

National Park Service
U.S. Department of the Interior

Apostle Islands National Lakeshore
Wisconsin



Devils Island Light Station

Cultural Landscapes Inventory

July 2014



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The Cultural Landscapes Inventory Overview:

CLI General Information

The Cultural Landscapes Inventory (CLI) is a database containing information on the historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape’s location, size, physical development, condition, landscape characteristics as character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved inventory records when all required data fields are entered, the park superintendent concurs with the information, and the landscape is determined eligible for the National Register of Historic Places through a consultation process or is otherwise managed as a cultural resource through a public planning process.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2001), and Director’s Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that responds to NPS strategic plan accomplishments. Two goals are associated with the CLI: 1) increasing the number of certified cultural landscapes (1b2B) servicewide; and 2) bringing certified cultural landscapes into good condition (1a7). The CLI is maintained by the Park Historic Structures and Cultural Landscapes Program, WASO, and is the official source of cultural landscape information servicewide.

Implementation of the CLI is coordinated and approved at the regional level. Each region annually updates a strategic plan that prioritizes work based on a variety of park and regional needs that include planning and construction projects or associated compliance requirements that lack cultural landscape documentation. When the inventory unit record is complete and concurrence with the findings is obtained from the superintendent and the State Historic Preservation Office, the regional CLI coordinator certifies the record and transmits it to the national CLI Coordinator for approval. Only records approved by the national CLI coordinator are included in the CLI for official reporting purposes.

Relationship between the CLI and a Cultural Landscape Report (CLR)

The CLI and the CLR are related efforts in the sense that both document the history, significance, and integrity of park cultural landscapes. However, the scope of the CLI is limited by the need to achieve concurrence with the park superintendent, and resolve eligibility questions when a National Register nomination does not exist, or when an existing nomination inadequately addresses the eligibility of landscape characteristics. Ideally, a park’s CLI work (which many include multiple inventory units) precedes a CLR because the baseline information in the CLI not only assists with priority setting when more than one CLR is needed it also assists with determining more accurate scopes of work for the CLR effort.

The CLR is the primary treatment document for significant park landscapes. It therefore requires a more in depth level of research and documentation, both to evaluate the historic and the existing condition of the landscape and to recommend a preservation treatment strategy that meets the Secretary of Interior’s Standards for the treatment of historic properties.

The scope of work for a CLR, when the CLI has not been done, should include production of the CLI record. Depending on its age and scope, existing CLR’s are considered the primary source for the history, statement of significance, and descriptions of contributing resources that are necessary to complete a CLI record.

Chapter 1: Inventory Unit Summary

Inventory Unit Description

The Devils Island Light Station landscape is one of six light stations in Apostle Islands National Lakeshore located in Ashland County, Wisconsin. The light station occupies approximately sixteen acres on the north shore of Devils Island which is 318 acres in size and is situated at the northern edge of the lakeshore. The cultural landscape is a collection of features that remain from its development as a light station over the last one hundred and eighteen years. The light station consists of two keeper’s dwellings, two hipped-roof brick oil houses, a gable-roofed wooden building housing fog-signal equipment and electrical generators, a pump house, and a small metal truss tower formerly used as a radio tower. The lighthouse complex also includes a boathouse and dock at the south end of the island, approximately one mile from the lighthouse, connected to the rest of the complex by a single-lane dirt road.

The Devils Island Light Station was included in a National Register of Historic Places nomination of the Apostle Islands Lighthouses listed in the National Register on March 8, 1977. The lighthouses were listed with state level of significance in the areas of transportation and commerce and varying periods of significance spanning from 1852 to 1929. The nomination emphasizes the significance of the light stations under National Register Criterion A for their contributions to the understanding of the broad patterns of history related to navigation, shipping, and commerce both on Lake Superior and in the nation. According to the Cultural Landscape Report, the Devils Island Light Station landscape represents five distinct development eras: Pre Lighthouse (1852-1890), Lighthouse Development (1891-1893), Light Station Development (1894-1938), Coast Guard (1939-1969), and National Park Service (1970 to present).

Overall, the Devils Island Light Station landscape retains integrity of location, design, setting, materials, workmanship, feeling, and association. Despite minor losses, the buildings and structures at the station generally retain a high degree of integrity and are integral components of the cultural landscape. Today, the island’s land use is as Apostle Islands National Lakeshore operated by the National Park Service. The island continues to serve as an aid to navigation with an automated light tower and radio beacon maintained by the United States Coast Guard.

Property Level and CLI Numbers

Inventory Unit Name:	Devils Island Light Station
Property Level:	Landscape
CLI Identification Number:	500362
Parent Landscape:	Devils Island Light Station

Park Information

Park Name and Alpha Code:	Apostle Islands National Lakeshore- APIS
Park Organization Code:	6140
Park Administrative Unit:	Apostle Islands National Lakeshore

CLI Hierarchy Description

As of September 2006, twenty-three cultural landscapes at Apostles Islands National Lakeshore had been identified as currently eligible or potentially eligible for the National Register of Historic Places. The Devils Island Light Station is one of those landscapes.

