbor Market are separated by approximately 30 feet. The 1971 concrete block Van Camp Sea Food Company property is to the east, behind the Nakamura Company Building. The block with the four buildings is directly adjacent to Wharf Street/Fish Harbor.



Figure 1: Primary (southwest) elevation, with Nanka Company Building to the left. ICF, 2021.

### Exterior

Featuring zero setback and an asymmetrical elevation, the building's primary (southwest) elevation addresses Tuna Street. The modest, one-part commercial block rectangular-plan building, dating originally circa 1921, with Moderne alterations dating to the mid-1940s, rises one story; a parapet conceals the medium-pitched front-gabled and shed roofs. Non-original stucco clads the building, which, according to historic photographs, originally had horizontal wood siding. A concrete sidewalk, flush with the street, separates the building from the curb. The streetscape lacks trees or vegetation.

The primary (southwest) elevation is divided into two sections (Figure 2). The larger, symmetrically composed northwest section contains three bays. Glass block ribbon windows in the flanking outer bays curve toward a recessed slab door, secured with plywood, that forms the building's primary entrance in the center bay (Figure 3 and 4). A secondary recessed entrance with curved walls forms the southeast section of the primary elevation (Figure 5). A shallow cantilevered porch hood extends the length of the elevation, across both sections. Two stepped pilasters extend from the porch hood and curve over the parapet above the primary entrance. This design emphasizes the primary entrance and evokes the pylon-like entrances that were common in Moderne architecture (Figure 6).





Figure 2: Primary (southwest) elevation. ICF, 2021.



Figure 3 [left]: Primary (southwest) elevation, showing recessed entrance. ICF, 2021.



Figure 4 [right]: Primary (southwest) elevation, showing glass block windows. ICF, 2021.

Primary #:

HRI #:

Trinomial:

\*Resource Name or #: Nakamura Company Building;  
712–716 Tuna Street

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\*Recorded by: Margaret Roderick

Date: 8/17/2021

☐ Continuation

☒ Update

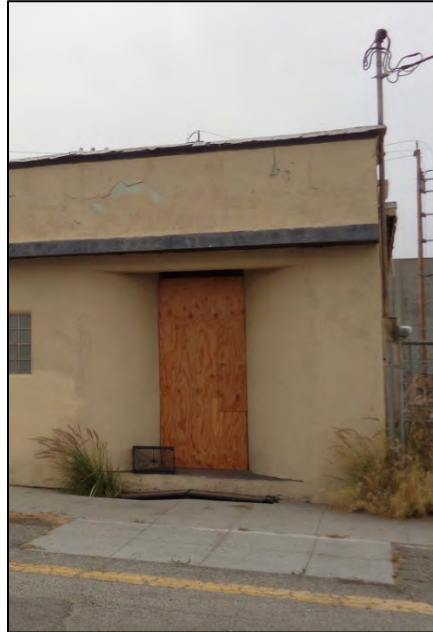


Figure 5: Primary (southwest) elevation, showing southeast bay. ICF, 2021.



Figure 6: Primary (southwest) elevation, showing three northwestern bays. ICF, 2021.



The side (southeast) elevation has irregularly placed fenestration, including two non-original window openings with non-original aluminum sliding sashes and one original window opening with an original wooden sash set deeply into the wall (Figure 7). The elevation also shows signs of an infilled door opening and window openings. The primary elevation's parapet wraps around to the southeast elevation and steps down. Two additional rooflines, both with shallow overhanging eaves, complete the elevation.



**Figure 7: Side (southeast) elevation. ICF, 2021.**

The rear (northeast) elevation has a shallow U-shape, with a center recession flanked by two projections (Figure 8). The elevation features irregularly placed fenestration, including door and window openings. Both doors, covered by plywood, are original wood and glass panel doors (Figure 9). Windows, covered by plywood but visible from the building's interior, include original wooden sash windows and non-original aluminum sash replacement windows. A louvered vent provides ventilation in the gable, which is set back from a lower shed roof. A shallow-pitched shed roof extends the length of the elevation and caps both projections and the open space between them.

The side (northwest) elevation is not visible from the public right-of-way because a non-original wall and door opening, covered by plywood, prevents access to the narrow walkway between the Nakamura Company and Nanka Company Buildings.

Primary #:

HRI #:

Trinomial:

\*Resource Name or #: Nakamura Company Building;  
712–716 Tuna Street

Page Page 5 of 33

\*Recorded by: Margaret Roderick

Date: 8/17/2021

☐ Continuation

☒ Update



Figure 8: Rear (northeast) elevation. ICF, 2021.



Figure 9: Rear (northeast) elevation, showing original panel door. ICF, 2021.



### Interior

The Nakamura Company Building's interior is not original to the building's construction, circa 1921, but dates to the late 1940s when an owner applied the Moderne-styled exterior (Figures 10 to 12).<sup>1</sup> Full- and partial-height wood and glass partition walls and full-height solid walls, clad with wood wainscoting and acoustic tile, divide the interior into a series of rectangular volumes, each a different size. Brick-patterned laminate flooring covers much of the interior floor, and acoustic tile covers the ceiling. The wood and glass partition walls confine entry to a foyer upon entry from the primary entrance (associated with the northwest section of the building's exterior). The foyer contains a counter set atop an unpainted wood wall and a small rectangular space with one glass-block ribbon window southeast of the entrance (Figure 10). A large volume is located to the northwest and separated from the foyer by a full-height wood and glass partition wall, with a door opening that is missing a door (Figure 11). The large room contains green carpet, in addition to the wood wainscoting and acoustic tile found elsewhere in the building. One glass-block ribbon window along the southwest wall and two clerestory hopper or awning windows along the northwest wall complete the room. In the foyer, opposite the primary entrance, a door marked "private," set within a partial-height partition wall, leads into another large room with built-in cabinets and an original porcelain sink (Figure 12). On either side of the sink, doors access enclosed rooms to the right and left. This room as well as the side rooms feature brick-patterned laminate flooring, wood wainscoting, and acoustic tile cladding.



**Figure 10: Interior, entry room. ICF, 2021.**

<sup>1</sup> Margaret Roderick, Visual Inspection, August 17, 2021; "Tuna St. Shops To Be Rebuilt," *San Pedro News-Pilot* (April 20, 1946):7; LADBS Permit No. 1948SP00395.

Primary #:

HRI #:

Trinomial:

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\*Recorded by: Margaret Roderick

\*Resource Name or #: Nakamura Company Building;  
712–716 Tuna Street

Date: 8/17/2021

☐ Continuation ☒ Update



Figure 11: Interior, entry room and office room to the northwest. ICF, 2021.



Figure 12: Interior, back room. ICF, 2021.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5

\*Resource Name or #: 712-716 Tuna Street

**P1. Other Identifier:**

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County: Los Angeles

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

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

c. Address: 712-716 Tuna Street

City: Los Angeles

Zip: 90731

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

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

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

The subject property is a one-story, wood-frame commercial building located at the north end of Terminal Island's Fish Harbor area, in the Port of Los Angeles. Built in 1918 as a horizontal lap sided vernacular style commercial shop with false front, single entry, and large storefront window, the building was expanded and modified in 1921, 1923, and 1930. Though no permits are on file, it appears that the design of the structure was modified into the Streamline Moderne idiom sometime following 1941. The now stucco clad building is square in plan and features a façade that integrates the Streamline styling popular at the time. Hidden behind a parapet wall that runs the length of the primary (west) elevation is a low-pitch front facing gable roof and a shed roof that covers an early addition made to the south side of the building in 1921. Characteristic of the Streamline Moderne-style, the primary (west) elevation features a long horizontal projecting band that runs the width of the façade, glass tile block windows, and curved walls at the two entrances. The primary entrance is situated to the north and is identified by glass tile blocks and decorative vertical step banding above the horizontal projection that wraps over the parapet wall. Both the primary and secondary entrances are along the west elevation, set atop a single concrete step with metal sheathed solid panel doors that feature mail slots and transoms. The rear (east) elevation has been altered by the addition of two small projecting wings, the north capped with an irregular gable roof and the south crowned by a shed roof. Wood-frame sash and aluminum-frame sliders punctuate the back (east) of the property. There are also numerous wood-frame windows and aluminum sliders of varying sizes on the south and north elevations. (See Continuation Sheet)

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

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



P5b. Description of Photo: (View, date, accession #)  
View northeast, October 8, 2011,  
Photograph 102011(2).jpg

**\*P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both  
1923, Los Angeles Building Permit #53272

**\*P7. Owner and Address:**

Port of Los Angeles  
425 Palos Verdes Street  
San Pedro, CA 90733

**\*P8. Recorded by:** (Name, affiliation, and address)

Steven Treffers and Sam Murray  
SWCA Environmental Consultants  
150 S. Arroyo Parkway, 2<sup>nd</sup> Floor  
Pasadena, CA 91105

\*P9. Date Recorded: August 24, 2011

\*P10. Survey Type: (Describe) Intensive

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

Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2011).

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

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

Primary #  
HRI#  
Trinomial

Page 2 of 5

\*Resource Name or #: 712-716 Tuna Street

\*Map Name: San Pedro, California

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





**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 712-716 Tuna Street

B1. Historic Name: Nakamura Company

B2. Common Name:

B3. Original Use: Store and Residence

B4. Present Use: Industrial

\*B5. Architectural Style: Commercial, Vernacular

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

Built in 1923 (Los Angeles Building Permit #53272). Alterations: addition of Streamline Moderne façade (post-1941).

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

\*B8. Related Features:

B9a. Architect: William F. Durr

b. Builder: A. Nakamura

\*B10. Significance: Theme: Port Worker Commercial Resources

Area: Fish Harbor, Terminal Island, POLA

Period of Significance: 1918-1942

Property Type: Commercial Retail

Applicable Criteria: N/A

Built in 1923, the subject property was the former site of the A. Nakamura Company Grocery Store; and while the building permit lists the owner and contractor as K. Nakamura, this is most likely Akimatsu Nakamura, owner of the business which would occupy the building from its construction until 1942. A. Nakamura became an American citizen in 1911 and operated a grocery store beginning in 1918 at an earlier building located at the same site as the subject property. The extant building was designed by William F. Durr, a local designer responsible for a number of industrial buildings in the area including the nearby South Coast Fisheries Cannery which was located at 821 Ways Street (Jones & Stokes 2008). The A. Nakamura Company was one of many grocery stores at Fish Harbor including Murakami Company (110 Terminal Way), Tanishita (779 Tuna Street), and Maeda Ben (721 Tuna Street).

(See Continuation Sheet)

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

\*B12. References:

Andrus, Patrick W. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15. Edited by Rebecca Shrimpton. U.S. Department of the Interior, National Park Service 1990 (revised for internet 2002). Available at: <http://www.nps.gov/nr/publications/bulletins/nrb15/>. Accessed December 27, 2011.

Ancestry.com. "1930 United States Federal Census," in Ancestry.com at <http://search.ancestry.com/cgi-bin/sse.dll?db=1930usfedcen&indiv=try&h=123786792>. Accessed October 4, 2011.

City of Los Angeles Building Permits, Various. On file City of Los Angeles Department of Building and Planning.

Jones & Stokes. *Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street Terminal Island Port of Los Angeles*. Prepared for the Los Angeles Harbor Department. 2008.

Preserving California's Japantowns. "Terminal Island." Accessed from <http://www.californiajapantowns.org/survey/index.php/component/mtree/los-angeles-region/terminal-island>. Accessed October 4, 2011.

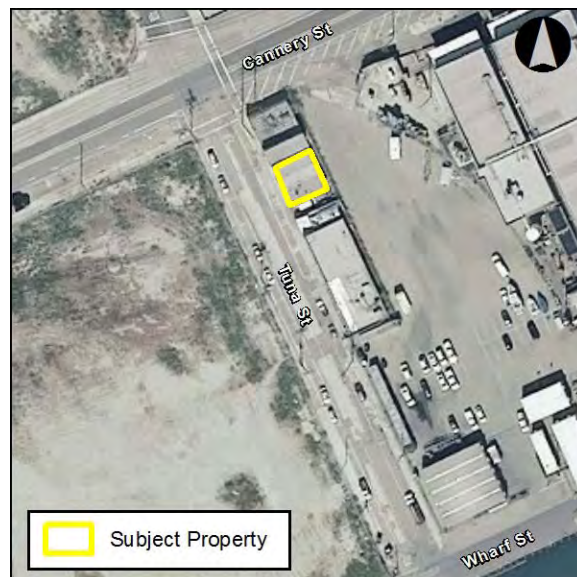
San Pedro and Wilmington Classified Telephone Directory, 1946. From Torrance Library at <http://www.torranceca.gov/libraryarchive/>. Accessed October 4, 2011.

B13. Remarks:

\*B14. Evaluator: Steven Treffers and Jan Ostashay

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



\*Date of Evaluation: October 4, 2011

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

Primary #  
HRI#  
Trinomial

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\*Resource Name or # (Assigned by recorder) 712-716 Tuna Street

\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update

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

The building appears to be physically connected to the adjacent building to the north (700 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. The subject property is enclosed at the rear (east) by a metal chain link fence topped with barbed wire and affronts Tuna Street with minimal setback. Alterations to the property include room additions to the south (side) and east (rear) elevations; replacement of original wood-frame windows with aluminum sliders; the application of stucco over the original wood lap siding; the replacement of the original entry doors with solid plain contemporary panel doors; the reconfiguration of the front storefront design into a Streamline Moderne style façade; the addition of exposed utility equipments on exterior walls surfaces (south, east, and north elevations); and the infill of the door transoms.

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

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with shops, restaurants, barber shops, and pool halls, including the subject property. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. By the late 1940s the subject property housed Inspectors Seafood Company and Hackney Inspection Lab, among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that Streamline Moderne façade was applied to the building. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Gregorio Aquatech Incorporated, a research company involved in aquaculture.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition and Photograph 2 of the original A. Nakamura storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

**\*B12. References: (Continuation)**

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.



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**CONTINUATION SHEET**

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\*Resource Name or # (Assigned by recorder) 712-716 Tuna Street

\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update

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

The building appears to be physically connected to the adjacent building to the north (700 Tuna Street); however, a non-original false stuccoed wall with an access door set flush between the primary (west) elevations of both buildings hides a small pedestrian alley that separates both parcels and improvements. The subject property is enclosed at the rear (east) by a metal chain link fence topped with barbed wire and affronts Tuna Street with minimal setback. Alterations to the property include room additions to the south (side) and east (rear) elevations; replacement of original wood-frame windows with aluminum sliders; the application of stucco over the original wood lap siding; the replacement of the original entry doors with solid plain contemporary panel doors; the reconfiguration of the front storefront design into a Streamline Moderne style façade; the addition of exposed utility equipments on exterior walls surfaces (south, east, and north elevations); and the infill of the door transoms.

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

The development of Fish Harbor and the fishing and canning industries it attracted, resulted in the formation of a distinctive Japanese American community in the early twentieth century (Japanese Fishing Village period). These individuals worked primarily as commercial fisherman or at the nearby canneries. The first (Issei) and second (Nisei) generation Japanese and Japanese American developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. The commercial heart of the community was a small but vigorous commercial core on Tuna Street, which was lined with shops, restaurants, barber shops, and pool halls, including the subject property. However, with the attack on Pearl Harbor in 1941, the residential character of Fish Harbor dramatically changed. Beginning in 1942, the entire Japanese American population of Terminal Island was forcibly relocated to internment camps and nearly all their homes and businesses were razed.

Following World War II, the Japanese population who once called Fish Harbor home did not return to Terminal Island and the function of Fish Harbor, including Tuna Street transformed from the fishing and canning industries to an industrialized, container shipping use. At this time, many of the buildings on Tuna Street and elsewhere in the immediate area were demolished or altered to accommodate the new uses. By the late 1940s the subject property housed Inspectors Seafood Company and Hackney Inspection Lab, among other industrial related businesses in later years (San Pedro and Wilmington City Directory 1946). It was probably at this time that Streamline Moderne façade was applied to the building. By 1950 the entire west side of Tuna Street between Fish Harbor and Cannery Street was occupied by large facilities operated by the French Sardine Company (later renamed StarKist). With the eventual demise of the canning industry in the 1970s, the built environment of Fish Harbor and the immediate area dramatically changed as most of the adjacent facilities, including the Chicken of the Sea and StarKist facilities, were demolished. With the exterior changes made to the subject property over the years, only its basic form remains. It is currently occupied by Gregorio Aquatech Incorporated, a research company involved in aquaculture.

