



BACKGROUND

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NEWPORT BEACH: HISTORICAL HIGHLIGHTS

100 Years of Southern California Beach Culture to Visit and Experience

Crystal Cove Historic District - a 12.3-acre coastal portion of the 2,791-acre Crystal Cove State Park. Placed on the National Register of Historic Places in 1979, the Historic District is an enclave of 46 vintage rustic cottages originally built in the 1920's to 1950's that are nestled around the mouth of Los Trancos Creek where it meets the Pacific Ocean. The cottages have been restored to their 1935/1955 condition and furnished with period-appropriate décor and are available to the public. The hit 1988 film "Beaches" was shot in Crystal Cove.

Dory Fishing Fleet - The Newport Beach Dory Fishing Fleet, the only one of its kind in the U.S., is older than the city itself. The fleet was founded in 1891, 15 years before Newport became a city. The numbers of these vessels and fishermen have dwindled from the early days when it was estimated that over 30 boats went out daily to catch fish that were sold in an open air market on the municipal beach in Newport Beach. Now that number has dropped to six or seven anglers. The fleet survived to continue selling fish through 2005 but lives on as a fondly remembered locale and tradition.

Duffy Boat - Duffy Electric Boats first opened its doors in 1970, becoming the first modern U.S. company to build and manufacture electric powered boats on a large scale. Referred to as "the father of modern electric boats," Marshall "Duffy" Duffield actually launched the first electric boat. As a 16-year-old Southern Californian, Duffy entertained his dates on cruises in his father's gas-powered boat. He was left without his signature means for impressing the ladies when, one day, the gas engine gave out. Determined to avoid future breakdowns, Duffy fixed the breakdown with an electric motor from a golf cart; something he knew was capable of reliably covering much ground day after day. Today, Duffy averages building one boat a day, with more than 3000 of his electric boats on waterways worldwide, with 1,500 on Newport Harbor alone. Headquartered in Newport Beach, Duffy's business has extended around the globe and is recognized as one of the world's leading manufacturers of electric boats. The Duffy Boat is a signature attraction in Newport Harbor.

Balboa Pavilion - Commissioned in 1905 by the Newport Bay Investment Co. who pledged \$10,000 to build a community structure designed to draw people into Balboa.

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The building is an original structure built almost entirely over water, most of the weight supported by concrete pilings, and was originally designed as a pavilion, boathouse and bath house. It opened on July 1, 1906 and since then a string of proud owners, each captivated by the Pavilion's history, has worked to maintain this Victorian gem. In the 1930s, the Pavilion became a regular venue for dance marathons and the big bands of the era such as the Benny Goodman orchestra, Count Basie, The Dorsey Brothers and Phil Harris. The dance step called the "Balboa" originated at the Balboa Pavilion and swept across the United States.

The Wedge - It's the toughest bodysurfing spot in the U.S., or so said Sports Illustrated in 2004. The Wedge, that quirky bit of engineering at the end of the Balboa Peninsula, has long been a magnet for bodysurfers. Here's the scoop, if you don't know: On an especially south swell (one that even has a bit of east push to it), the waves come crashing into the harbor mouth jetty, jack up - way up, say 20 feet at times - and then break into as little water as you can imagine. It's such a rush that it draws bodysurfers back again and again. Legend has it that one day in the 1920s a young aspiring University of Southern California football player sustained a shoulder injury while body surfing The Wedge, thus ending his football dreams. The injury, however, led the young athlete to a career in movies - a career that lasted over 40 years and included 200 films - the young man's name: John Wayne.

Balboa Ferry - For its first 10 years, the Balboa Island Ferry was little more than a small boat that could cart a few passengers from the peninsula to the island. Now, certainly someone eventually would have seen the potential in the area - dollar lots growing to multi-million dollar land - but it was one man, Joe Beek, who gets the credit for starting the floating Newport Beach icon. In 1919, residents on the island demanded better service, and it was Beek who was the sole bidder who also happened to own an important asset: a boat. He won a contract for \$50 a month. For a year, Beek continued to cart just people in an outboard powered boat. Then he built the first of the ferries now so recognizable and began carrying cars and bikes.

McFadden Square - Had the McFadden brothers gotten their way in the late 1800s, Newport Beach today would be the gateway to a massive commercial harbor, and pleasure seekers would have to find another place to loll on the sand. Newport Beach could not have been imagined in 1875 when James and Robert McFadden, brother entrepreneurs from Illinois, bought the Newport Landing, a small wharf near the existing Coast Highway bridge. The bay already was the launching point for exported goods, and the McFadden's hoped to turn it into a shipping hub. The McFadden's soon built a pier, and they connected their wharf to the city of Santa Ana by laying railroad tracks. When McFadden Wharf was finished in 1888, buildings started to spring up around it. The Dory fishermen began selling their catch from booths under the pier, and housing and businesses popped up to serve beach-bound tourists. In spite of the beach's popularity, the McFadden's sold the wharf in 1899, after a burst of federal funding to the San Pedro harbor made it impossible for their shipping business to compete. But if businessmen don't always win, real estate developers generally seem to have better luck. The area now known as McFadden Square was built in spite of the ultimate failure of its namesakes' business plans and has recently been christened McFadden Square Centennial Legacy Project, featuring a 2,000 pound bronze sculpture by artist Hank Kaminsky.

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