Chapter 2: Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative

Initial research was conducted by seasonals Kathleen Fitzgerald and Richard Radford in FY99 to determine the number of potential landscapes for the park. Former Cultural Landscapes Program Leader Sherda Williams and Historical Landscape Architect Marla McEnaney reviewed the landscape hierarchy presented in the CLI. Architectural Historian Nancy Mannikko visited Devils Island in FY04. Data entry based on existing documentation and fieldwork was begun in FY06. Data entry was completed by Intern Jennifer Kelliher and Landscape Historian Alesha Hauser in FY10 based on the Draft Cultural Landscape Report (CLR).

Concurrence Status:

Park Superintendent Concurrence:	8/25/2010
National Register Concurrence:	Listed to the NRHP -- 3/8/1977

National Register Concurrence Narrative:

The Devils Island Light Station was listed on the National Register of Historic Places March 8, 1977, as part of a multiple property listing.

Site Visit Conducted: 6/22/2010

Chapter 3: Geographic Information & Location Map

State & County:

State:	Wisconsin
County:	Ashland County

Size (Acres): 16.00

Boundary Description:

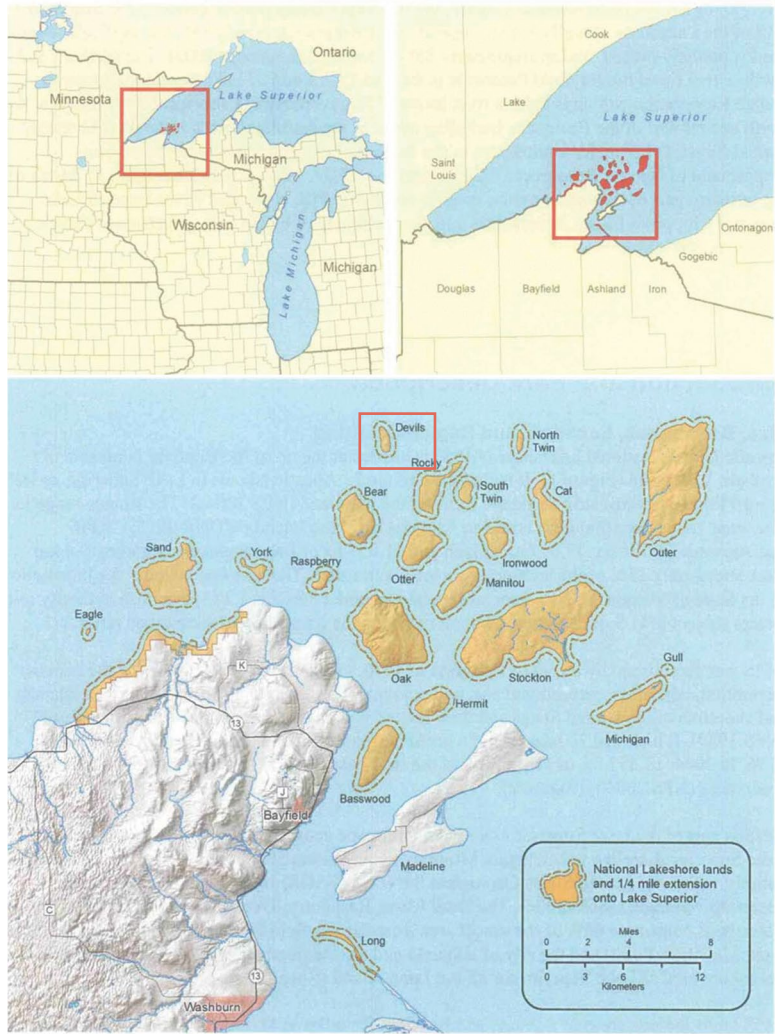
Devils Island lies in Sections 10 and 15, Township 53 North, Range 3 West, Ashland County, Wisconsin. The light station is located in tract 17-103. The boathouse and dock at the south end lie in tract 17-106.

The 1977 National Register nomination states, “The site boundaries are those of the triangular parcel of land owned by the US Coast Guard, measuring approximately 1020’ north -south, 1050’ east-west, with a hypotenuse of approximately 1500’ (straight-line measurement) along the northeast shore. Also included is a 50-foot-square parcel of land centered on the old coal house, approximately a quarter-mile southeast of the main complex. The total area is approximately 16 acres.”