Although the subject property has a direct physical and tangible association to the Japanese Fishing Village period of Fish Harbor, severe alterations to the building have left it totally unrecognizable to its period of significance. The wood cladding has been replaced with stucco and many of the original openings and windows have been enclosed or seriously altered. All of the doors and windows have been replaced. NRHP Bulletin No. 15 describes a basic integrity test for a property associated with an important event or person: would a historical contemporary from the property's period of significance recognize the property as it exists today (Andrus 2002)? When comparing Photograph 1 of the building's current condition and Photograph 2 of the original A. Nakamura storefront (see DPR Page 5), the answer is most certainly "no." It is clear that the property does not possess sufficient integrity to reflect its historical associations with the Japanese Fishing Village and period of significance. In addition, the all but complete removal of the surrounding built environment has seriously affected the building's historical integrity in terms of setting, feeling, and association. As a result, the subject property does not appear eligible for listing in the NRHP or CRHR under Criterion A/1 for its associations with important events or under Criterion B/2 for its associations with important persons. The design, materials, and workmanship of the building have also been seriously affected. The building in its current state is fairly unremarkable in its appearance and does not appear eligible under C/3 for its architecture. No evidence was discovered to warrant consideration under Criterion D/4. In addition, the property does not appear eligible as a contributor to a larger historic district because there is not a significant concentration of buildings united historically by physical development. The property also does not appear to be eligible for local designation because of obvious compromised integrity issues.

**\*B12. References: (Continuation)**

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Sanborn Fire Insurance Co. Maps, Los Angeles, 1921 rev 1951, Vol. 19, Sheet 1910. Available at the Los Angeles Public Library; accessed October 4, 2011

Waugh, Isami Ariguku, Alex Yamato, and Raymond Y. Okamura. "A History of Japanese Americans in California," in *Five Views: An Ethnic Sites Survey for California*. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento. 1988.

\*Recorded by: S. Treffers, S. Murray, and J. Ostashay

\*Date: October 4, 2011 ☒ Continuation ☐ Update



Photograph 1: Overview of 712-716 Tuna Street in 2011; view to the northeast



Photograph 2: Original A. Nakamura Co. storefront, date unknown (Source: ryono.net)



## B10. Significance

This section provides a summary of a previous evaluation, historic context statements, and an evaluation of the Nakamura Company Building.

### Previous Record

In 2011, the Port evaluated the Nakamura Company Building in a report titled *Built Environment Evaluation Report of Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (2011 evaluation). The 2011 evaluation included Port history, a short site history of the building, and a National Register of Historic Places/California Register of Historical Resources (NRHP/CRHR) evaluation. It concluded that the Nakamura Company Building (recorded as 712–716 Tuna Street) was ineligible for the NRHP or the CRHR or as a Los Angeles Historic-Cultural Monument (HCM), although it did not step through the HCM criteria.<sup>2</sup>

### Current Evaluation

The Port's Built Environment Historic, Architectural and Cultural Resource Policy (Cultural Policy) indicates that the Port maintains a list of the Port's historical resources and that the Port reevaluates resources every 5 years. In accordance with the Cultural Policy, the Port reevaluated the Nakamura Company Building. This document provides an updated historic context statement that focuses on Fish Harbor's history, both before and after World War II, and a new context on building type, a site history developed from resources not previously available, and a reevaluation, including NRHP, CRHR, and HCM criteria. The reevaluation has the same conclusion as the 2011 report: ineligible for the NRHP or the CRHR or as an HCM because of a lack of both significance and integrity.

### Context

#### Fish Harbor: Early History and Furusato (1915–1945)

The City of Los Angeles (City) Board of Harbor Commissioners (Harbor Commission) constructed a dredged basin and enlarged breakwater in 1915 and 1916, forming what became known as "Fish Harbor." As early as 1912, the Harbor Commission sought to construct a harbor for use by the fishing industry. The Harbor Commission hired E. P. Goodrich, an expert port planner and engineer, to help with plans for this industry-specific harbor. However, the Harbor Commission determined that Goodrich's suggestions regarding this harbor were not sufficient. Further action was not taken until 1914, when the Harbor Commission adopted plans to construct "fisherman's harbor."<sup>3</sup>

Prior to the construction of Fish Harbor, fishing and canning activities took place throughout the Port, including at Terminal and Mormon Islands. Wilbur Wood, former superintendent of the California Fish Company, established the California Tunny Canning Company in 1912 along the westside of the Main Channel on Terminal Island.<sup>4</sup> Entrepreneurs established the United Tuna Packers in 1913 and the Stafford-Crandall Packing & Fishing Company in 1915 on Mormon Island's eastside, at present-day Berth 180–181. These businesses provided modest local housing for their workers in areas directly adjacent to their canneries.<sup>5</sup>

<sup>2</sup> SWCA Environmental Consultants, *Built Environment Evaluation Report of Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California* (Los Angeles, CA: Los Angeles Harbor Department, December 2011), 25.

<sup>3</sup> They Turn Down Experts Plans," *Los Angeles Times* (November 28, 1912):28; "Plans Adopted for Fish Harbor," *Los Angeles Times* (December 31, 1914):20.

<sup>4</sup> Charles F. Queenan, *The Port of Lost Angeles: From Wilderness to World Port* (Los Angeles: Los Angeles Harbor Department, 1983), 59; Los Angeles Harbor Department, *Timeline of the Fishing Industry in Los Angeles Harbor* (Los Angeles, CA: Los Angeles Harbor Department, nd), 1, accessed September 17, 2021, <https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf>.

<sup>5</sup> "Incorporations," *Los Angeles Times* (September 23, 1913):22; "New Tuna Company Buys Monarch Plant," *San Pedro News-Pilot* (December 31, 1915):3; Sanborn Fire Insurance Company, *Los Angeles* Vol. 19 (1921), Sheet 1999b.



## LOS ANGELES CITYWIDE HISTORIC CONTEXT STATEMENT

### Context: Japanese Americans in Los Angeles, 1869-1970



*Prepared for:*  
City of Los Angeles  
Department of City Planning  
Office of Historic Resources



August 2018



**National Park Service, Department of the Interior Grant Disclaimer**

This material is based upon work assisted by a grant from the Historic Preservation Fund, National Park Service, Department of the Interior. Any opinions, findings, conclusions, or recommendations expressed in this material are those of the authors and do not necessarily reflect the views of the Department of the Interior.

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In her book *Fit to Be Citizens: Public Health and Race in Los Angeles, 1879-1939*, author Natalia Molina suggests that race shaped the city's public health policies and determined the accessibility of health services to various communities. Public health officials often associated disease with immigrants and offered sensationalized reports that suggested diseases originated with immigrant populations. Public health officials deemed Chinese and Japanese as the least assimilable of the foreigners, which became the justification for denying Japanese public health services.<sup>81</sup>

As a result, the Japanese community had to take care of their own. In 1908, Japanese immigrant doctors in Los Angeles included Dr. K. Ikeuchi (c. 1873-unknown) and Dr. Tagaki (dates unknown).<sup>82</sup> By 1917, the number had grown to 13.<sup>83</sup> To address the need for Japanese doctors, they were allowed to take the medical examination with the help of a translator. In 1918, Turner Street Hospital became known as the Southern California Japanese Hospital. Other institutions such as Fukui Mortuary (established in 1918; moved to 707 E. Temple Street) served generations of community members.<sup>84</sup>

Between 1910 and 1915, the Japanese community began to expand into small enclaves outside of Downtown Los Angeles: Terminal Island, Boyle Heights, Uptown, Hollywood/Madison/J. Flats, Venice, and Pacoima/Sun Valley.<sup>85</sup> As the Japanese married and started families, they sought less urban neighborhoods than Little Tokyo in which to raise their children. Most Issei rented existing bungalows in established neighborhoods open to non-whites.



*Japanese family on flower farm in the San Fernando Valley*  
("Telling Our Stories: Japanese Americans in the San Fernando Valley, 1910s-1970s,"  
<http://www.discovernikkei.org/en/nikkeialbum/albums/241/>)

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<sup>81</sup> Ibid.

<sup>82</sup> Mason and McKinstry, *The Japanese of Los Angeles*, 8. Birth and death dates unknown.

<sup>83</sup> Smith, *Japanese American Midwives*, 50.

<sup>84</sup> The Fukui Mortuary was located on Turner Street in 1939. Date of relocation to Temple Street not known. Building permits indicate a 1968 remodel/addition to the mortuary chapel by Japanese American architect Kazumi Adachi and a 1982 addition.

<sup>85</sup> Some of these communities were outside of the incorporated City of Los Angeles at this time.

The largest suburban enclave outside of Little Tokyo was Terminal Island/*Higashi* (East) in San Pedro. The presence of Japanese fisherman in the area also known as Fish Harbor<sup>86</sup> can be traced to the early 1910s. They appear to have been drawn to the area as workers for the Southern Pacific Railroad in San Pedro before turning to abalone fishing. By 1912, there were enough Japanese fishermen to form a Japanese Camp on Timm's Point.<sup>87</sup>

Not long afterward, the Japanese single-handedly created California's tuna fishing industry. Albacore tuna had never been caught commercially in California prior to the introduction of the hook-and-line method that Japanese fishermen began employing in 1912-13. Italian fishermen used nets that were fine for small sardines; tuna thrashed around in the nets creating blood spots on their flesh. In contrast, Japanese fishermen introduced the technique of chumming where live bait was dumped into the water luring schools of tuna to the boat. During the feeding frenzy, Japanese fishermen used barbless hooks on short bamboo poles to catch the tuna. Once they had a bite, the pole was snapped back tossing the tuna onto the deck. With these techniques, Japanese fishermen quickly "dominated the albacore industry."<sup>88</sup>

According to author Naomi Hirahara, "3,000 Japanese lived at Terminal Island or Fish Island in some 330 houses almost identical in size and appearance except for long houses designed for multiple occupants."<sup>89</sup> Differences in class were represented through interior decoration rather than exterior. The residences were typically two-bedrooms with a porch and a small fenced-in yard, and rented for \$6 per month. Bungalows were located along Tuna Street and Terminal Way. The fishing village also included a school, churches, and community meeting centers for social and sporting events. Residents had their own dialect known as *Taminaru-ben* (Terminal Island dialect), a blend of Japanese, English, and fishing terms. In 1916, the village saw a boost in population when Japanese relocated from the Santa Monica fishing village destroyed in a fire.



*Fishermen hooking tuna on the fishing boat, "San Lucas." Terminal Island, CA, c. 1930s (Gift of Dentaro Tani, Japanese American National Museum [94.191.1])*

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<sup>86</sup> Engineer E.P. Goodrich developed a plan for transforming Fish Harbor into an efficient industrial area. Goodrich's idea was to separate the fishing industry from the shipping industry so the residue of the packing industry would be carried seaward on the prevailing breezes. As a result, Goodrich built a large wharf, dredged and landfilled to reclaim 65 acres of land and 45 acres of anchorage to accommodate boats. Canneries were aligned along Wharf Street facing the ocean to receive incoming boats full of fish.

<sup>87</sup> Naomi Hirahara and Geraldine Knaz, *Terminal Island: The Communities of Los Angeles Harbor* (Los Angeles: Angel City Press, 2015), 125. The site of Timm's Point is California State Historical Landmark No. 384 and City of Los Angeles Historic-Cultural Monument No. 171.

<sup>88</sup> *Ibid.*, 125.

<sup>89</sup> *Ibid.*, 167.



*Japanese residences on Terminal Island, c. 1941 (USC Digital Library, Japanese American Relocation Digital Archive, 1941-1946)*

Terminal Island boasted the second largest commercial district of Japanese businesses in the city of Los Angeles. Tuna Street was the main commercial street, with businesses lining both the east and west sides of the street beginning in the 1910s.<sup>90</sup> Cannery Street also housed a couple of cafes, a bait shop, and a few other stores.<sup>91</sup> Another small cluster of businesses was located at the western end of Terminal Way at Seaside Drive. In many cases, the merchants lived at the stores. Only a couple of commercial buildings are extant at Fish Harbor as reminders of this once active community.<sup>92</sup>

The area included a thriving industrial core. Canneries started moving to Fish Harbor in 1918. The first cannery established there in 1918 was the California Fish Company.<sup>93</sup> Others followed including: Van Camp Seafood Company, the International Packing Company, Seacoast Cannery, American Tuna Company, French Sardine Company (which became Starkist), Franco-Italian Cannery, California Seafood Company, and White Star Canning Company (which first trademarked the phrase “Chicken of the Sea”). Cannery workers were typically Filipino men and the Japanese women who came to the village as picture brides. None of the canneries remain.

Although most Japanese commercial businesses were concentrated on Terminal Island, a few businesses were scattered throughout downtown San Pedro. They included markets, barbers, cafes, and pool halls.

---

<sup>90</sup> Nearly all buildings on Terminal Island were razed after incarceration. Only a couple of commercial buildings remain at 700-702 Tuna Street and have been altered.

<sup>91</sup> California Japantowns' website, Terminal Island, accessed December 9, 2016, [www.californiajapantowns.org](http://www.californiajapantowns.org).

<sup>92</sup> In 2002, the Terminal Island Japanese Fishing Village Memorial was dedicated at 1124 S. Seaside Avenue in San Pedro.

<sup>93</sup> Originally founded on February 25, 1893 as the Southern California Fish Company.



A few of the buildings that housed these businesses, particularly, Japanese-operated markets remain such as the 1930s Garden Basket No. 2 at 1231 S. Pacific (later San Pedro Ballet School).

San Pedro was also home to the premier resort for Southern California's Japanese population: White Point Hot Springs Hotel (not extant).<sup>94</sup> White Point Hot Springs was built by brothers Tojuro and Tajimi Tagami during the mid-teens on land previously leased to twelve Japanese American fishermen by Ramon Sepulveda. Discovery of a sulfur hot spring made the property attractive for its curative properties. The resort included a 50-room hotel, outdoor dance floor, restaurant, salt-water swimming pool, and boating area.



*Aerial view of White Point Hot Spring Hotel, August 1922 (Local History Collection, Palos Verdes Library District)*

Aside from Terminal Island, Boyle Heights, east of Downtown, was one of the city's largest early Japanese American residential communities outside of Little Tokyo.<sup>95</sup> The catalyst for Japanese settlement in Boyle Heights was the 1911 relocation of the Buddhist Temple to Savannah Street and a desire for a less urban environment in which to raise young families. The area also offered "the best selection of single-family housing untouched by restrictive covenants anywhere in the city."<sup>96</sup> A significant number of Japanese families moved to the area beginning in 1920.<sup>97</sup> An important early remaining resource is the Magnolia House at 2516 E. 3<sup>rd</sup> Street, which opened in 1922 as a boarding house for girls of European and Japanese descent.<sup>98</sup>

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<sup>94</sup> The hotel was located at S. Western Avenue and West Paseo del Mar. An extant fountain is assumed to have been associated with the hotel.

<sup>95</sup> Koyoshi Uono. "The Factors Affecting the Geographical Aggregation and Dispersion of the Japanese Residents in the City of Los Angeles" (master's thesis, University of Southern California, July 30, 1927), 133.

<sup>96</sup> Scott Kurashige, *The Shifting Grounds of Race: Black and Japanese Americans in the Making of Multi-Ethnic Los Angeles* (Princeton, NJ: Princeton University Press, 2008), 42.

<sup>97</sup> Uono, "The Factors Affecting the Geographical Aggregation and Dispersion," 132.

<sup>98</sup> The Queen Anne style residence was built for Los Angeles City Councilman E.L. Blanchard and is also a significant example of an intact late nineteenth century residence in Boyle Heights.

# FISHING VILLAGE BRINGS ATMOSPHERE OF OLD JAPAN TO LOS ANGELES HARBOR: ...

Lawrence, Samuel

*Los Angeles Times* (1923-1995); Apr 25, 1926; ProQuest Historical Newspapers: Los Angeles Times  
pg. B10

## FISHING VILLAGE BRINGS ATMOSPHERE OF OLD JAPAN TO LOS ANGELES HARBOR

### SARDINE AND TUNA INDUSTRY IS TAKING LEADERSHIP HERE

By Samuel Lawrence

"*H*OW does the other half of the world live?" That is always a question which arouses the curiosity and leads the investigator into strange out-of-the-way corners. And in these places he is almost sure to stumble upon things which before he did not even know existed.

But there is one spot near-by upon which it is somewhat difficult to stumble, and the public seldom finds it without seeking it out intentionally, although it is of more than a little importance to the commercial life of Southern California. It is Fish Harbor, a little fishing settlement on the edge of a small rectangular body of water, sheltered from the rougher seas of Los Angeles' Outer Harbor by artificial rock barriers.

Situated on barren Terminal Island, away from the beaten track of travel, the little fishing village has grown up in a world apart.

Terminal Island is connected with the mainland and San Pedro by a single ferry, by the tracks of railroads serving the industries located on the side of the island facing the Inner Harbor, and by one automobile road which turns off of the main San Pedro-Long Beach highway and reaches the fishing settlement via a ponderous drawbridge.

#### *A Bit of Japan*

A bit of Japan transplanted to the shores of California—that is the sum total of the variety of first impressions which one receives on first entering the settlement. An oriental fishing village it seems, picked up in the Land of the Rising Sun and set down just a little apart from the busy wharves of Los Angeles Harbor.

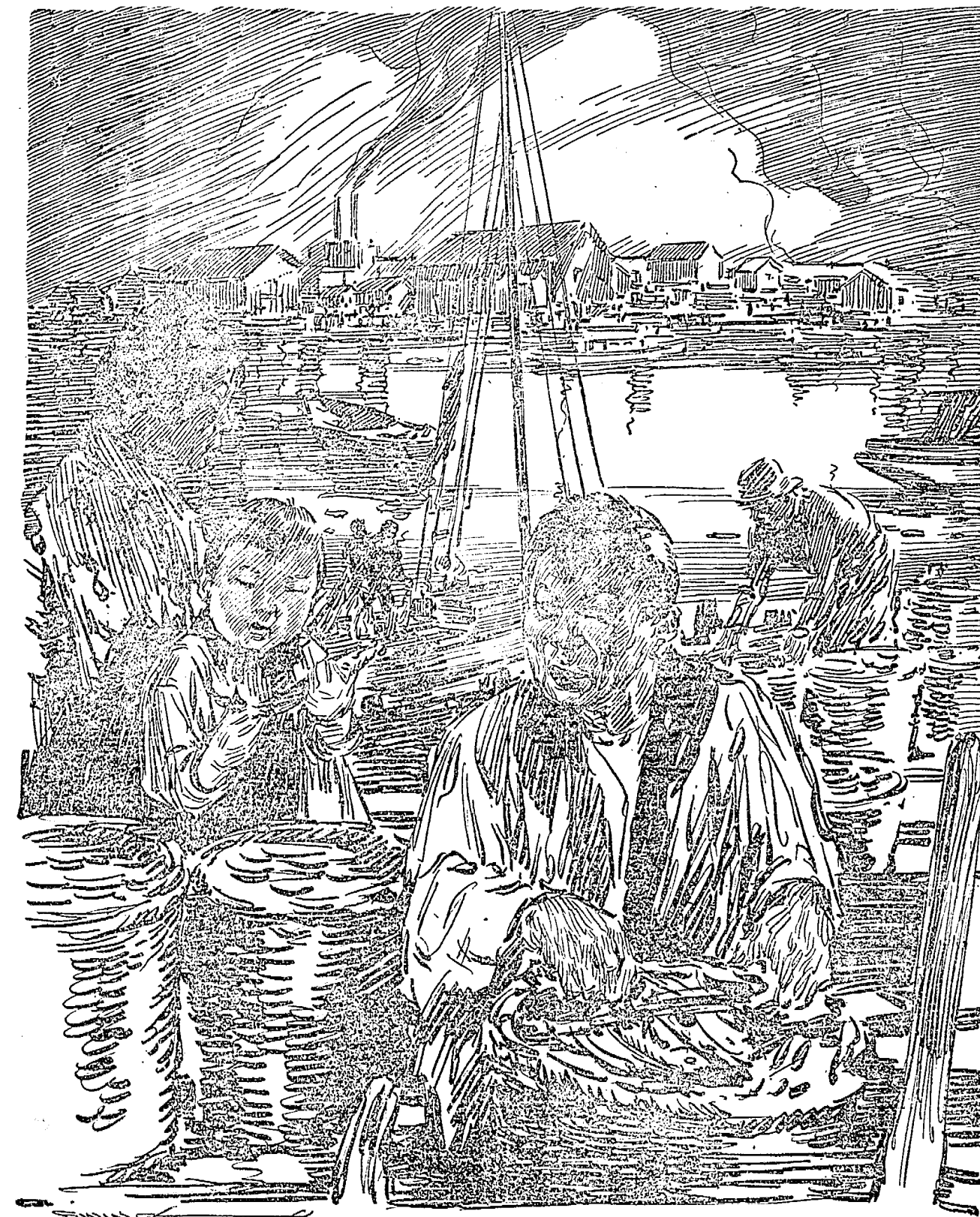
It is in the atmosphere of the place: the weather-beaten little boats riding placidly at anchor, the silent brown-skinned Japanese fishermen spreading their nets to dry in the sun, the crowds of almond-eyed children playing in the streets, all contribute to that impression of the foreign which makes itself felt so keenly.

Yet Fish Harbor, despite its alien population, is in reality an up-to-date sort of fishing village. The long wharf fronting the outer harbor, where the fishing boats tie up, is lined with a row of canning factories and packing plants. Modern machinery for unloading the fish from the little schooners when they arrive with their catch has been placed at convenient intervals along the front of the dock. By means of these modern appliances the fish are quickly taken off of the incoming vessels and sent through chutes into the canneries.

#### *Sardines Abundant*

Sardines and tuna fish form the largest part of the catch at Fish Harbor. The catching and exporting of sardines covers a greater part of the total volume of business done at the village than does the tuna industry. The waters off the coast of California teem with great schools of sardines, furnishing a large supply of fish for the packing plants. But even with this, the supply is not equal to the demand and the Southern California output is usually completely sold before the season begins, for the Pacific sardine has come to be preferred in world markets to the sardines of Biscay, of Portugal, of Scandinavia, and of Normandy.

In the tuna-canning industry the little village on Terminal Island has also assumed a leading position. The annual pack of tuna at Fish Harbor shows a total of



hundreds of thousands of cases. The visitor to one of the canneries along the ocean front of the village would be more than willing to believe this after taking a few breaths of the air inside the plant, pungent with the penetrating odors of fish and oil.

Like the sardine catch, the tuna output is sold as soon as it has been canned, for the supply is almost never

as great as the demand. Usually the same canneries handle both tuna and sardines, at different seasons of the year.

#### *Village Is Isolated*

With the exception of one or two shipbuilding plants engaged in the construction of small-sized craft, the fish

industry is the only one of the village. At some distance away, on the side of the island facing the Inner Harbor of Los Angeles, are municipal docks and the wharves of lumber and oil corporations. But these are remote enough to allow the fishing village a large degree of isolation.

The canneries and shipyards are not the only evidences of modern civilization which tend to dispel the quaint oriental glamour of Fish Harbor. The population of the settlement is chiefly Japanese, yet these people live in the most ugly type of American houses. Long rows of frame cottages with each house but a few feet from its neighbor and with the rows very close together comprise the residence section of the village. Each cottage is exactly the same size, shape and color as all of the others—the kind of homes which large corporations provide for their employees in wholesale lots.

#### *Native Air Remains*

But the Japanese villagers have not allowed their native atmosphere to be destroyed by all of these modern and American conditions. Even though Tuna street, the main thoroughfare of the village, is lined for two of its three blocks with Americanized stores (the windows bear the names of Japanese proprietors,) the little avenue still has that air of strangeness which seems to mark it as an alien territory.

Japanese loiterers play billiards in the local pool hall and still keep the essence of their nationality. Japanese families park at the curbs in sputtering motor cars, but they bring a suggestion of the foreign and the old-fashioned even under these modern western conditions. Japanese children stand in groups eating ice-cream cones, and yet they serve only to add to the oriental flavor of the place.

#### *Harbor Is a Picture*

Perhaps the most interesting part of Fish Harbor, however, is the harbor itself. Here the fishing boats are lined up in rows, close together, in front of the long wharf. Of all sizes and shapes they are.

Sailboats, with their dirty canvas rolled down, float side by side with gasoline launches. Small ships, their decks crowded with gear, rub their sides against larger vessels next to them.

But all are alike in this respect—they are very dirty. Dead fish, encrusted buckets and cans, and the remains of vegetables which were once part of the ship's provisions are strewn about on the decks. Most of the boats are quite innocent of paint, and seem to have gotten along without its protection for a long time.

Overhead wheel seagulls in noisy numbers, screaming excitedly as they rush and turn from one direction to another in their eager competition for the scraps of fish which lie on ship and land and sea.

#### *Hour of Dusk*

It is at the hour of dusk that the harbor takes on its greatest charm and quaintness. As the light grows dimmer, the lines of the little fishing craft are softened.

The dirty decks lose their harshness and ugliness in the fading light. The vessels rise and fall gently on the smooth tides, while the water slaps softly at their wooden sides. The seagulls continue to dash and scamper through the air, but they become hazy objects against the background of a glowing sky. The anchored boats blend into the masses of shadows which they have cast.

Along the wharf little brown-skinned men finish gathering up their nets, which the sun has dried during the day. The freshening twilight breeze sweeps away the strong odors coming from the canneries and arising from the unwashed decks of ships. Along Tuna street the lights begin to shine forth from the store windows. Then the illusion is almost complete. The place is strange, unfamiliar, foreign. Fish Harbor has become a fishing village on the shores of the island kingdom of Japan.

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TRANSPLANTED  
JAPAN NEAR BY

Motor Jaunt That's Different  
Takes Few Hours  
Terminal Island Has Many  
Wonders to Offer

Thousands of Nipponese Live  
and Play There

BY SAMUEL L. FRIEDMAN  
Like a section of old Nippon, transplanted from the extreme east to the extreme west, is Terminal Island at San Pedro Harbor—a part of Los Angeles known to few residents of the city, but an important place to a large portion of the local Japanese population. And, like a strange foreign land, Terminal Island holds quaint interest for visitors who are intrigued by the novel and unusual.

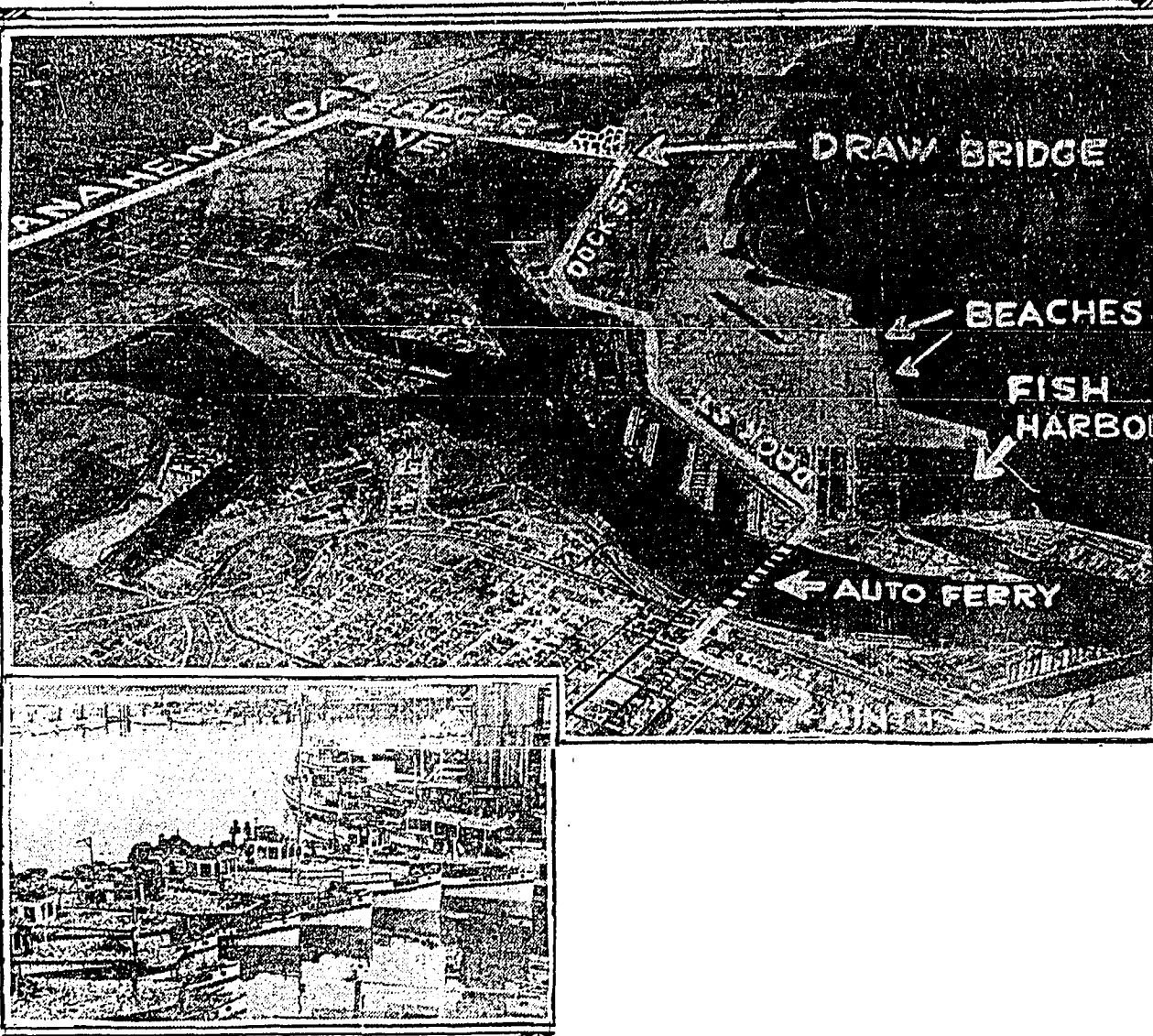
**JAUNT THAT'S DIFFERENT**  
This little piece of land, stretching like a protective wall across the city's inner harbor, has been of interest as a place where hundreds of Nipponese families live and work. Now it has been revealed as a recreation spot by the Los Angeles Playground and Recreation Department, which maintains a playground and municipal beach on the island. A trip to Terminal Island is truly a "different" motor jaunt, and a few hours are all the time necessary for this short tour.

An easy way of reaching the place is via Main street south to Anaheim Road, turning east on Anaheim Road, turning east on Anaheim Road to Badger avenue, which is the first street before reaching the bridge across "Nigger Slough." Proceeding on Badger avenue over the heavy drawbridge which spans the Cerros Channel of the harbor, Terminal Island is found on the other side. At its eastern end, the island is mostly a sandy waste; but the automobile highway soon leads the visitor past industrial plants and warehouses until the big municipal playground is observed on the left of the road. Japanese children playing strange games and pastimes characteristic of chrysanthemum land, side by side with their participation in American sports and activities, offer a strange contrast here. But the predominance of environment is indicated by the fact that baseball is the most popular of all Terminal Island outdoor recreations. Archery, too, has taken a great hold upon the fancy of the island population, encouraged by frequent tournaments in this sport which draw the participation of expert bow-and-arrow wielders from San Pedro, Los Angeles, Santa Monica and other communities. The Japanese, it will be recalled, were expert archers for centuries before Admiral Perry introduced gun powder to the nation seventy-five years ago.

**BABEL OF VOICES**  
Another favorite recreation center for the Terminal Islanders and thousands of other Japanese from Los Angeles is the wide stretch of beach which faces the outer harbor of the city. Because of the protective effect of the government breakwater, this beach offers practically still-water bathing along more than a half-mile of sand, which is patrolled by Playground and Recreation Department life-guards. On warm Sundays the spot is crowded to capacity with a goodly portion of the Japanese population of Los Angeles and vicinity, an unusual sight indeed for one accustomed to seeing the ordinary type of beach throng. And even more unusual is the confusion of sounds which arises from the brown-skinned slant-eyed recreation seekers—a babel of oriental voices which ring strangely on western ears. Just around the angle of the island from the municipal beach awaits a sight most characteristically Japanese of all—Fish Harbor. Here is the center around which the life of the Nipponese Islanders revolves. A large rectangular basin of water, indented in the outer harbor shore line, Fish Harbor contains more odd types of sailing and power craft than could be seen in hours of wandering up and down any American port. On a quiet Sunday afternoon these boats rock at their moorings softly, while the still water reflects their scurried masts and rigging. It recalls paintings of Japanese fishing villages—paintings which every layman has seen, which every artist has imagined. The ships, with fishermen loitering on their decks, might just as well be lying on the sea coast of the Mikado's ancient realm as the shores of twentieth century Southern California.

**NAMES THAT TINKLE**  
Back of the fishing fleet are the canneries, where the day's catch is unloaded from the ships and sent throughout the United States in cans. And back of these industrial buildings is a business street lined with shops bearing tinkling Japanese names; and behind the stores are rows of frame cottages overflowing with oriental doll-faced children. Terminal Island, of course, has other features of interest besides its large Japanese colony. The United States government has control over two large areas—one at the entrance to the inner harbor being maintained as a quarantine and immigration station and the other being used as a navy aviation field. Wharves, warehouses, oil storage tanks, lumber yards and other harbor appurtenances are also located on the island. An excellent return route to Los Angeles from Terminal Island is via the auto ferry to San Pedro. From there a drive up Ninth street over the Palos Verdes hills will lead to the extension of Western avenue, which may then be followed through Torrance to the city.

Little Bit of Orient Visited on Short Jaunt



Loop Trip Described  
Aerial view of Terminal Island and vicinity shows route of automobile trip which may be made in few hours. Lower picture is of Fish Harbor on Terminal Island. Air view copyrighted and supplied by Spence Airplane photos.





A good day's catch at Terminal Isle.

A VILLAGE with Japanese babies playing in the streets, Japanese writing on the shop windows and Japanese signs on all the street corners and mail boxes, and only a few souls who can understand English, that is what one finds at Terminal Island, San Pedro.

"Everybody fisherman—I am fisherman, too," stated one of the residents, and he was one of only two men encountered during an afternoon who could speak English. "Some year fish run good—make much money, other years not so good—same as all business. Catch tuna, sardines, albacore and mackerel. Streets all named for fish—Tuna street, Mackerel street, Sardine street.

"Japanese people eat much fish but favorite dish is sukeyaki. Very nice, Everybody like."