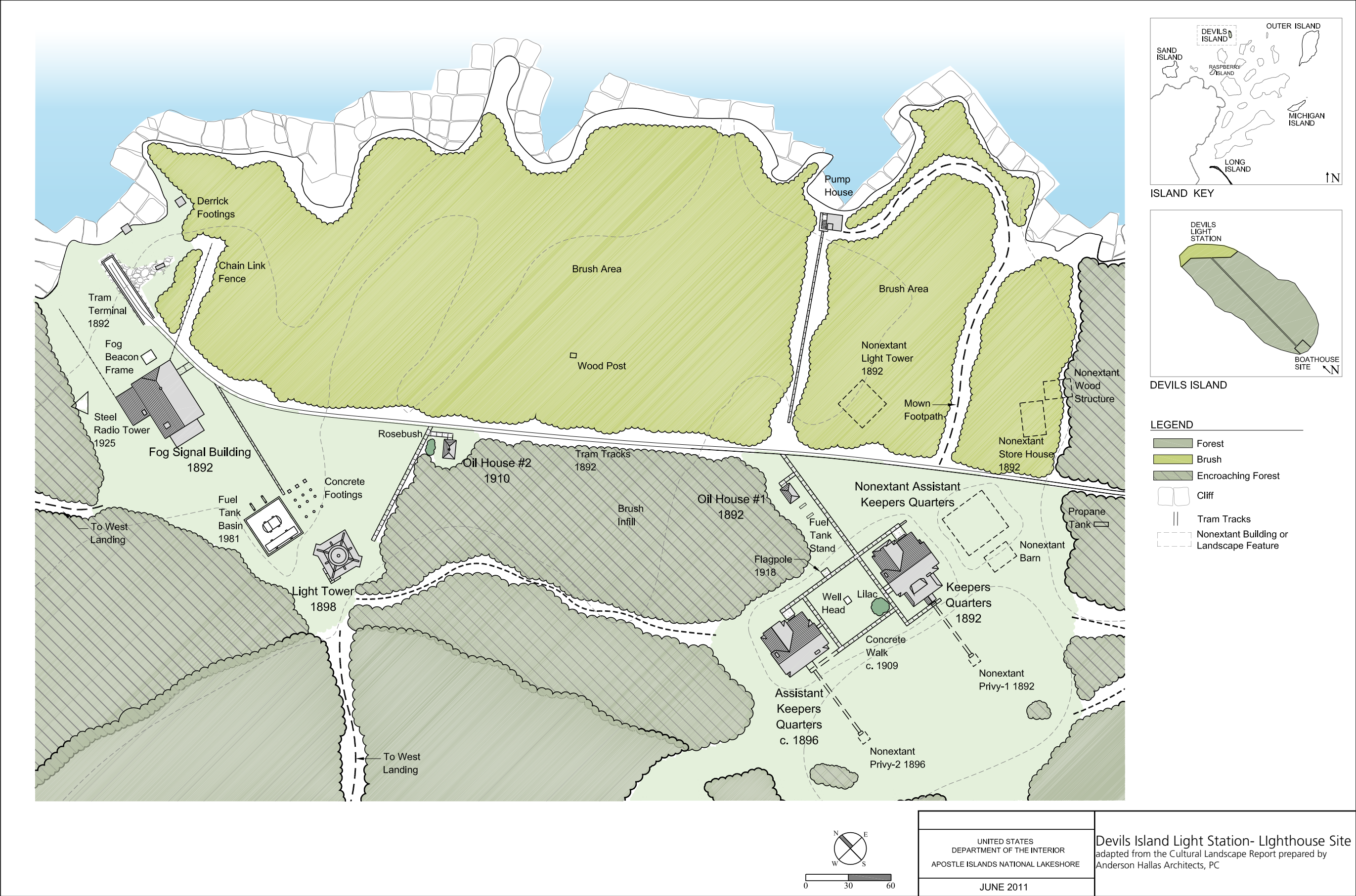
Boundary UTM's

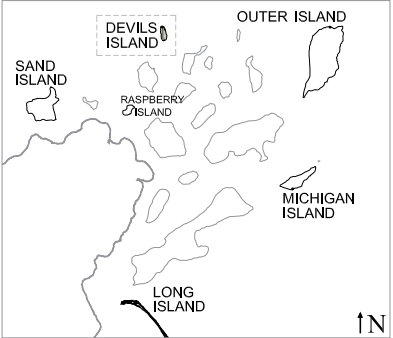
Source:	GPS- Uncorrected
Point Type:	Polygon
Datum:	WSG84

Map Point	UTM	Easting	Northing	Long/Lat
1	15	672369	5216640	-90.729272, 47.080758
2	15	672730	5216328	-90.724639, 47.077860
3	15	672401	5216320	-90.728984, 47.077869

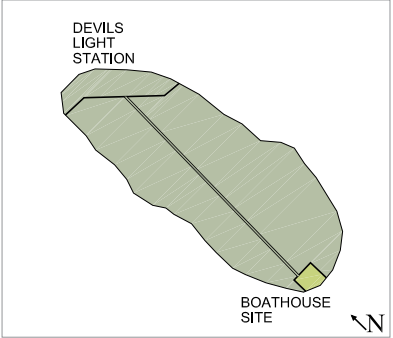


Location of Apostle Islands National Lakeshore in the upper Great Lakes region of the United States, indicating the location of Devils Island on the lower image. (Kraft et al. 2007, 2).