This dish is made of meat cut in small, thin pieces and cooked with onions and celery and some Japanese vegetables. A small stove is placed on a table and everybody sits around and talks while sukeyaki is being made. Sukeyaki for dinner; for breakfast, rice, eggs and pickles, and sometimes soup made from fermented beans. For lunch they eat anything.

The village was much nicer, according to my informant, before the bridge was built, connecting it with main land. "Before bridge come nobody lock doors, nobody have keys. Japanese love village. Nobody go away—if he go for short time he come back soon as he can."

Then he hurried away to mend his nets—this genial fisherman who did what he could to explain his village and his people.

In a general-store window a pair of magnificent yellow gloves were displayed with the legend, "1 paer glove 50 c." But alas! to the necessary, "Do you speak English?" which must preface all attempts at conversation over there, the answer was, "No English," as it had been in the drug store, book store, grocery store and tailor shop.

The book store is interesting with its Japanese novels, newspapers and children's books, all going backwards. The children's books are illustrated, of course, and they seem to suggest that they were either published in this country or some other white man's country. In none of the books are there any pictures that might be of Little Red Riding Hood, Little Boy Blue or Jack the Giant Killer, but at that, none of the children depicted with their animals and kites and things are whole-heartedly Japanese.

On the shelves back of the books are ranged tawdry, flame-colored porcelain jars and vases, and nearby hang some colored prints. One wonders whether these are to catch the eye of the fisherman on pay day, or to charm the occasional white visitor who wanders over to the island.

It is to be hoped the fisherman brightens up the interior of his house a bit either with these or other items of fascination, for the exterior is dull enough. The houses are American style, simple little one-story cottages. Almost all of them are painted a dull red, and in front of each is a tiny garden surrounded by an unpainted fence. In the garden is a goldfish pond and a sign telling how much the fish cost, or there are morning glories, sunflowers and perhaps a distressed-looking dahlia plant.

Down on the water front, facing the wharves, are the canneries where the wives of the fishermen work. Most of

these were picture brides, sent for in the days before the port was closed to orientals.

Approximately 65,700 tons of fish have been canned in the various San Pedro canneries this season. A good day for a fishing boat means one hundred tons of fish during the season they are running.

Mackerel lend their aid to this industry by being caught in the greatest quantity of any fish and next to them rank the barracuda and the bluefin and yellowfin tuna.

It seems that early in the spring Mr. and Mrs. Fish come from somewhere into the Gulf of Lower California to attend to their household duties, then, those little matters over with, they go sightseeing along the coast. All would be well with them if their uncontrolled appetites did not lead them into trouble—generally right into tin cans.

Ninety miles an hour is the estimated speed of the albacore school when they are out on their jaunts, but their fast life does not save them from the fishermen. These men wait for them at certain points on their itinerary and feed them the food they dearly love. The only drawback to this, so far as the fish are concerned, is the fact that there is a hook attached to the food. That hook jerks them into a boat and soon after they become potted tuna. They are canned in slices and slabs and chunks, but probably the only fact that canned—the prestige involved in the vitally concerns them is that they are style of canning must be wholly secondary.

It is the albacore's eye for beauty that leads him astray. He likes his meals to look bright and shiny—to suggest sar-

dines, for instance. So when he sees the bamboo poles with fluttering rags tied to them which the Japanese move up and down in the water to attract him, he recklessly, and without thought, rushes over—well that is the end of him.

Now, not only does the albacore become potted tuna in an unguarded moment and builds up fame for San Pedro as a great fishing center, but he likewise becomes soap, machine grease, fertilizer, puppy-biscuit, colored inks and a host of other things, even to having his eyes turned into beads to adorn ladies.

Mackerel, as before stated, is now the first family of the island. It has slipped into the prestige formerly enjoyed by the albacore. Boats equipped with cold-storage plants ride the seas from one thousand to fifteen hundred miles south of this harbor in its interest, and with the yellowfin and bluefin tuna coming in from those southern waters the canneries keep busy for twelve months during the year.

For a good many years mackerel was practically worthless to the fishermen except in limited quantities but recently it was discovered that it could be packed salmon style—thus its elevation to the rank of the first family. It now is being shipped in enormous quantities throughout this country and is also enjoying a large foreign reputation and demand. It promises to eventually take its place along with sardines and tuna as one of the leading items of popularity packed in the local harbor.

It would be a great mistake for one to think the old-fashioned smoked mackerel was no more—24,000 pounds of it were packed here last year—and as for the sardine, that other accessory to potato

salad, there were one and a half-million pounds packed.

In a hall this afternoon some Japanese girls were being taught their own language—to read and write it, that they may not grow too much out of touch with their own people. Their parents, especially their mothers, in almost all instances do not speak anything of the language of this land of their adoption.

These children speak only their own tongue before they enter the public school. There for the first time they encounter English and, that it may not appear too difficult for them, their kindergarten is equipped most wonderfully with dolls, toys, tools and all the little objects which might appeal to the youngster.

Their teachers speak no Japanese and they must talk only English in the schools but out in the yard after school is over, the basketball games and the little house-keeping games in one of the corners are played in Japanese.

Naturally enough, the basketball is American, but so are the dolls! One would expect to see Japanese dolls, but not one is visible. Every little girl is hugging to her heart an American doll. And on the porch of one of the houses sat an American doll in a pink silk party dress and lace hat, leaning carelessly up against a pile of fish nets. There she sat, all unmindful of how fearfully out of place she looked in her bourgeois finery.

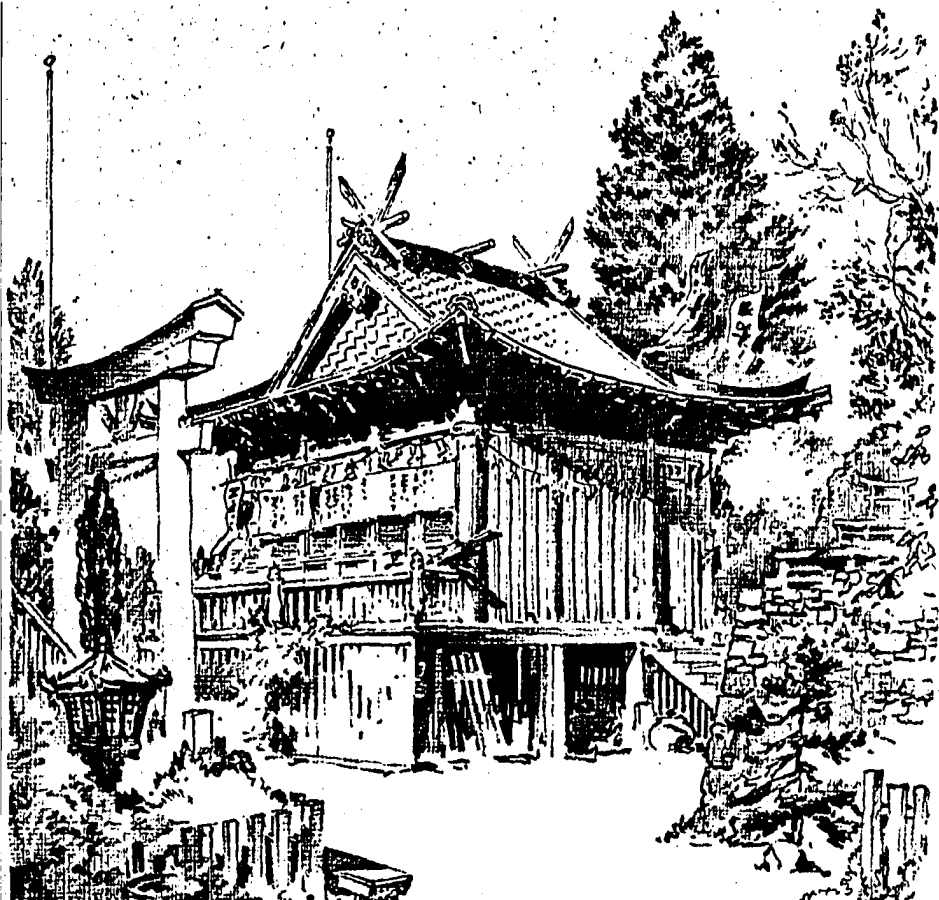
Not only are the dolls American but the velocipedes, the pups and the speckled cats are, too. And the inevitable ice-cream cones and hot dogs are there. Although of American origin these things have now become sort of auto-genetic—they spring up wherever life is found.



Cleaners at work for the North American Tuna Company, Terminal Island. This plant is operated entirely by Japanese, employing both Japanese and white workers.

By **JOE SEEWERKER, and  
CHARLES OWENS**

# NUESTRO PUEBLO



## SHINTO TEMPLE AT FISH HARBOR

Fish Harbor.

There, my friends, is a place of color for you. And of smells. Oh, my, the smells.

They say there is enough fish canned at Fish Harbor in one day to feed an army a couple of weeks. Once you cross over to Terminal Island, San Pedro, and come within sniffing distance of Fish Harbor, you do not doubt it. In fact, you wonder if there isn't enough to feed two armies. Fish for one army could never smell that bad.

Nevertheless, Fish Harbor is an interesting spot. A trifle difficult to get into, true. You see, Fish Harbor is occupied mainly by Japanese fishermen. The fishermen spread their nets for miles along the main thoroughfares

to dry. They also mend them on the streets.

So it behooves the motorist to drive carefully. Come even close to running over a net and the Japanese will look at you as though you were Chinese.

One of the interesting places at Fish Harbor is the tiny Shinto Temple. For more than 30 years the Japanese fishermen have worshiped at the temple. The steps are worn and grooved from the tread of their feet.

Within, priests in brocaded robes and picturesque headgear of early Japan conduct Old World rituals, heedless of the insistent clatter of the canneries outside.

Yep, it's a very interesting place, Fish Harbor. Pleasant to the eyes. But, my, it's hard on the nose.

# Alien Rules Tightened

**Specific Permits Will  
Be Required for Anyone  
Leaving From Harbor**

Regulations to prevent aliens from escaping on vessels leaving Los Angeles Harbor were tightened yesterday.

Capt. Frank D. Higbee, captain of the port, who is in charge of the Coast Guard in San Pedro, announced all boat departures have been canceled and specific permits will be required in the future.

## **PERMITS REVOKED**

"All general departure permits issued by the commandant of the Coast Guard and all particular departure permits issued by the commandant at Los Angeles have been revoked," said Capt. Higbee.

"The larger vessels must obtain customs clearance and routing from the naval port director's office.

"Smaller vessels have been allowed to depart during daylight hours only after examination at the harbor entrance by vessels of the Navy's inshore patrol force.

"This applies to all ports, harbors and roadsteads of the 11th Naval District."

## **INSPECTION RULES**

Capt. Higbee explained that small craft must report first to the Terminal Island Immigration Station for an inspection and pass. The small boat then will proceed to the harbor entrance and surrender the pass to the Navy station boat. Similar inspection will be required at the immigration station when the vessel returns from the sea.

It was learned that the immigration station is seeking a Washington appropriation for an examination boat. This would augment Navy and Coast Guard boats now checking all craft in and out of port.

The City Clerk's office announced no more business licenses will be issued by the city to any Japanese, whether an alien or an American citizen, in the harbor area. All Japanese applications now must be made to the Federal government.



# Japanese Sad on Ouster Move

Spokesman, However,  
Says He Can't Blame  
Americans for Caution

Inscrutable Oriental mien yesterday hid reactions of Los Angeles Harbor Japanese to the move instigated by Southland officialdom to evict them from defense areas.

But here and there a Japanese spoke his mind and his song was one of sadness that he was a suspect, of sorrow to have to leave the places he had known so intimately.

## JAPANESE UNHAPPY

As the city and county governments acted to remove Japanese employees and private companies in defense districts joined in the move to eliminate the possibility of sabotage and fifth-column activities in vital zones, it was fairly apparent that the Japanese were not happy about the situation.

Yasushi Sakimoto, a California-born Japanese, secretary of the Southern California Japanese Fishermen's Association, spoke for hundreds of his countrymen when he said:

"We're all naturally upset. We have to give up businesses which our fathers have pioneered—fishing, stores, jobs ashore opened up and developed by them.

## AMERICA TOLERANT

"The Japanese here, including the first generation, are here with a desire to live here permanently and to live the lives of good Americans. I think all suspicious Japanese already have been picked up by the government and I doubt if there are any remaining at liberty who would do harm to America.

"However, if I were a white American in Japan now, I would not expect to be allowed to stay in the vicinity of defense facilities. The American government has been very tolerant toward us, both first and second generation, and when the order comes, if it comes, we will be reconciled to comply with it."

## TREND RELATED

Sakimoto maintained that second-generation Japanese here owe everything to America and nothing to Japan and they know it. He said of the 2200 Japanese at Fish Harbor, 1400 are American citizens and 800 are aliens.

Furthermore, Sakimoto said, the trend with most second-generation Japanese is away from Buddhism and Shintoism and toward Christianity.

O. Hara, here from Japan for 30 years, father of three sons, foreman of the Southern Califor-

nia Fish Corp. and former president of Fukei Kai, the Japanese Parent-Teacher Association on Terminal Island, has a worry or two besides the eviction move.

## SONS TO BE CALLED

Two of his American-born sons are soon to be drafted in the Army!

"Ask my boys," he said. "There's no question where they stand."

He believes that all of the Japanese here are law-abiding and trying to co-operate with the government. He believes the Federal Bureau of Investigation is doing a good job. He believes some Japanese were rounded up who were harmless.

"But," Hara said, "of course, I don't know what the F.B.I. knows."

# Terminal Island Issue Worries Officials Here

## Income From Canneries Secondary to That of Peril From Aliens, Mayor Declares

City and county officials, faced with the vexing problem of what to do about more than 13,000 Japanese aliens residing in Los Angeles County, continued to ponder yesterday on ways and means to cope with the situation.

Terminal Island, huge naval operations base, loomed large in the discussions, particularly so since it was disclosed in The Times on Tuesday that the Navy may purchase the entire island.

Mayor Bowron, who emphasized that he has not yet been officially notified of the pending transaction, said:

"For myself, I intend to fully co-operate with the Navy in any suggestions they have. This is necessary in time of war. We must put the financial interests of the city in a category of secondary importance."

The Mayor expressed confidence that the Harbor Commission, which has the power to make contracts, would adopt a similar view.

If the Navy does take over Terminal Island, then immediate removal of the island's large Jap-

**Turn to Page 6, Column 4**

# Terminal Island Issue Worries Officials Here

## Income From Canneries Secondary to Peril Seen in Alien Population, Mayor Declares

Continued from First Page

Japanese population probably would ensue.

A recent census showed that 2200 Japanese—of whom 800 are aliens—reside on the island. Their presence has constituted a peril to military and industrial operations on the island and has made a vigilant watch necessary by the Army, Navy and Federal Bureau of Investigation.

Mayor Bowron estimated that the city would suffer a grievous blow to its finances if the island became a property of the Navy Department. The largest loss, he said, would be in revenues from 10 or more fish canneries now operating on the land.

These canneries, which employ many Japanese, have large payrolls and represent an investment of at least \$30,000,000.

### COUNTY LEAVES ADVISED

Meanwhile, with a resolution by the Board of Supervisors or the way to Washington requesting immediate removal of Japanese aliens from Los Angeles Harbor and the vicinity of defense plants and aircraft factories, the county yesterday took steps to remove its 56 Japanese employees, all of whom are American citizens.

At a conference of the Board of Supervisors, County Council and representatives of the County Civil Service Commission, a policy was outlined which authorized department heads to encourage Japanese employees to request leaves of absence for the duration of the war.

### QUIT FOR DURATION

Clifford N. Amsden, secretary of the County Civil Service Commission, issued the following statement:

"After a conference of the Board of Supervisors, County Council and representatives of the Civil Service Commission, it was stated as a present policy that, in view of the tensivity of relations now existing between the peoples of the United States and Japan, it is believed to be in the best interests of both the county and such employees that their temporary separation from the county service for the duration be encouraged by means of requested leaves of absence on their part, with approval thereof by department heads and the Civil Service Commission."

### TWO GIRLS LOSE JOBS

First to go were two Japanese-American girls employed as civil service clerks in the Sheriff's record bureau. They were granted leaves of absence for the duration by Sheriff Biscailuz, who said he took the action to prevent "any embarrassing situations from arising."

County Manager Wayne R. Allen, who presented a detailed report on the alien menace to the Board of Supervisors on Tuesday, yesterday dispatched a letter to the various county department heads relative to Japanese-American citizens in their service.

The letter read as follows:

"Department heads must be certain that such Japanese are absolutely above suspicion. No late alibi could be used that these employees were forced upon the department head by the Civil Service Commission."

### EXPLAINS ATTITUDE

"In my department I have discharged Japanese not because I doubted their loyalty, but because the possible loss of reserve supplies should one single act of sabotage occur would be my responsibility."

"Department heads should therefore, in my opinion, consider themselves responsible for any Japanese employee."

Thirty-nine city employees of Japanese extraction were asked to take voluntary leaves of absence on Tuesday. Three employees of the Power Bureau refused to comply and they were served with notices of suspension.

These three were at the City Hall early yesterday asking permission to change the suspension order to a leave of absence. Their request was granted by Power Bureau heads.

Mayor Bowron, in a prepared statement, told Japanese residents of the city they have nothing to fear, that their rights will be respected and that temporary separation from city employment of Japanese-Americans should not be regarded as a serious or significant matter.

"The action was taken after mature consideration," he said. "We believe that it was the proper thing to do since the existence of a state of war between the United States and Japan. There is little doubt that similar action would be taken in Japan if persons born in that country of American parents should be employed by the government of any Japanese city or any other Japanese governmental agency."

### EMPLOYERS ADVISED

He pointed out that employment by governmental agency is different from private employment, and expressed hope that the city's action will not be followed by local corporations, concerns or individual employers in dropping faithful and competent employees.

The Mayor urged residents to treat both alien and native-born Japanese with courtesy and respect and he asked the Japanese people to report directly to him any complaints of improper treatment.

"The Japanese people of this community may continue to have the respect of our people and full protection so long as they properly conduct themselves," he said. "They should remember, however, that the surest safety depends upon their own acts and conduct and seeing to it that no Japanese, whether born in Japan or California, does anything detrimental to the safety, peace and dignity of the people of America."

### URGES QUARANTINE

As for the situation in regard to alien Japanese where it applies to the entire county, Supervisor John Anson Ford yesterday said that "quarantine" would be the proper action.

"Just as in the case of contamination we have to include some innocent with the dangerous, for the sake of public safety," he said. "In the light of all the facts we can't afford to take chances. However, we can avoid insults, abuse and hysteria. We can be decent even if sometimes we have to be drastic."

Supervisor Ford, who issued his statement before yesterday's conference of county officials, reminded that wholesale discharge of Japanese-American citizens from public or private service may only aggravate a serious situation, particularly since they are being accepted in the armed forces and many are being retained in civil service of the Federal government.

### PLIGHT OF WIVES

"I feel that the principle of quarantine is rightly applicable in this situation," he added. "A situation that has been almost wholly overlooked is the plight of the wives and children of interned Japanese who have had real difficulty getting food because of the general hysteria."

### Soviet Ambassador Ill

LONDON, Jan. 28. (AP)—The Russian Embassy disclosed today that Ivan M. Maisky, Soviet Ambassador to Britain, is ill with malaria.



# Japs Evicted on Terminal Isle

**F.B.I., Police and Deputy Sheriffs Round Up  
336 of Estimated 800 Aliens in Harbor Area  
With Long-Planned Raids Still Continuing**

Striking with dramatic suddenness, Federal agents yesterday swooped down on Terminal Island, scene of vital naval and defense operations, and by midafternoon had arrested 336 alien Japanese fishermen.

Others were expected to be taken into custody later as the government investigators announced they were "still operating."

Armed with Presidential warrants—issued only in time of war—F.B.I. officials, aided by police and deputy sheriffs, launched the raid shortly after dawn, finding many of the aliens still in their beds.

"This move," tersely explained Federal authorities, "has been planned for many months in connection with the internal security program."

## **SOME TO BE INTERNED**

Most of the Japanese taken into custody were sped to the United States Immigration Station on Terminal Island. Others were taken to outlying city and county jails.

The aliens will be held for investigation. Those considered dangerous to the national safety will be interned for the duration, it was explained. The others are expected to be released.

## **NO RESISTANCE**

The alien roundup coincided with the opening yesterday of registration of the approximately 36,000 Axis nationals — Germans, Italians and Japanese—in the Los Angeles area.

Army patrol cars bristling with machine guns threaded the narrow streets throughout the congested Terminal Island residential district during the harbor raid. There was not a single instance of any resistance being offered the officers.

## **ENTRANCE GUARDED**

As an additional precaution, however, soldiers were stationed at the drawbridge leading to the island, and at the ferry house, only other means of entrance and exit.

Operating with machine-like efficiency, the F.B.I. agents, headed by J. W. Vincent, in charge of operations, had prepared lists of the names and addresses of all those for whom warrants had been issued.

## **DIVIDED INTO AREAS**

The entire island was divided into areas of one or two blocks, with a dozen or more men being assigned to each district.

In each instance an F.B.I. agent, accompanied by two policemen or deputy sheriffs, rapped at the door of a home of an enemy alien. After being admitted they informed the occupant he was under arrest and proceeded to take him to the Immigration Station.

"I'm sort of glad this hap-

**Turn to Page 6, Column 3**

# NIPPONESE GET FREE TRIP TO IMMIGRATION STATION



**FREE RIDE**—On their way to the United States Immigration Detention Station at Terminal Island are these Nippon nationals on one of Uncle Sam's free bus rides. The

Federal agents were aided by Sheriff's deputies and Los Angeles policemen in the all-day roundup and detention of residents of the fishing colony.

## Terminal Isle Aliens Evicted

Officers Round Up  
336 of Estimated  
800 in Harbor Area

Continued from First Page

pened," observed one of those taken into custody. "If anything happens here now in the way of sabotage I know they can't blame me."

The early morning visit apparently had been anticipated by a number of the aliens, who surprised authorities by taking with them suitcases already packed with clothes and other essential belongings.

### CAUGHT UNPREPARED

Others, however, were caught unprepared.

Scores were found asleep in their beds or eating breakfast.

One alien asked if he could have a moment's time before leaving.

"What for?" he was asked.

"I want to feed my rabbits," he muttered. "I don't want them to go hungry."

The authorities did not molest women, children or American-born Japanese, hundreds of whom stood in clusters on the sidewalks observing the actions of the officers.

Many of the younger Japanese expressed the opinion that they themselves probably will be asked to move off the island before very long.

### WOULD END CONFUSION

"The sooner the better," some commented. "That'll end the confusion. At least we'll know where we stand."

Authorities found a jungle-like maze of dwellings—most of them jerry-built frame cottages—as they moved through the Japanese settlement.

Narrow passageways, hardly wide enough for two persons to walk through side by side, connected the majority of the residences.

Fishing nets, chicken coops, rabbit pens, and similar paraphernalia littered the ground surrounding the structures.

The total population of the island is approximately 3000, according to harbor officials. Of this number some 2200 are Japanese, 800 of them aliens and the remainder in the second generation group.

### VITAL NAVAL CENTER

An important naval center, the island, five miles long and approximately one mile wide, is the scene of numerous activities essential to the war program.

The newly completed naval air station is located there, as well as the naval operations base. Scores of ships are being constructed at shipbuilding yards located in the area.

Many of the Japanese homes are literally only a stone's throw from some of the strategic points.

It was to eliminate, as far as possible, any possibility of sabotage or espionage that the alien roundup, planned for many weeks, was conducted, it was explained.

The Federal agents took advantage of the "full moon" season to make their foray.

During this period all fishing at the harbor is at a standstill, according to cannery officials. As a consequence most of the Japa-



**GETS INSTRUCTIONS**—Akamura Onishi was stopped on the street in the early morning hours, questioned by a F.B.I. agent and instructed to go to his home. Times photos

nese are to be found at their homes.

Approximately 200 officers took part in the early morning raid. There were 100 F.B.I. agents, 64 city police officers in charge of Detective Captain Vern Rasmussen, and 30 deputy sheriffs commanded by Capt. P. M. Kunou.

### CANNERIES UNAFFECTED

Gilbert Van Camp, head of one of the largest canneries at the water front, reported the new move will not affect the present fish-canning program in any way, since alien Japanese have not been permitted to fish at the harbor for many weeks.

"Only 10 per cent of the cannery employees and of the fishermen were Japanese," said Van Camp.

Meanwhile, Federal authorities began posting areas prohibited to Japanese, German and Italian nationals for the duration of the war under orders of the Department of Justice.

The signs warn citizens of Axis countries to leave the restricted districts by Feb. 15 or be subject to abrupt eviction and possible internment.

### NOTIFIED PERSONALLY

It is also planned to send officers to the home of each alien to notify him personally of the order so that there will be no misunderstanding.

Fifteen prohibited districts have thus far been established in Los Angeles County and 10 additional areas are expected to be set up.

Tom C. Clark, enemy alien coordinator for the western region, was in San Francisco for a conference with Lieut. Gen. J. L. DeWitt, commander of the Army's Western Defense Command, and Rear Admiral John W. Greenslade, 12th Naval District commandant.

Attaches at Clark's office reported no new instructions re-

garding procedure to be followed here will be issued until the coordinator returns from the meeting.

### AID FOR EVACUEES

Areas in the manufacturing districts are among districts ordered evacuated by the government.

The Social Security Board, it was learned, is considering plans to assist evacuees in making the shift from prohibited areas to open districts.

### Police and F.B.I. Round Up 21 Aliens in San Diego

SAN DIEGO, Feb. 2. (U.P.)—Police detectives co-operating with Federal Bureau of Investigation agents today arrested 21 enemy aliens and took them to County Jail where they were booked as "hold for immigration."

Harold Nathan, F.B.I. chief here, said 20 Japanese aliens and one Italian were picked up today on warrants issued in Washington. He said they would be held pending a special civilian alien board hearing in the near future.

Nathan said the arrests were not confined to any one area of the city. He refused to give any specific reason for the arrests, saying "we just considered it desirable to pick them up." He indicated that all the warrants were not served and said that several more "wanted" aliens were still at large.

None of the aliens resisted arrest, according to Nathan.

# Jap Families Leave Banned Terminal Isle

**Posters Go Up Today  
Warning Aliens of  
Deadline Next Monday**

Fresh from the printers, large posters informing Japanese, German and Italian nationals that they have until next Monday to move out of "A" areas which are prohibited to enemy aliens will go up this morning as Federal agencies intensified efforts to remove the twin menaces of sabotage and espionage from Southland strategic areas.

From one of these areas—vitaly important Terminal Island in Los Angeles Harbor—10 families of Japanese, who owe their allegiance to the Emperor of Nippon, packed up their belongings and departed.

## **VACATE IN WEEK**

They were the vanguard of more than 800 (less those already held by the Federal Bureau of Investigation) Japanese aliens who must vacate the harbor colony before next Monday night.

The remainder awaited instructions from Federal authorities as to where and how they were to comply with the ouster order. They already know when.

Tom C. Clark, alien control co-ordinator for the Western Defense Command area embracing eight States, observed that the "aliens themselves are charged with the duty of performance (of the evacuation)" and that individual notices will not be distributed.

## **HEAVY PENALTIES**

"Those found in the prohibited areas after Feb. 15," Clark warned, "will be subject to heavy penalties and internment for the duration of the war." Clark added that "if and when additional steps are necessary (to effect the ouster) I am sure the Army and Navy will request them."

Clark repeated that aliens seeking information on what is required of them should go to their nearest Social Security Board office for help.

Only a trickle of aliens had appeared yesterday at the downtown office of the Social Security Board at 623 E. Eighth St.

## **RECORDS CLEANED OUT**

During the day customs and F.B.I. agents joined in removing the last of the records and books out of the warehouse listed to "K. Hashimoto" from Terminal Island. Hashimoto is now interned in Montana or North Dakota.

These records were among other material seized shortly after the attack on Pearl Harbor and have been guarded since then.

The contents of the large ware-

**Turn to Page 6, Column 1**



# Jap Families Leave Banned Terminal Island Naval Area

Continued from First Page

house first yielded some rifles and shotguns.

Many of the boxes of books seized previously were texts used in the Japanese language schools in Southern California which were closed after Dec. 7.

State Senator John H. Swan of Sacramento yesterday threatened court action unless immediate steps were taken to remove American-born Japanese from civilian defense duties as air-raid wardens.

Referring to particular sections of the Sacramento district which he said were being patrolled by persons of Japanese blood, Swan said:

"I demand as a legislator that every American-born Japanese air-raid warden be immediately suspended and that Japanese sections be patrolled by other Americans. I will take court action to procure this objective if necessary."

Swan added that "no loyal American-born Japanese will want to help in any capacity where a blunder may always be looked upon as treachery."

The 40 Japanese families which

left Fish Harbor, Nipponese colony on Terminal Island, were reported to have moved to Little Tokyo in Los Angeles, to San Bernardino, Santa Ana, Laguna Beach and elsewhere in coastal territory.

Co-ordinator Clark, awaiting final reports on the number of aliens who complied with the registration deadline last night, estimated that the number would equal or exceed 13,000. He said that while it is believed there are about 21,000 enemy aliens in the area, many are thought to have registered elsewhere.

In the 40 other States, alien registrations will be permissible until Feb. 28. Those in which the registration period closed last night at 9 o'clock are California, Oregon, Washington, Utah, Nevada, Arizona, Montana and Idaho.

## Holy Land Gets First Raid Alarm in Months

JERUSALEM, Feb. 9. (AP)—The Holy Land's first air-raid alarm in months sounded today at Haifa but approaching enemy planes turned tail when ground batteries went into action.

The bombless alert was in force at the port city for 30 minutes.

# Terminal Isle Put Under Naval Rule

**Eviction of Remaining  
Japanese Believed  
Primary Objective**

Terminal Island yesterday went under jurisdiction of the Secretary of the Navy by authority of a Presidential order, it was announced by Rear Admiral R. S. Holmes, commandant of the 11th Naval District, in San Diego.

Mayor Bowron said he had expected some sort of action along this line but did not anticipate a Presidential order bringing the 333-acre harbor area under naval control. He pledged the city's "fullest co-operation."

Admiral Holmes said he had been directed by Secretary of the Navy Knox to notify all residents of Terminal Island of prospective condemnation of their dwellings, expected to be effective in about 30 days.

## **PRELIMINARY STEPS**

Exact date of the condemnation proceedings depends on initiation of the preliminary steps, he said.

Neither Admiral Holmes nor Capt. Richard B. Coffman, commandant of the Naval Operating Base at San Pedro, would elaborate on details of the move or explain the extent of naval "jurisdiction" contemplated.

Reliable unofficial sources, however, said it is believed the Navy will not take over the island physically, but will act primarily to evict what remains of the 2200 Japanese who made the island their residence.

## **SHIPYARD STATUS**

It is not expected that the order will affect the shipbuilding yards, including California and Bethlehem, the Los Angeles Harbor Department's \$5,000,000 dock terminals, the General Petroleum loading station, canneries or smaller boat yards.

Possibility that the Navy might take over some of the remaining acreage on the island was seen, however.

It is presumed that the Navy will request the Harbor Department to revoke the occupational permits granted to residents in the area, all of which carry a 30-day revocation clause and most of which are held by Japanese.

Some of the permits apply to stores and to the hundreds of cottages subleased by the canneries to the Japanese fishermen and employees. Notice to permit holders may be mailed today and it is presumed that no ousting will occur but that departure will be mandatory within the 30-day revocation period.

## **BOWRON STATEMENT**

Under authority of the executive order, the Secretary of the Navy is vested with the right to take "appropriate measures to protect from injury or destruction national defense material, national defense premises and national defense utilities."

Already established by Presidential order as a naval defensive sea area is the Los Angeles-Long Beach Harbor, in which is located Terminal Island.

Mayor Bowron said he had expected that the Navy's purpose would be accomplished "by a different process" but said he understood the purpose of the move—to complete exclusion of all Japanese from the island.

The Mayor said everything will

**Turn to Page 6, Column 4.**

# Terminal Island Placed Under Control of Navy Secretary

## Presidential Order Expected to Be Followed by Eviction of Remaining Japanese Residents

Continued from First Page

be done to preserve the fish canneries there because of their important economic relation to the city. He said about 15,000 people directly or indirectly are dependent on the Terminal Island canning industry and that every representation will be made to save the industry from condemnation.

As to the question of the city's legal ownership of the land over which the Navy now has jurisdiction, the Mayor said that will be settled after the war, that the prime purpose now is national defense.

Since start of the war the Federal Bureau of Investigation has removed an estimated 500 alien

Japanese and another 500 have left the island voluntarily. The area was not included in the recent restrictive zoning by the Department of Justice, aimed at eliminating aliens from vital districts.

Terminal Island became a political hot potato two years ago when the Navy Department sought to establish a \$40,000,000 base in the area and was opposed by city officials who demanded a financial settlement.

This forced the government to institute condemnation proceedings against Los Angeles and set off a series of disputes between the department and the city. Long Beach sold her 105 acres of the island to the government for \$1.



# Navy Takes Court Action to Seize Terminal Isle Land

Strip Now Occupied by Japanese Families  
Adjoins Important Activities of Sea Forces

Moving to forestall any possibility of sabotage or espionage, the Navy yesterday filed legal proceedings in Federal court to take immediate possession of a strip of land on Terminal Island fronting on the Naval Operations Base and Reeves Field, Fleet air base, which is occupied chiefly by Japanese.

U. S. Atty. William Fleet Palmer and Irl D. Brett, special attorney in the lands division of the Department of Justice, filed a condemnation complaint before United States District Judge Harry A. Hollzer for acquisition of approximately 40 acres of land on Terminal Island, described as "in Long Beach and Los Angeles between Ocean Ave. and Seaside Ave."