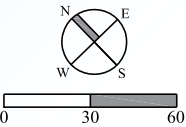


ISLAND KEY



DEVILS ISLAND

- LEGEND**
- Forest
 - Brush
 - Deciduous Tree
 - Stone Revetment
 - Beach
 - Lake Edge



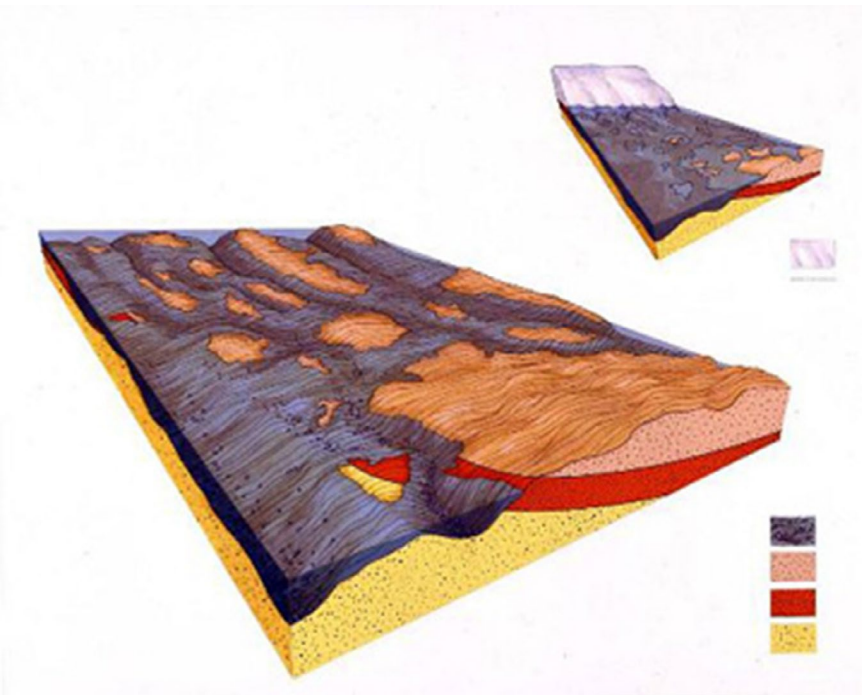
UNITED STATES DEPARTMENT OF THE INTERIOR APOSTLE ISLANDS NATIONAL LAKESHORE	Devils Island Light Station- Boathouse Site adapted from the Cultural Landscape Report prepared by Anderson Hallas Architects, PC
JUNE 2011	

Physiographic Context: Regional Context

Devils Island is one of the twenty-two islands in the Apostle Islands archipelago. The islands range in size from only a few acres in the case of Gull Island to over 10,000 acres on Stockton. Repeated periods of glaciation during the last Ice Age resulted in deposits of glacial till with a high clay content covering most of the islands. The majority of the islands are comparatively flat with sandstone bedrock lying close to the surface. As a result, the islands in general have poor drainage and swampy areas are common. The shorelines for the majority of the islands are characterized by either sandstone cliffs or high clay bluffs.

The Apostle Island archipelago’s sandstones were deposited during the late Precambrian era, about 600 million years ago, and form the basement rock for all the islands. The upper and lower most layers (Chequamegon and Orienta formations) are in the Precambrian Bayfield Group and were deposited by northeastward-flowing braided streams. The Devils Island Formation, between the sandstones, represents deposition across sand-flats that were intermittently covered by shallow ponded water. The Pleistocene ice advances provided an abundance of till, with lesser amounts of glacial outwash, which covers most of the islands. Some glacial drift was streamlined by overriding ice. Terraces, wave-cut benches, and elevated beaches show evidence of higher levels of Lake Superior. High bluffs and glacial drift erode to provide sand for today’s sandspits and beaches such as the narrow strip at Manitou Fish Camp on Manitou Island.

Devils Island is noted for its intricate sea caves on the north end of the island. Wave action over thousands of years has produced rock formations and caves that have been described as “lacelike in their detail, full of brilliant colors, alive with sound and with the motion of the surging water” (Nuhfer, 54).



Glacier in retreat 9,000 years ago, right, and present day strata, left. Yellow is Orienta Sandstone; rust is Devils Island Sandstone; gray is Glacial Drift; and beige is Chequamegon Sandstone (NPS commissioned art, Mobium Corp., Leon Bishop, 1985).



Sandstone formations on island shoreline. (NPS)

Cultural Context: Regional Context

The Devils Island Light Station landscape reflects the culture and lifestyle of the keepers and the changing technology associated with navigational aids. The light station was continuously inhabited from 1891, when the station grounds began to develop, until 1978, when it was fully automated and the Coast Guard crew left the island. Devils Island is unusual for the archipelago, since the island was not subject to extensive logging. The entire island was set aside as a lighthouse reservation and was not commercially logged. Vegetation was disturbed by light station establishment and operations, but the overall composition of the vegetative communities was not changed.

In 1970, the Apostle Island National Lakeshore was established. This is the beginning of the NPS Period that continues until present day. This period opened the island to additional visitors and brought about changes in the landscape that primarily related to island access, recreation and visitor use.