## NAVY OFFICERS PRESENT

Accompanying the Federal attorneys to court were two high-ranking naval officers who declined to disclose their identity or the purpose for which the proceedings were filed.

Judge Hollzer issued an "order for taking," which will permit the Navy to occupy the area at once, after \$300,000 bond had been posted to pay for the land when the value shall have been assessed.

The complaint was filed at the instance of the Secretary of the Navy and points out that "because of extreme existing emergency, the plaintiff is unable to set forth the exact and correct legal description of some of the property included in the action."

Notices to vacate already have been served on such defendants as could be found and notices were posted throughout the district.

## JAPANESE RESIDENTS

Roughly, the area to be taken over comprises a strip varying in width from one to two or more blocks from a point near

the ferry terminal on Terminal Island, in Los Angeles, to the Los Angeles River channel on Terminal Island in Long Beach, a distance of nearly two miles.

This property is occupied largely by Japanese residences and business houses, in which a number of American-born Japanese and many persons of other nationalities still reside or work.

The court was asked also to assess the value of the individual property so that the defendants can be reimbursed for the land.

# Evacuation of Japanese Expected to Start Soon

## City Council Told Removal of Enemy Aliens to Owens Valley Center to Begin in 10 Days

Evacuation of Japanese aliens to the Owens Valley "processing center," from which they will be distributed to inland concentration areas for the duration of the war, will begin within 10 days, the City Council was informed yesterday.

This was made known by Councilman John Baumgartner as the Council debated the merits of a resolution to oppose use of the Owens River Aqueduct area for handling aliens.

The resolution, fathered by Councilman J. Win Austin, was defeated by a vote referring it to committee.

### INFORMATION SOURCE

Baumgartner said his information came from participation in conferences between the Water and Power Commission and Army authorities.

He asserted the Army originally had planned to take over 50,000 acres in the vicinity of the Aqueduct and settle approximately 60,000 Japanese there, but agreed to accept a much smaller tract which would be utilized for perhaps less than 10,000 aliens.

The Council's informant said the original plan would have depreciated the amount of water reaching Los Angeles from the aqueduct.

Two other Councilmen, Ira McDonald and Charles A. Allen, said they thought the Army, forced to act rapidly and decisively, had done the best it could and should not be subjected to criticism.

Meanwhile at San Francisco members of the Tolan committee conferred with Lieut. Gen. J. L. DeWitt, chief of the Western Defense Command; Assistant Secretary of War John J. McCloy, civilian defense officials and various other Federal government representatives.

### MEET WITH JAPANESE

DeWitt announced that Japanese facing evacuation from West Coast military zones will receive word within two or three days of plans to safeguard the property and the crops they must leave behind. This ultimately will affect 200,000 Japanese.

Tom Clark and Col. W. F. McGill, provost marshal of the Western Defense Command, met with representatives of the Japanese American Citizens League on the problem of transplanting Japanese to new communities.

Mike Masoaka, secretary of the

J.A.C.L. committee of seven Japanese Americans, and Nobumitsu Takahashi, agricultural coordinator of the league, discussed the problem that will affect California as a whole if the Japanese vegetable farming is upset without proper preparation.

### HIGH PERCENTAGE

Takahashi said that the approximate annual value of commercial truck crops grown by California's Japanese is \$40,000,000.

This represents, he said, 40 per cent of the total acreage farmed in the State, or 200,000 acres. Japanese, he said, produce half of the State's tomato crop, 75 per cent of the celery, 80 per cent of the snap beans, 65 per cent of the cauliflower, 80 per cent of the peas, 95 per cent of the strawberries and 60 per cent of the processed spinach.

Evacuation of Japanese managing truck gardens will have a disastrous effect on the "Food for Victory" program, Takahashi declared.

"Japanese farmers stand to lose approximately \$100,000,000 in investments," he added.

Gen. DeWitt took time out to warn that Japanese farmers, aliens or citizens, who plow under ground crops will be arrested and prosecuted as saboteurs.

### 'JAPANESE UNIFIED'

As spokesman for 200 delegates to the J.A.C.L. which met to discuss how to meet the expected evacuation, Masoaka assured officials that the Japanese groups are unified, that only citizen Japanese are admitted to meetings.

"We Americans of Japanese parentage are unified in our desires to aid national defense in any way possible," Masoaka said. "We are unified in our belief in the inevitable victory of the forces of democracy. Now that the Army has ordered our evacuation from coastal zones we ask only for humane treatment consistent with America's belief in tolerance and fair play."

Clark assured the Japanese representatives that evacuees will have the protection of the government in new communities where they will be placed.

Asked if evacuated Japanese-Americans would be "conscripted into labor gangs," Clark said: "We will not disrupt the prevailing labor wage rates."

He added that there will be no policy of separation of families.



All applications must be filled out by applicant

PLANS AND SPECIFICATIONS  
and other data must also be filed

2

BOARD OF PUBLIC WORKS  
DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building  
CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
ROOM No. 6  
FIRST  
FLOOR  
ASSESSOR  
PLEASE  
VERIFY

Lot No. \_\_\_\_\_ Block \_\_\_\_\_  
(Description of Property)  
*City lands at First W. B.*  
*E. B. corner Prima & Comany St.*  
District No. \_\_\_\_\_ M. B. Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

TAKE TO  
ROOM No. 405  
SOUTH  
ANNEX  
ENGINEER  
PLEASE  
VERIFY

No. \_\_\_\_\_  
(Location of Job)  
*700 Prima* Street  
(USE INK OR INDELIBLE PENCIL)

- Purpose of Building *Store & Res.* No. of Rooms *4* No. of Families *1*
- Owner's name *Wanka Co.* Phone \_\_\_\_\_
- Owner's address *at lot*
- Architect's name \_\_\_\_\_ Phone \_\_\_\_\_
- Contractor's name *Cary & Russell* Phone \_\_\_\_\_
- Contractor's address *Golden*
- ENTIRE COST OF PROPOSED WORK { Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc. } \$ *1600.*
- Any other buildings on the lot? *no* How used? *✓*
- Size of proposed building *40' x 46'* Height to highest point *14'* feet
- Number of stories in height *1* Character of ground *sand*
- Material of foundation *redwood* Size footings \_\_\_\_\_ Size wall \_\_\_\_\_ Depth below ground \_\_\_\_\_
- Material of chimneys *none* Number of inlets to flues *1* Interior size of flues *1' x 1'*
- Give sizes of following materials: REDWOOD MUDDSILLS *2' x 6'* Girders *2' x 6'*  
EXTERIOR studs *2' x 4'* INTERIOR BEARING studs *2' x 4'* Interior Non-Bearing studs *2' x 3'*  
Ceiling joists *2' x 4'* Roof rafters *2' x 6'* FIRST FLOOR JOISTS *2' x 6'*  
Second floor joists *2' x 4'* Third floor joists *2' x 4'* Specify material of roof *framed*

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Signature) *Cary & Russell* by *Wanka*  
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO. <i>2674</i>	Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink) <i>H. G. [Signature]</i> Plan Examiner	Application checked and found O. K. (Use Rubber Stamp) <i>MAY 20 1918</i> Clerk	Stamp <i>MAY 20 1918</i> <i>RECEIVED</i>
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9

MAILED

O. K. City Engineer  
HARBOR DEPARTMENT  
By *[Signature]* Deputy



# Remarks

## STATE DWELLING HOUSE ACT

Any living rooms in basement? no

Least area of any living room 14 x 14

Minimum ceiling height 9 ft

Size of window courts 4' 0"

Give cornice projection none inches

Will window area be one-eighth ( $\frac{1}{8}$ ) of floor area in each

room? yes

Minimum height of floor joist above ground 6"

Will entire space under house be enclosed? yes

Will all requirements of State Dwelling House Act

be complied with? yes

(Sign here)

Cory & Russell

APPROVED BY  
Board of Harbor Commissioners

MAY 15 1918

Gordon PRESIDENT  
Mirado SECRETARY



All Applications must be filled out by Applicant

Blg. Form 3

PLANS AND SPECIFICATIONS  
and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
ROOM NO. 6  
FIRST  
FLOOR

CITY CLERK  
PLEASE  
VERIFY

TAKE TO  
ROOM NO. 405  
SOUTH  
ANNEX

ENGINEER  
PLEASE  
VERIFY

REMOVED FROM

Lot \_\_\_\_\_ Block \_\_\_\_\_

Tract \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Book \_\_\_\_\_ Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

From No. \_\_\_\_\_

To No. 712 TUNA

REMOVED TO

Lot \_\_\_\_\_ Block \_\_\_\_\_

Tract \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Book \_\_\_\_\_ Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

Street \_\_\_\_\_

Street \_\_\_\_\_

O. K. City Clerk

O. K. City Engineer

By \_\_\_\_\_ Deputy

By \_\_\_\_\_ Deputy

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? STORE & DWELLING
2. What purpose will Building be used for hereafter? SAME
3. Owner's name A. NAKAMURA Phone 1373j
4. Owner's address 712 TUNA
5. Architect's name \_\_\_\_\_ Phone \_\_\_\_\_
6. Contractor's name SAME Phone \_\_\_\_\_
7. Contractor's address \_\_\_\_\_
8. VALUATION OF PROPOSED WORK {including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.} \$ 375.00
9. Class of Present Building D No. of Rooms at present 4
10. Number of stories in height 1 Size of present building 24 x 36
11. State how many buildings are on this lot 1
12. State purpose buildings on lot are used for STORE & DWELLING  
(Tenement House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

ADD 2 ROOMS AS PER PLAN

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

**OVER**

PLANS

(Sign here)

A. Nakamura  
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO <u>11266</u>	Plans and specifications checked and found to conform to Ordinances, State Laws etc.  Plan Examiner	Application checked and found O. K.  Clerk	Stamp here when permit is issued <u>MAY 19 1921</u> <u>RECEIVED</u>
---------------------------	---	--	---

MAY 19 1921



13. Size of new addition 14 x 36 No. of Stories in height 1  
14. Material of foundation M S Size footings — Size wall — Depth below ground —  
15. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs 1 x 6  
16. Size of exterior studs 1 x 6 Size of interior non-bearing studs 1 x 6  
17. Size of first floor joists 2 x 6 Second floor joists — x —  
18. Will all provisions of State Dwelling House Act be complied with? YES

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) [Signature]  
(Owner or Authorized Agent)

APPROVED BY  
Board of Harbor Commissioners  
MAY 14 1921  
[Signature] SECRETARY



All Applications must be filled out by Applicant

PLANS AND SPECIFICATIONS  
and other data must also be filed

BOARD OF PUBLIC WORKS

# DEPARTMENT OF BUILDINGS

## Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
ROOM NO. 6  
FIRST  
FLOOR

CITY CLERK  
PLEASE  
VERIFY

TAKE TO  
ROOM NO. 405  
SOUTH  
ANNEX

ENGINEER  
PLEASE  
VERIFY

REMOVED FROM

REMOVED TO

Lot \_\_\_\_\_ Block \_\_\_\_\_

Lot \_\_\_\_\_ Block \_\_\_\_\_

Tract \_\_\_\_\_

Tract \_\_\_\_\_

Book \_\_\_\_\_ Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

Book \_\_\_\_\_ Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

From No. \_\_\_\_\_

Street \_\_\_\_\_

To No. 712 TUNA

Street \_\_\_\_\_

(USE INK OR INDELIBLE PENCIL)

- What purpose is the present Building now used for? STORE & DWELLING
- What purpose will Building be used for hereafter? SAME
- Owner's name A. NAKAMURA Phone 1373j
- Owner's address 712 TUNA
- Architect's name \_\_\_\_\_ Phone \_\_\_\_\_
- Contractor's name SAME Phone \_\_\_\_\_
- Contractor's address \_\_\_\_\_
- VALUATION OF PROPOSED WORK {including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.} \$ 375.00
- Class of Present Building D No. of Rooms at present 4
- Number of stories in height 1 Size of present building 24 x 36
- State how many buildings are on this lot 1
- State purpose buildings on lot are used for STORE & DWELLING  
(Tenement House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

ADD 2 ROOMS AS PER PLAN

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

**OVER**

PLANS

(Sign here)

A. Nakamura  
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO <u>11266</u>	Plans and specifications checked and found to conform to Ordinances, State Laws etc.	Application checked and found O. K.	Stamp here when permit is issued <u>MAY 19 1921</u> <u>TOULU</u>
	Plan Examiner	Clerk	

MAILED



13. Size of new addition 14 x 36 No. of Stories in height 1
14. Material of foundation M S Size footings — Size wall — Depth below ground —
15. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs 1 x 6
16. Size of exterior studs 1 x 6 Size of interior non-bearing studs 1 x 6
17. Size of first floor joists 2 x 6 Second floor joists — x —
18. Will all provisions of State Dwelling House Act be complied with? YES

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) A. J. Johnson  
(Owner or Authorized Agent)

APPROVED BY  
Board of Harbor Commissioners  
MAY 14 1921  
James J. Johnson SECRETARY



2

BOARD OF PUBLIC WORKS  
DEPARTMENT OF BUILDINGSApplication for the Erection of Frame Buildings  
CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
REAR OF  
NORTH  
ANNEX  
1st FLOORCITY CLERK  
PLEASE  
VERIFYTAKE TO  
ROOM No. 405  
SOUTH  
ANNEXENGINEER  
PLEASE  
VERIFYLot No. \_\_\_\_\_ Block \_\_\_\_\_  
(Description of Property)

City Tide Lands, Fish Harbor, San Pedro,

District No. \_\_\_\_\_ M. B. Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

No. \_\_\_\_\_ Street \_\_\_\_\_  
(Location of Job)

712 Tuna St. SAN PEDRO

(USE INK OR INDELIBLE PENCIL)

O. K. City Clerk

O. K. City Engineer

HARBOR DEPARTMENT  
By Deputy

- Purpose of Building store and dwelling No. of Rooms 5 No. of Families 1
- Owner's name K. Nakamura Phone \_\_\_\_\_
- Owner's address Fish Harbor
- Architect's name William F. Durr Phone 1576
- Contractor's name Owner Phone \_\_\_\_\_
- Contractor's address \_\_\_\_\_
- VALUATION OF PROPOSED WORK { Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc. } \$ 2000.00
- Is there any existing (old) building on lot? no How used? ---
- Size of proposed building 30 x 38 Height to highest point 17' feet
- Number of Stories in height 1 Character of ground sand
- Material of foundation concrete Size of footings 12 Size of wall 6 Depth below ground 6
- Material of chimneys --- Number of inlets to flue --- Interior size of flues --- x ---
- Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders 4 x 6  
EXTERIOR studs 2 x 4 INTERIOR BEARING studs 2 x 4 Interior Non-Bearing studs 2 x 3  
Ceiling joists 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6  
Second floor joists --- Specify material of roof composition
- Will all provisions of State Dwelling House Act be complied with? yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here)

(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO. <u>52372</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>10 26 23</u> <u>W. F. Durr</u> Plan Examiner	Application checked and found O. K. <u>W. F. Durr</u> Clerk	Stamp here when permit is issued NOV 1 1923 DOULU
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500



## FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

## REMARKS

I hereby agree to locate and erect this building or structure and every portion thereof, except unenclosed porches, back a distance from the front property line equal to the set-back line of the nearest building now erected on any lot in this block in Zone "A" or "B", on the same side of the street.

Owner.

APPROVED BY  
 Board of Harbor Commissioners  
 OCT 19 1923  
 Mayor  
 Secretary



# All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS  
and other data must also be filed

Form 1

# 3

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

### Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.  
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.  
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

	REMOVED FROM	REMOVED TO	
TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY	Lot.....Block.....	Lot.....Block.....	O.K. City Clerk
	Tract.....	Tract.....	
TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY	Book.....Page.....F. B. Page.....	Book.....Page.....F. B. Page.....	O.K. City Engineer
	From No. <u>700 Tuna</u>	Street	
	To No. ....	Street	

(USE INK OR INDELIBLE PENCIL)

- What purpose is the present Building now used for? Store
- What purpose will Building be used for hereafter? "
- Owner's name Nam Ma Co. Phone 1357
- Owner's address 700 Tuna
- Architect's name..... Phone.....
- Contractor's name Same Phone.....
- Contractor's address "
- VALUATION OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.} \$ 500.00
- Class of present Building Frame No. of rooms at present 3
- Number of stories in height 1 Size of present Building 40 x 50
- State how many buildings are on this lot None
- State purpose buildings on lot are used for.....  
(Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Building to be raised to allow concrete foundation to comply with orders of rat exterminator.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

☒ OVER

(Sign here)

Don Stucke

(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY			
PERMIT NO. <u>17932</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. Plan Examiner	Application checked and found O. K. <u>Don Stucke</u> Clerk	Stamp when permit is issued <u>MAY 19 1925</u>



13. Size of new addition.....*x*.....No. of Stories in height.....  
14. Material of exterior walls.....  
15. Will all provisions of State Housing Act be complied with?.....*Yes*.....

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here)

*Wm Stulobe*

(Owner or Authorized Agent.)

### FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

### REMARKS

APPROVED BY  
Board of Harbor Commissioners

MAY 13 1925

*C. J. Colden*  
PRESIDENT

*C. J. Colden*  
SECRETARY



# All Applications Must be Filled Out by Applicant

Eng. Form 2

PLANS AND SPECIFICATIONS  
and other data must also be filed

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

# 3

### Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

#### REMOVED FROM

#### REMOVED TO

TAKE TO  
ROOM No. 6  
REAR OF  
NORTH  
ANNEX  
1st FLOOR  
CITY CLERK  
PLEASE  
VERIFY

TAKE TO  
ROOM No. 405  
SOUTH  
ANNEX  
ENGINEER  
PLEASE  
VERIFY

Lot.....Block.....

Tract.....

Lot.....Block.....

Tract.....

Book.....Page.....F. B. Page.....

From No.....

To No.....

Book.....Page.....F. B. Page.....

From No.....

To No.....

O.K. City Clerk

O.K. City Engineer

By

By

(USE INK OR INDELIBLE PENCIL)

- What purpose is the present Building now used for? Store
- What purpose will Building be used for hereafter? "
- Owner's name A. Mahamra Phone.....
- Owner's address 712 Tuna
- Architect's name..... Phone.....
- Contractor's name Same Phone.....
- Contractor's address "
- VALUATION OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.} \$ 500
- Class of present Building Frame No. of rooms at present 3
- Number of stories in height 1 Size of present Building 39 x 40
- State how many buildings are on this lot one
- State purpose buildings on lot are used for Store  
(Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Building to be raised 1 foot to allow foundation and  
element floor on order of rat exterminator

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

**OVER**

(Sign here)

Wm. Stalbe  
(Owner or Authorized Agent.)

#### FOR DEPARTMENT USE ONLY

<b>PERMIT NO.</b> <u>16085</u> <u>16085</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>E. Zone</u> Plan Examiner	Application checked and found O.K. <u>E. Zone</u> Clerk	Stamp here when permit is issued. <u>1,25</u>



13. Size of new addition.....No. of Stories in height.....

14. Material of exterior walls.....Frame.....

15. Will all provisions of State Housing Act be complied with?.....yes.....

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here).....

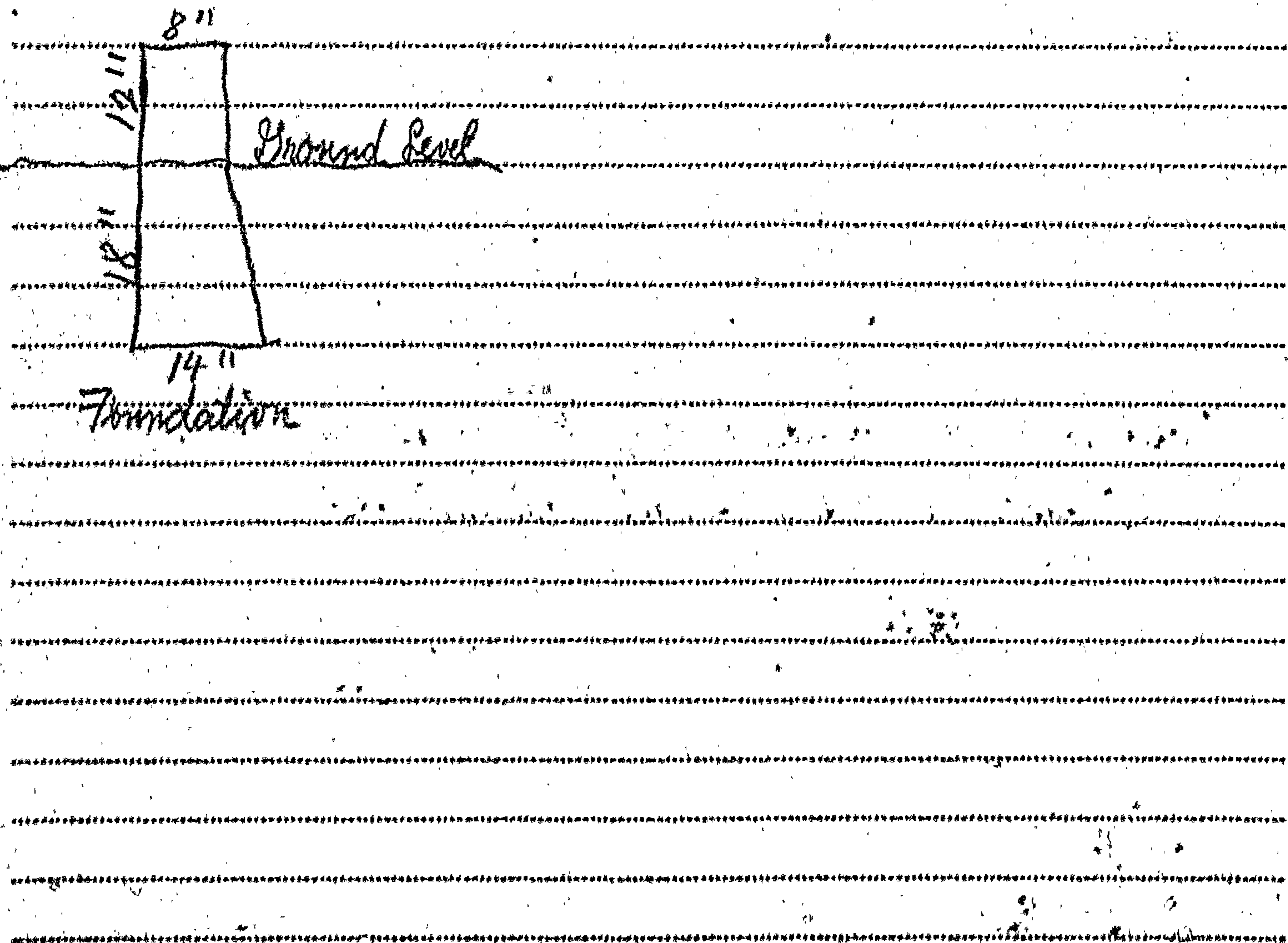
Wm. Stubble

(Owner or Authorized Agent)

### FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

### REMARKS





# All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS  
and other data must also be filed

Bldg. Form 3

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

# 3

### Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:  
Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:  
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.  
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.  
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM		REMOVED TO	
Lot.....	Block.....	Lot.....	Block.....
Tract.....		Tract.....	
<p>TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY</p> <p><i>South East Corner of Tuna Street and Cannery Street East San Pedro.</i></p>		<p>TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY</p>	
Book.....	Page..... F. B. Page.....	Book.....	Page..... F. B. Page.....
From No.....		Street.....	
To No.....		Street.....	

- (USE INK OR INDELIBLE PENCIL)
- What purpose is the present Building now used for? *Store Building dry goods & notions.*
  - What purpose will Building be used for hereafter? *Same.*
  - Owner's name *(Nanka Co.) W. Tokimaga Inc.* Phone.....
  - Owner's address *700 Tuna St. E. San Pedro.*
  - Architect's name *Ed Spearin.* Phone *Wilm. 450*
  - Contractor's name..... Phone.....
  - Contractor's address *511 West Anaheim St. Wilm. Calif.*
  - VALUATION OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.} \$ *2,000.00*
  - Class of present Building *Class "D"* No. of rooms at present *one*
  - Number of stories in height *one* Size of present Building *46' x 40'*
  - State how many buildings are on this lot *one*
  - State purpose buildings on lot are used for *Store Building*  
(Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

*Running one flight of stairs up to display Room 40' x 18' where goods toys and notions can be displayed on tables, will add posts and guides and price to comply with City Ordinances.*

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

**OVER**

(Sign here)

(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

<b>PERMIT NO.</b>  <b>27366</b>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <i>[Signature]</i> Plan Examiner	Application checked and found O. K. <i>[Signature]</i> Clerk	Stamp here when permit is issued. <b>AUG 8 1925</b>
	<i>[Handwritten notes and signatures]</i>		

5.00



13. Size of new addition..... 40 x 14 No. of Stories in height..... 2
14. Material of exterior walls..... Frame
15. Will all provisions of State Housing Act be complied with?..... yes.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here)

Ed. Pearson  
(Owner or Authorized Agent.)

### FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

### REMARKS

APPROVED BY

Board of Harbor Commissioners

JUL 29 1925

J. E. Shaw  
SECRETARY



All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS  
and other data must also be filed

Bldg. Form 3

3

CITY OF LOS ANGELES  
DEPARTMENT OF BUILDING AND SAFETY  
BUILDING DIVISION

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
ROOM No. 248  
(2ND FLOOR)  
CITY CLERK  
PLEASE  
VERIFY

TAKE TO  
ROOM No. 5  
(MAIN ST.  
FLOOR)  
ENGINEER  
PLEASE  
VERIFY

REMOVED FROM

Lot ..... Block .....

Tract .....

Fish Harbor Tide Land Lease

Book ..... Page ..... F. B. Page .....

From No. .... Street .....

To No. 700 Tuna St ..... Street .....

REMOVED TO

Lot ..... Block .....

Tract .....

Book ..... Page ..... F. B. Page .....

From No. .... Street .....

To No. .... Street .....

(USE INK OR INDELIBLE PENCIL)

- What purpose is the present Building now used for? store
- What purpose will Building be used for hereafter? same
- Owner's name Nanka Co Phone .....
- Owner's address same
- Architect's name Not to be filled in unless with name of Certificated Architect or Licensed Engineer under State Act. William F. Duff Phone SPT 5 6
- Contractor's name Owner. Phone .....
- Contractor's address .....
- VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equip-ment and Appliances in Completed Building, } \$300.00
- Class of present Building D No. of rooms at present 3
- Number of stories in height 1 & 2 Size present Building 50 X 40
- State how many buildings are on this lot 1
- State purpose buildings on lot are used for store  
(Apartment House, Hotel, Residence, or any other purpose.)
- What Zone is Property in?

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Alter store front of frame store building.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here)

(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

PERMIT NO. 6539	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. 3/6/30 [Signature] Plan Examiner	Application checked and found O.K. Ezone 3/7/30 Hosob [Signature] Clerk	Stamp RECEIVED MAR 25 1930 TODDLE
--------------------	--	--	--

CA

1887

212



14. Size of new addition.....- - - x - - - No. of Stories in height.....- - - - -
15. Material of foundation.....CONC. Size footings.....12.....size wall.....8.....Depth below ground.....18' 7"
16. Size of Redwood Mudsills.....2 x 6.....Size of interior bearing studs.....2 x 4
17. Size of exterior studs.....2 x 4.....Size of interior non-bearing studs.....2 x 4
18. Size of first floor joists.....2 x 6.....Second floor joists.....- - - x - - -
19. Will all Lathing and Plastering Comply with Ordinance?.....- - - - -
20. Will all provisions of State Housing Act be complied with?.....- - - - -

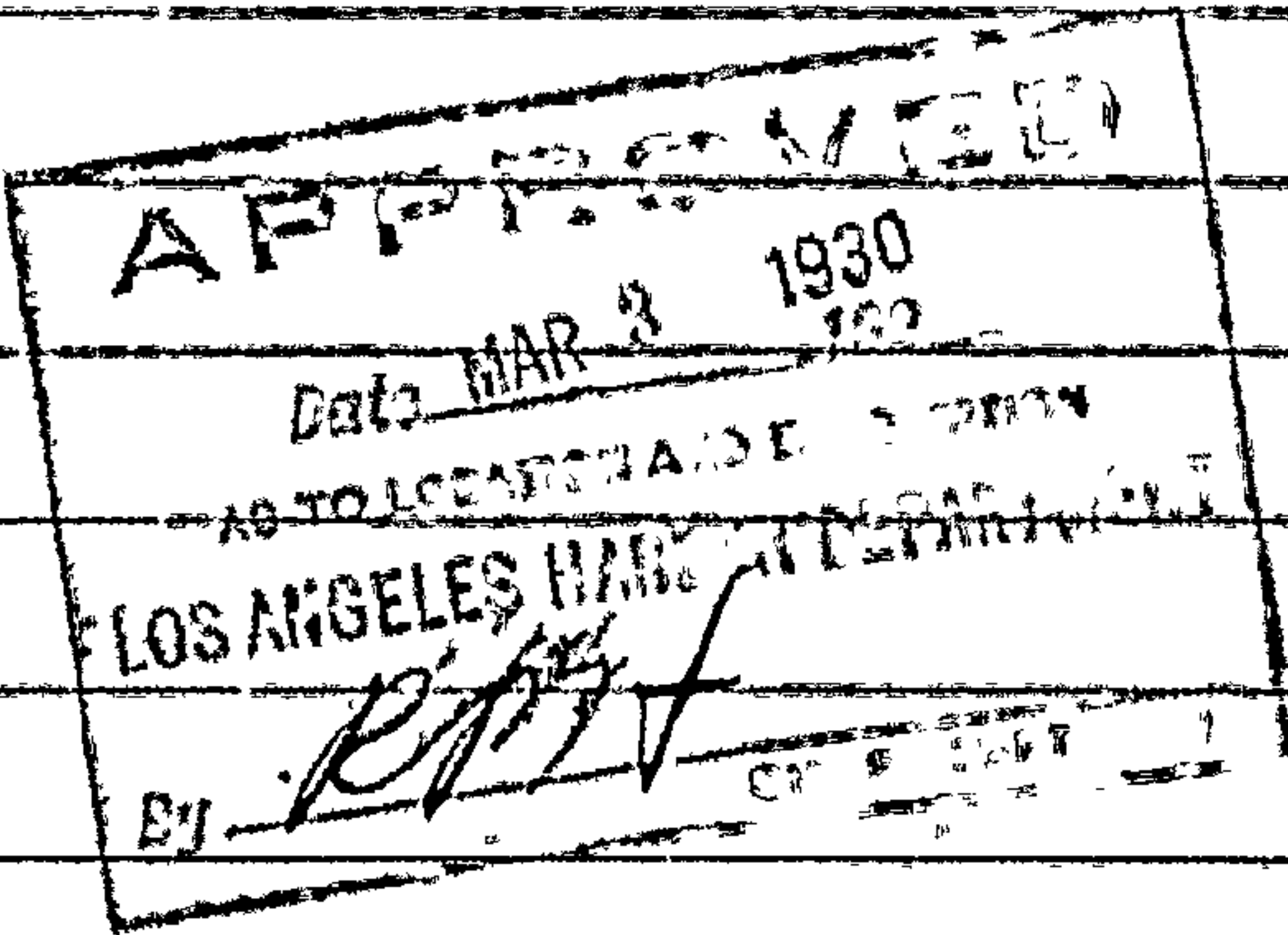
I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) *William F. Durr*  
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS



APPROVED BY

Robert H. Harbor Commissioners

MAR 5 1930

*[Signature]*

SECRETARY



3

CITY OF LOS ANGELES  
DEPARTMENT OF BUILDING AND SAFETY  
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

- First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.  
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.  
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot.....  
Tract.....

Present location of building } (House Number and Street)  
New location of building } 700 Tuna St  
Between what cross streets } Cannery & Fish Harbor

Approved by City Engineer.