Political Context: Regional Context

Devils Island is located in LaPointe Township in Ashland County, Wisconsin. It is in Wisconsin’s 7th District for the United States House of Representatives, District 25 for the Wisconsin State Senate, and District 74 for the Wisconsin State Assembly.

Chapter 4: Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Agreements and Legal Interest

Management Agreement:

Type of Agreement: Unknown

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access

Type of Access: Unrestricted

Explanatory Narrative:

Public access to the grounds of the light station is essentially unrestricted. Access to the island is water based and the boat dock is the only formal boat landing on the island. The boat dock is used by NPS staff, and visitors in small pleasure boats.

Access to the structures, such as the light tower, is contingent on park staffing.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The Apostle Islands National Lakeshore encompasses 21 islands and 12 miles of mainland. The light station is one of several within the lakeshore.

FMSS Location Numbers

445970	Devils Island Light Stat Oil Storage Tank Complex
25192	Devils Island Light Station Asst Keeper’s Quarters
25202	Devils Island Light Station Boathouse
603381	Devils Island Light Station Dock
25196	Devils Island Light Station Fog Signal Building
25191	Devils Island Light Station Keeper’s Quarters
25189	Devils Island Light Station Light Tower
25198	Devils Island Light Station Oil House #1
25197	Devils Island Light Station Oil House #2
35221	Devils Island Light Station Oil Tank Cradles
25199	Devils Island Light Station Pump House
35222	Devils Island Light Station Radio Tower
78621	Devils Island Light Station Roadway
17152	Devils Island Light Station Sidewalk
35223	Devils Island Light Station Tramway
25200	Devils Island Light Station Tramway Engine Bldg

Chapter 5: National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered- Inadequately Documented

National Register Explanatory Narrative:

All of the light stations in Apostle Islands National Lakeshore are listed on the National Register of Historic Places. The five stations on Devils, Michigan, Outer, Raspberry and Sand Islands were nominated as one 33.8 acre unit (but not as a district) although they are on individual islands. They were listed on March 8, 1977 with state level of significance in the areas of transportation and commerce, and varying periods of significance spanning from 1852 to 1929.

Long Island was not a part of the National Lakeshore until 1986, so it was not included in the 1977 nomination. In 1979, the United States Coast Guard prepared a nomination entitled “Coast Guard Lighthouses and Light Stations on the Great Lakes”, including the Long Island station among a large collection of stations. This nomination was approved and placed on the National Register on August 4, 1983. The listed period of significance was 1832-1919.

Both the 1977 and the 1983 nomination forms emphasize the significance of the light stations under National Register Criterion A for their contributions to our understanding of the broad patterns of our history related to navigation, shipping and commerce both on Lake Superior and in the nation. The 1983 nomination also addresses the significance of the stations under Criterion C as examples of the trends and transitions in lighthouses related to architecture, operations and technologies between 1855 and 1929. The 1977 nomination notes the stations have excellent integrity, particularly in comparison to other surviving historic light stations in the area.

The 1977 National Register nomination form indicates that all of the structures and buildings at each light station are “considered significant,” except for certain buildings at Michigan and Devils Islands. At Devils Island, the Fog Signal Building was not deemed significant. This could be because the research for the nomination had not determined the age of the structure, or that in 1977 the United States Coast Guard was still operating radio equipment out of the Fog Signal Building. No explanation is provided in the nomination form. The two oil houses at Devils Island were not described, so they consequently have no recognition of their contributing status.

The Boathouse at Devils Island was also described but was omitted from the list of significant structures. It appears that the site boundaries defined in the nomination form for each of the light stations did not extend to the shore line and therefore did not include any boat houses, docks or piers. The nomination form states the tracks from the tram had been removed.

Additional information has been gathered in the 32 years since the nomination was prepared. A related National Register of Historic Places Multiple Property Documentation Form entitled “Light Stations of the United States” was completed and approved in 2002. This comprehensive summary of the history of lighthouses in the United States includes discussions of administrative history, architecture and engineering, evolution of lighthouse optics and technology, and significant associated persons. The document includes extensive information that was not available to the 1977 and 1983 nominations.

The new information has been incorporated into the reconsideration of the significance of the contributing features and structures for the Cultural Landscape Report and is discussed in section 1.1.3 General Contributing Features and Structures.

National Register Explanatory Narrative, continued:

A draft nomination for a National Historic Landmark District encompassing all of the Apostle Island light stations has been developed and is on file at the offices of Apostle Island National Lakeshore. The draft has received a preliminary review by the NPS and requires amendments.

National Register Eligibility

National Register Concurrence:	3/8/1977
Contributing/Individual:	Contributing
National Register Classification:	Multiple Property
Significance Level:	State
Significance Criteria:	A- Associated with events significant to broad patterns of our history
Period of Significance:	1852-1901
Historic Context Theme:	Changing Role of the U.S. in the World
Subtheme:	Commerce
Facet:	Commerce
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, and Other Structures
Period of Significance:	1929
Historic Context Theme:	Changing Role of the U.S. in the World
Subtheme:	Commerce
Facet:	Commerce
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, and Other Structures
Area of Significance:	Commerce Maritime History Transportation

National Register Information (cont.)