Deputy

1. Purpose of PRESENT building Store Families..... Rooms.....  
Store, Residence, Apartment House, or any other purpose.  
2. Use of building AFTER alteration or moving Store Families..... Rooms.....  
3. OWNER (Print Name) The Naupha Company Phone 1357  
4. Owner's address 700 Tuna  
5. Certificated Architect..... State License No..... Phone.....  
6. Licensed Engineer..... State License No..... Phone.....  
7. Contractor..... State License No..... Phone.....  
8. Contractor's address.....  
9. VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishing, Equipment} and Appliances in Completed Building. \$ 60.00  
10. State how many buildings NOW } One  
on lot and give use of each. } Residence, Hotel, Apartment House, or any other purpose.  
11. Size of existing building 3638 Number of stories high 2 Height to highest point 21  
12. Class of building D Material of existing walls wood Exterior framework wood  
Wood or Steel  
Describe briefly and fully all proposed construction and work:

Install windows & remove stairway to rear wall and close up present stair well.  
(No plans necessary)

Fill in Application on other Side and Sign Statement

(OVER)

<b>PERMIT NO.</b>  <b>14154</b>  <b>PLANS</b>  Rec'd.....	<b>FOR DEPARTMENT USE ONLY</b>				Fee..... <u>1.00</u>  Stamp here when returned SEP 4, 1932 TO UULU
	Plans and Specifications checked <u>NO OTHER</u>	Zone..... <u>Residential</u>	Fire District No. <u>760</u>		
	Corrections verified _____	Set Back <u>760</u> Ft.	Street Widening <u>760</u> Ft.		
	Plans, Specifications and Applications rechecked and approved Application checked and approved <u>8/29/32</u> <u>P</u> Clerk.				
For Plans See	Filed with	Required Valuation Included	SPRINKLER Specified Yes-No	Inspector	



PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....  
Material of Foundation.....Width of Footing.....Depth of footing below ground.....  
Width Foundation Wall.....Size of Redwood Sill.....Material Exterior Walls.....  
Size of Exterior Studs.....Size of Interior Bearing Studs.....  
Joists: First Floor.....x.....Second Floor.....x.....Rafter.....x.....Roofing Material.....  
I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

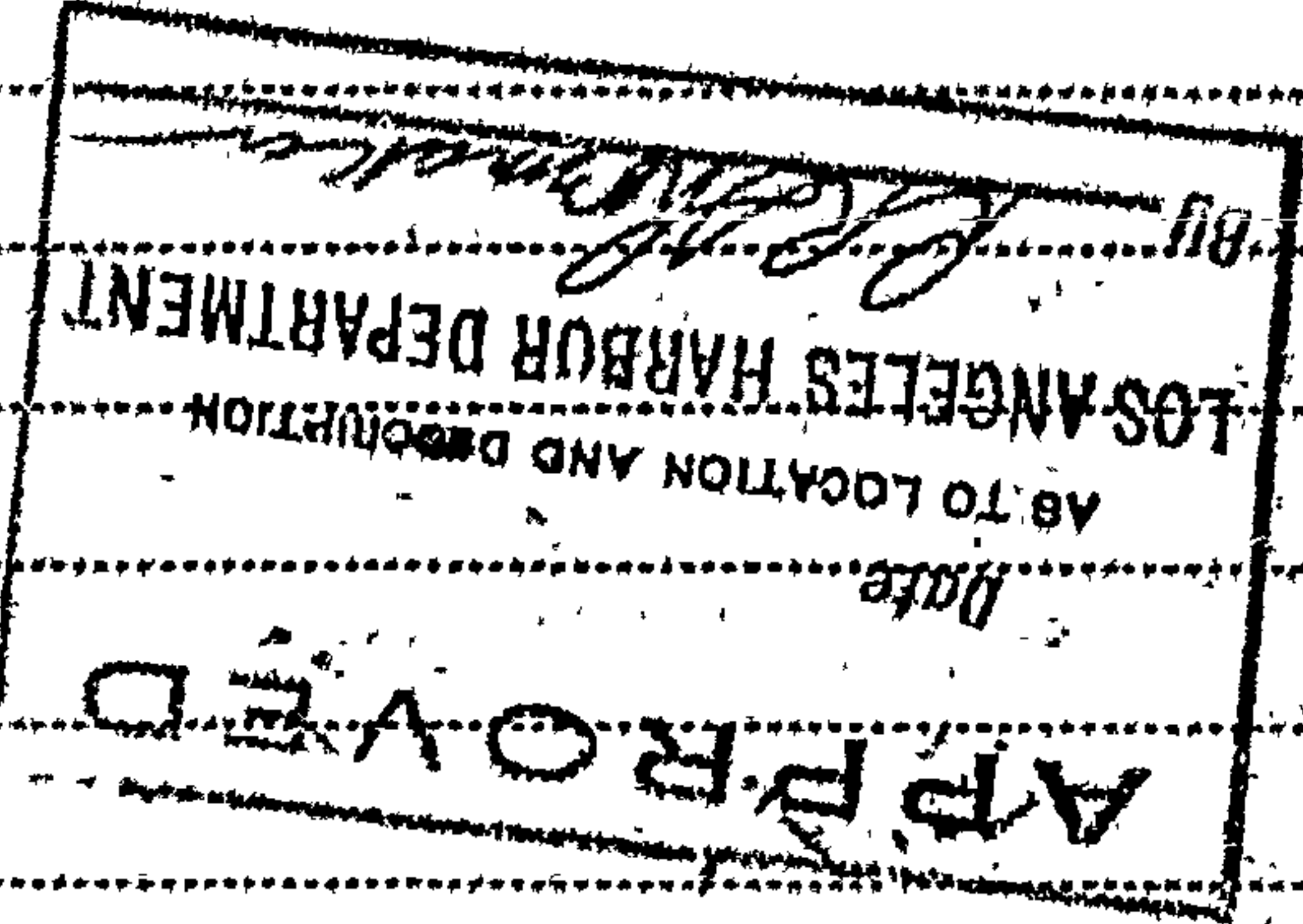
Sign Here.....  
By.....  
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY			
Application.....	Fire District.....	Set back.....	Permit Inspection.....
Construction.....	Zoning.....	Street Widening.....	Forced Draft Ventil.....

(1) REINFORCED CONCRETE  
Barrels of Cement.....  
Tons of Reinforcing Steel.....  
Sign Here.....  
(2) (The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from.....  
Street.....

(3) No required windows will be obstructed.  
Sign Here.....  
(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.  
Sign Here.....  
(Owner or Authorized Agent)

REMARKS:



APPROVED BY

Board of Harbor Commissioners

AUG 10 1932

J. H. Gammart  
RECEIVED  
MAR 20 1932



3

**CITY OF LOS ANGELES**  
**DEPARTMENT OF BUILDING AND SAFETY**  
**BUILDING DIVISION**

## Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot..... Lot..... **SAN PEDRO**

Tract..... Tract.....

Present location  
of building }

(House Number and Street)

New location  
of building }

700 Tuna St.

(House Number and Street)

Between what  
cross streets }

Approved by  
City Engineer.

Deputy.

- Purpose of PRESENT building Grocery Store Families..... Rooms.....  
(Store, Residence, Apartment House, Hotel, or any other purpose)
- Use of building AFTER alteration or moving Same Families..... Rooms.....
- Owner (Print Name) Nanka Co. Phone ST 1257
- Owner's Address 700 Tuna St Terminal Island, Calif.
- Certificated Architect..... State License No..... Phone.....
- Licensed Engineer..... State License No..... Phone.....
- Contractor..... State License No..... Phone.....
- Contractor's Address.....
- VALUATION OF PROPOSED WORK {Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.} \$ 240.00
- State how many buildings NOW }  
on lot and give use of each. } (Residence, Hotel, Apartment House, or any other purpose)
- Size of existing building.....x..... Number of stories high..... Height to highest point.....
- Class of building..... Material of existing walls..... Exterior framework.....  
(Wood or Steel)

Describe briefly and fully all proposed construction and work;

Remove existing wooden floor and replace by  
concrete floor 25 x 20 feet.

Fill in Application on other Side and Sign Statement

(OVER)

<b>PERMIT NO.</b>  <u>85059</u>  <b>PLANS</b>  Rec'd .....	FOR DEPARTMENT USE ONLY				Fee <u>2.50</u>  Stamp here when Permit is issued  Inspector <u>JAN 26 1942</u>
	Plans and Specifications checked	Zone <u>E</u>	Fire District No. <u>No</u>		
	Corrections verified	Bldg. Lns <u>No</u> Ft.	Street Widening <u>No</u> Ft.		
	Plans, Specifications and Applications rechecked and approved	Application checked and approved <u>P</u> Clerk			
	For Plans See	Filed with	Required Valuation Included	SPRINKLER Specified Yes—No	

L. A. HARBOUR DEPT. OF BUILDING



PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....X.....Size of Lot.....X.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....X.....Material Exterior Walls.....

Size of Exterior Studs.....X.....Size of Interior Bearing Studs.....X.....

Joists: First Floor.....X.....Second Floor.....X.....Rafters.....X.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....

(Owner or Authorized Agent)

By.....

FOR DEPARTMENT USE ONLY

Application.....	Fire District.....	Bldg. Line.....	Termite Inspection.....	Forced Draft Ventil.....
------------------	--------------------	-----------------	-------------------------	--------------------------

(1) REINFORCED CONCRETE

Barrels of Cement.....  
Tons of Reinforcing Steel.....

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from Street.....  
Sign Here.....  
(Owner or Authorized Agent)

(3) No required windows will be obstructed.  
Sign Here.....  
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.  
Sign Here.....  
(Owner or Authorized Agent)

REMARKS:

APPROVED BY.....

Board of Harbor Commissioners

JAN 28 1942

RESIDENT

SECRETARY

LOS ANGELES HARBOREDPARTMENT  
LOS ANGELES CALIF  
JAN 19 1942  
APPROVED AS TO LOCATION  
AND DESCRIPTION  
E. O. BAILEY  
HARBOR ENGINEER

Proposed Usage  
Conforms to  
Terms of Lease  
of Permit



3

# APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

Form B-3-304-1-48  
CITY OF LOS ANGELES  
DEPARTMENT  
OF  
BUILDING AND SAFETY  
BUILDING DIVISION

Lot No. Permit # 592-393 Map # 5-2318  
Tract Hhr. Dpt. Lease B.H.C.O. 2789  
Location of Building 712 Tuna St. Terminal Island Approved by  
(Block Number and Street) City Engineer

Between what cross streets Canary St. Deputy

USE INK OR INDELIBLE PENCIL

1. Present use of building Laboratory Families — Rooms —  
(Store, Dwelling, Apartment House, Hotel or other purpose)  
2. State how long building has been used for present occupancy 6 yrs.  
3. Use of building AFTER alteration or moving Same Families — Rooms —  
4. Owner C. D. Hackney Phone 3-1332  
5. Owner's Address 712 Tuna St. P.O. Box 128  
6. Certified Architect No State License No. — Phone —  
7. Licensed Engineer No State License No. — Phone —  
8. Contractor No State License No. — Phone —  
9. Contractor's Address —

## 10. VALUATION OF PROPOSED WORK

11. State how many buildings NOW on lot and give use of each One Laboratory  
(Store, Dwelling, Apartment House, Hotel or other purpose)  
12. Size of existing building 44 x 44 Number of stories high 1 Height to highest point 13  
13. Material Exterior Walls Wood Exterior framework Wood  
(Wood, Steel or Masonry) (Wood or Steel)  
14. Describe briefly all proposed construction and work:  
Remodel front of Building  
Stucco entire bldg.

## NEW CONSTRUCTION

15. Size of Addition — x — Size of Lot 44 x 44 Number of Stories when complete 1  
16. Footing: Width — Depth in Ground — Width of Wall — Size of Floor Joists —  
17. Size of Studs 2 x 4 Material of Floor — Size of Rafters — Type of Roofing —

I hereby certify that to the best of my knowledge and belief the above application is correct and that the building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here C. D. Hackney  
(Owner or Authorized Agent)

DISTRICT OFFICE **SAN PEDRO**

## FOR DEPARTMENT USE ONLY

PLAN CHECKING		REINFORCED CONCRETE		Fees	
Date <u>3-4-48</u>	Receipt No. <u>135</u>	Block Content <u>X</u>	Tons of Rebar <u>—</u>	Permit Fee <u>—</u>	Cert. of Occupancy <u>—</u>
Valuation <u>1,500.</u>	Fees Paid <u>5.</u>			Total <u>10.50</u>	
TYPE <u>V</u>	GROUP <u>9</u>	Maximum No. Occupants <u>—</u>	Key Lot <u>—</u>	Lot Area <u>44 x 44</u>	Pl. Year <u>—</u>
PERMIT No. <u>896 SP</u>	Plans and Specifications checked <u>Wilson</u>	Corner Lot <u>—</u>	Current Lot <u>—</u>	Fire Insurance <u>—</u>	Pl. Year <u>—</u>
	Corrected Version <u>—</u>	Block Line <u>—</u>	Block Width <u>—</u>	District Map No. <u>5070</u>	
	Plans, Specifications and Application rechecked and approved <u>Wilson</u>	Application checked and approved <u>—</u>	FL <u>—</u>	FL <u>—</u>	
PLANS <u>3-4</u>	For Plans Fee <u>—</u>	Filed with <u>—</u>	Consolidation Inspection <u>—</u>	SPALM <u>—</u>	Inspection <u>—</u>
				Specified Required Valuation Included <u>—</u>	

MAR 17 1948



~~SECRET~~

APPROVED FOR RELEASE

MAY 1964

100-100000-100000

64-302  
100-100000-100000

7.5 4

40' E. 40' 40' 40'

40' 40' 40' 40'





# City of Los Angeles Department of City Planning

## 2/20/2025 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

772 S TUNA ST  
701 S WAYS ST

### ZIP CODES

90731

### RECENT ACTIVITY

ENV-2025-1065-CE  
CHC-2025-1064-HCM

### CASE NUMBERS

CPC-2019-7393-CA  
CPC-2005-8252-CA  
CPC-2000-4046-CA  
CPC-1986-832-GPC  
ORD-165406-AREA8  
ZA-2008-2827-CEX  
ENV-2019-7394-ND  
ENV-2017-2502-CE  
ENV-2005-8253-ND  
ENV-2001-846-ND  
OB-11032

### Address/Legal Information

PIN Number	015B205 11
Lot/Parcel Area (Calculated)	310,940.9 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID D5 PAGE 824 - GRID E5
Assessor Parcel No. (APN)	7440029917
Tract	None
Map Reference	None
Block	None
Lot	None
Arb (Lot Cut Reference)	None
Map Sheet	015B205

### Jurisdictional Information

Community Plan Area	Port of Los Angeles
Area Planning Commission	Harbor APC
Neighborhood Council	Wilmington
Council District	CD 15 - Tim McOsker
Census Tract #	9800.31000000
LADBS District Office	San Pedro

### Permitting and Zoning Compliance Information

Administrative Review	None
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### Planning and Zoning Information

Special Notes	None
Zoning	[Q]M3-1
Zoning Information (ZI)	ZI-2130 State Enterprise Zone: Harbor Gateway ZI-2442 Preliminary Fault Zone Study: Palos Verdes ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1 ZI-2442 Preliminary Fault Rupture Study Area
General Plan Land Use	Commercial Fishing
General Plan Note(s)	Yes
Minimum Density Requirement	No
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
HistoricPlacesLA	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CPIO Historic Preservation Review	No
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](https://zimas.lacity.org)  
(\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	General (RBPA)
ASP: Alcohol Sales Program	No
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Low Vehicle Travel Area	No
AB 2097: Within a half mile of a Major Transit Stop	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Not Applicable
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
Mixed Income Incentive Programs	
Transit Oriented Incentive Area (TOIA)	Not Eligible
Opportunity Corridors Incentive Area	Not Eligible
Corridor Transition Incentive Area	Not Eligible
TCAC Opportunity Area	No
High Quality Transit Corridor (within 1/2 mile)	No
ED 1 Eligibility	Not Eligible
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	None
500 Ft Park Zone	None
<b>Assessor Information</b>	
Assessor Parcel No. (APN)	7440029917
Ownership (Assessor)	
Owner1	L A CITY HARBOR DEPT
Address	760 EARLE ST SAN PEDRO CA 90731
Ownership (Bureau of Engineering, Land Records)	
Owner	Not Available
Address	Not Available
APN Area (Co. Public Works)*	123.850 (ac)
Use Code	3100 - Industrial - Light Manufacturing - One Story
Assessed Land Val.	\$17,840,068
Assessed Improvement Val.	\$0
Last Owner Change	05/01/1911
Last Sale Amount	\$0
Tax Rate Area	14
Deed Ref No. (City Clerk)	None
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7440029917]
<b>Additional Information</b>	
Airport Hazard	None
Coastal Zone	Calvo Exclusion Area

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 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



	Coastal Commission Permit Area
	Single Permit Jurisdiction Area
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	100 Yr - Zone AE
Watercourse	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Sea Level Rise Area	Yes
Oil Well Adjacency	No
<b>Environmental</b>	
Santa Monica Mountains Zone	No
Biological Resource Potential	Low
Mountain Lion Potential	None
Monarch Butterfly Potential	No
<b>Seismic Hazards</b>	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	Palos Verdes
Tsunami Hazard Area	Yes
<b>Economic Development Areas</b>	
Business Improvement District	None
Hubzone	None
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
<b>Housing</b>	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	<a href="https://housing.lacity.org">https://housing.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 7440029917]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes

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 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Housing Element Sites	
HE Replacement Required	N/A
SB 166 Units	N/A
Housing Use within Prior 5 Years	No

#### Public Safety

##### Police Information

Bureau	South
Division / Station	Harbor
Reporting District	559
Bureau	South
Division / Station	Harbor
Reporting District	599

##### Fire Information

Bureau	South
Battallion	6
District / Fire Station	40
Bureau	South
Battallion	6
District / Fire Station	111
Red Flag Restricted Parking	No



## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-7393-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	CODE AMENDMENT
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-4046-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	
Case Number:	CPC-1986-832-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - PORT OF LOS ANGELES - COMMUNITY WIDE ZONE AND GENERAL PLAN CHANGES TO BRING THE PLAN AND ZONING INTO CONSISTENCY. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT
Case Number:	ZA-2008-2827-CEX
Required Action(s):	CEX-COASTAL EXEMPTION
Project Descriptions(s):	A COASTAL EXEMPTION FOR REPLACEMENT OF FOUR (4)NEW 100-FOOT LIGHT POLES ON EXISTING FOUNDATION.
Case Number:	ENV-2019-7394-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	CODE AMENDMENT
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ENV-2001-846-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	

## DATA NOT AVAILABLE

ORD-165406-AREA8  
OB-11032



Address: 772 S TUNA ST

APN: 7440029917

PIN #: 015B205 11

Tract: None

Block: None

Lot: None

Arb: None

Zoning: [Q]M3-1

General Plan: Commercial Fishing