Existing NRIS Information:

Name in National Register:	APIS Apostle Islands Lighthouses
NRIS Number	77000145
Other Names:	
Primary Certification:	Listed to the National Register
Primary Certification Date:	3/8/1977
Other Certifications and Date:	Recertified, SHPO Consensus Determination 9/26/2006

Statement of Significance:

The Devils Island Light Station cultural landscape is significant under National Register Significance Criterion A: The property is associated with events that have made a significant contribution to the broad pattern of our history. The Devils Island Lighthouse is one of five included in a multiple property National Register nomination listed on March 8, 1977. The lights on Michigan Island, Outer Island, Sand Island, and Raspberry Island complete the nomination. The Apostle Islands Lighthouses are associated with the development of the U.S. Lighthouse Service and the national importance of commercial maritime traffic on the upper Great Lakes.

The period of significance begins in 1852 when Congress authorized the construction of eleven light stations on the upper Great Lakes. Completed in the mid 1850s, these lights functioned principally as navigational aids for vessels bound to and from Chequamegon Bay and La Pointe, on Madeline Island, via the North and South Channels. The first Apostle Islands lighthouse, the Michigan Island Light, built in 1856 and placed in service in 1857, marked both the North and South Channels into La Pointe and Bayfield for boats coming from the east. Before 1855, Lake Superior shipping was almost entirely local. The treacherous rapids at Sault Ste. Marie prevented all boats except those that could be portaged from entering into inter lake commerce. But with the opening of the “Soo” canals in 1855, Lake Superior became the western terminus of a one thousand mile long water highway.

La Pointe Light was established in 1858 and served primarily as a local navigational aid, marking the locations of La Pointe and Bayfield harbors. None of the previously mentioned lights provided much assistance to the ever increasing volume of shipping moving through the islands’ West Channel to the new ports of Bayfield and Ashland. In response, Congress appropriated funds for the construction of the Raspberry Island Light Station in 1859. Completed in 1862, difficulties in obtaining a lens prevented the station from entering service until the following summer. The Raspberry Island Light of 1862 guided vessels through the West Channel into the harbors.

By the late 1860s, shipping patterns had again shifted, with larger vessels passing north of (or “outside”) the Apostles. To meet the demands of these new shipping patterns, a second ring of lighthouses was developed on the outer edges of the archipelago. The Outer Island station was first lit in 1874, followed in 1881 by the Sand Island station and in 1891 by the Devil’s Island station, the last built in the archipelago.

As well as being an aid to navigation, the light stations also played a role in projecting the authority of the Federal government into a remote area, and communicating certain values of the emerging industrial

Statement of Significance, continued:

society into what was essentially a frontier region. Construction of the Michigan Island Lighthouse in 1856 followed closely upon the 1854 Treaty of La Pointe with the Ojibwe (Chippewa) which opened the region to white settlement. From that date onward, the establishment and evolution of the Apostle Islands Lighthouses provided both a tangible embodiment of Federal authority and a vehicle for dissemination of values. This process entailed both the physical form of the structure, and the presence of the light keepers as representatives of the central government (Männikkö and Mackreth 2002, 19 20).

In the book, Great American Lighthouses, F. Ross Holland, Jr. describes the Apostle Island Light Stations as the “largest and finest collection of lighthouses in the United States.” Numerous lighthouses have been preserved throughout the United States, but many of these properties exist in isolation. In many cases, the ancillary buildings such as oil houses, privies, barns, and workshops that existed at the site when the light was manned have been lost. These outbuildings, and the landscape in which they and the lighthouse exist, provide the context required to fully interpret the property’s history and significance. In contrast, the cul-tural landscape of the Apostle Islands Lighthouses remains unusually intact.

The Devils Island Light Station is significant as part of the collection of Apostle Island Light Stations. These stations are defined by two themes: 1) the development and evolution of resources directly associ-ated with light stations’ use as navigational aids, a history strongly affected by the economic conditions that influenced shipping patterns and by the technological changes that influenced lighthouse working systems (foghorns; lights) and 2) the development and evolution of domestic resources associated with the shelter, sustenance, and recreation of the personnel charged with station operation and maintenance.

The keeper’s quarters building is a primary resource at Devils Island Light Station, the sixth light station established in the Apostles. Congress authorized construction of the most northern of the Apostles Islands light stations in 1889. Two years later, on September 30, 1891, the Devils Island Light Station was put into operation utilizing a temporary wood frame skeleton tower. The isolation of the island and its lack of a safe harbor resulted in inadequate funding to construct both a satisfactory keeper’s dwelling and a light tower. The Lighthouse Board decided that “a temporary skeleton frame tower should be built to prevent further delay in exhibiting the light.”

Over the next ten years the Lighthouse Board constructed a fog signal building, three keepers’ dwellings, and finally a permanent steel cylinder light tower. The new light was lit in1901.

Chapter 6: Chronology and Physical History

Cultural Landscape Type and Use

Cultural Landscape type:	Historic Site
Current and Historic Use/Function:	
Primary Historic Function:	Lighthouse
Primary Current Use:	Lighthouse
Current and Historic Names:	
Name:	Type of Name:
Devils Island Lighthouse	Both Current and Historic

Chronology

Year	Event	Annotation
CE 1889	Established	The United States Congress passed legislation establishing the Devils Island Light Station.
CE 1891	Built	Temporary Wood Tower, Fog Signal Building, Tramway Engine Building, Boathouse and Oil House #2 constructed (LCS, 2009).
CE 1892	Built	Oil House #1 Built (LCS, 2009).
CE 1896	Built	Keepers Quarters constructed . Plans were be-gun in 1891 (LCS, 2009).
CE 1897	Built	Assistant Keepers Quarters built (LCS 2009).
CE 1898	Built	Light Station Tower constructed off-site and shipped To Devils Island (LCS 2009).
CE 1901	Built	Concrete Walks installed (Historic Drawings and Photos, c. 1909).
CE 1914	Altered	Metal Framework supports added to the Tower (LCS 2009).
CE 1926	Altered	Compressed Air Diaphone installed in the Fog Signal Building (Busch 2008).

Chronology

Year	Event	Annotation
CE 1928	Altered	Diesel-Powered Electric Generator installed (Busch 2008).
CE 1937	Altered	Winter Light Installed (Busch 2008).
CE 1946	Altered	Keepers Quarters plans to remodel 2nd Floor were created; likely, they were never completed (CLR 2010).
CE 1950	Altered	New indoor bath installed in Assistant Keepers Quarters (Historic Drawings, Plans by USCG).
CE 1954	Built	Construction of a one mile road, stretching north and south (USCG logs).
CE 1956	Demolished	Fog Signal Building’s Associated Wood Shed, two Privies, and 2nd Assistant Keepers Quarters demolished (Historic Drawings, Plans by USCG, LCS 2009).
CE 1962	Altered	Coast Guard installed Fire Alarm System and Updated Electrical System in Keepers Quarters. New Radio Room installed in the Fog Signal Building (Historic Drawing DI-03, 1962).
CE 2000	Rehabilitated	Fog Signal Building’s main roof re-roofed with asphalt shingles (D. Pratt, HSPT Reports, 2009).
CE 2001	Rehabilitated	Assistant Keepers Quarters re-roofed with cedar shingles and Fog Signal Building’s South Shed re-roofed with corrugated aluminum (D. Pratt, HSPT Reports, 2009).
CE 2006	Rehabilitated	Oil House #1 and Boathouse re-roofed with cedar shingles (D. Pratt, HSPT Reports, 2009).
CE 2007	Rehabilitated	Keepers Quarters re-roofed with cedar shingles (D. Pratt, HSPT Reports, 2009).

Cultural Landscape Physical History Narrative

Pre-Lighthouse (1852-1890)

This period began in 1852 with Congress authorizing the construction of the first lighthouse in the Apostle Islands, to be built at La Pointe Harbor on Madeline Island. The location was later revised to Long Island. Ultimately the first lighthouse was built on Michigan Island in 1856.

In 1871, a lighthouse reservation was recommended for Devils Island and by 1889 funding was appropriated to construct a light station followed in 1890 with funding for a fog signal. No physical improvements related to the light station were built on Devils Island during this period.

Early Light Station (1891-1893)

During this period many of the buildings, structures and features were built. The period began in 1891 with construction of a temporary light tower on Devils Island. Two areas of the reservation were cleared of forest vegetation to build the improvements needed for a light station and boat landing, with a cleared corridor connecting the two. On the north tip of the Island “Ten acres in the vicinity of the Station were cleared of trees and brush in order that the light be more clearly seen”. At the south end a smaller area was cleared for the Boathouse and related improvements.

In 1891, with the construction of a temporary, wooden skeleton light tower and fog signal in place, the light station grounds quickly developed. Additional buildings followed immediately including: the two-story brick Keepers Quarters; Privy; Oil House; Storehouse; Fog Signal Building; and Pump House.

Tram tracks were laid on wooden timbers to connect the light station buildings. A wooden inclined tramway was built at the eastern end of the tracks, extending from the top of the cliff down to a natural rock boat landing. This tram system was used to transport goods and fuel on small carts to and around the light station. Similar systems were also built on Michigan and Outer Islands.

Other improvements built during this period included a wooden pipe box to bring water to the Fog Signal Building and wooden planks installed between the tram tracks and around the Keepers Quarters for pedestrian circulation.



Light Station site c. 1893. From the left: original wooden Light Tower, Store House, Oil House #1, and Keepers Quarters (NPS APIS Archive).

Cultural Landscape Physical History Narrative

At the south end of the island a landing crib and Boathouse were built. It is likely that this location was chosen because it is more protected than the landing sites on the northern portion of the island. Historic documents indicate that at least two landings were used near the light station during this period; the eastern landing ,where the wooden tramway was built, and another natural rock landing on the west side of Devils Island.

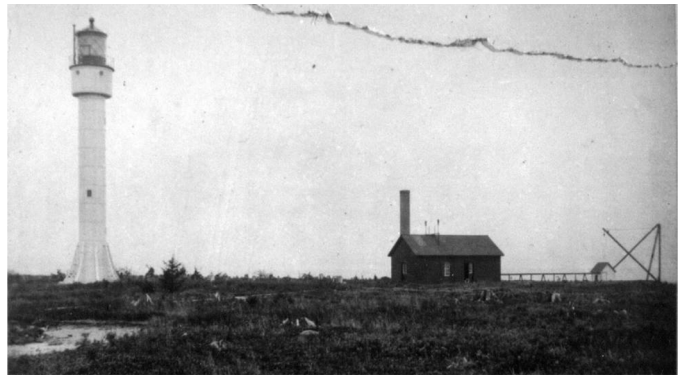
By the end of this period, the arrangement of buildings and structures on the light station grounds was in place. Cleared areas were established and circulation routes were set (CLR 2010).

Light Tower (1894-1938)

Between 1894 and 1897, several buildings and structures were added to the light station grounds including the metal light tower, a second brick Keepers Quarters, and a Privy. The addition of these also necessitated the expansion of the light station grounds that was needed to accommodate them. Most of the buildings, structures and features built during this period remain today. During this period property condemnation was completed and a formal reservation was established.

The most substantial addition to the light station during this period was the eighty-two foot tall Light Tower to replace the earlier (and much shorter), temporary wooden light tower. The Light Tower was completed in 1898 but not placed into service until 1901. The brownstone Tramway Engine Building was built at the eastern terminus of the tram tracks in 1901. The building housed a hoisting engine used for moving tram carts up and down the inclined tramway which had been in place since 1893.

In 1909, Devils Island became the first light station to be provided with a motorized boat from the Light-house Board. The harsh weathering and the wave action of Lake Superior often damages boat docks and boathouses requiring frequent repairs and modifications. The Boathouse and dock on Devils Island are subject to these conditions and were modified and repaired several times during this period.



Light Station site c. 1904. From the left: Light Tower, Fog Signal Building, Siphon House, and derrick assembly (NPS APIS Archive).

By 1910, a third keepers quarters (a wood frame dwelling, later removed) was built to the east of the two brick keepers quarters from the earlier period. The three residences stood side by side, connected by concrete walks. Many of the walks were installed in 1909 replacing earlier wooden planks. The concrete walks

generally followed the routes previously established by the wooden planks and were built in an unusual manner specifically adapted to the islands. Uniformly precast concrete slabs were built and placed end to end on the surface of the ground rather than excavating and laying slabs flush with the adjacent landscape. This was done for ease of construction on the rocky site with shallow soils.

Between 1908 and likely 1913, a second Oil House was built near the new light tower and in 1913 the large wooden store house was removed. By 1913, all the buildings on the light station grounds were in place. During the 1920s and early 1930s the grounds were modified slightly with the addition and removal of structures and features. A steel frame radio beacon was built in 1925 to replace the fog signal ‘whistle’; it was of the first on the Great Lakes. In 1929, the privies were removed and indoor plumbing was added to the Keepers Quarters and Assistant Keepers Quarters, and in the same year a concrete well house was added to supply water to the residences; a fuel storage tank was added near the south Oil House (No. 1); and a path to the west landing was noted.

Cultural Landscape Physical History Narrative

The north portion of the light station grounds, near the Fog Signal Building was continually modified during this period. Improvements were made to facilitate the loading of supplies and fuel by the derrick assembly near the building (CLR 2010).

Coast Guard (1939-1969)

In 1939, the United States Bureau of Lighthouses was eliminated and the United States Coast Guard (USCG) took over management of the light station. Soon following this civilian lighthouse keepers were replaced by Coast Guard staff. A Coast Guard crew remained on the Island until automation in 1978.

During this period the basic site arrangement and its features were retained but the grounds were slightly modified. In the 1940s, the inclined tramway was modified into a wooden staircase and then ultimately removed. The covered stairs leading down to the water from the Fog Signal building were removed and the derrick assembly, tram tracks and other features in this area were altered. Several small buildings were placed at the base of the Light Tower; the concrete footings for these remain today. One substantial change was the removal of the wood frame Assistant Keepers Quarters by the Coast Guard in 1956 (CLR 2010).

National Park Service (1970 to present)

In 1970, the Apostle Islands National Lakeshore was established. This is the beginning of the NPS Period that continues to present day. This period opened the island to additional visitors and brought about changes in the landscape that primarily related to island access, recreation and visitor use.

In 1978, the Light Tower was automated eliminating the need for on-site personnel. During this period, the cleared area of the light station grounds began to change as forest vegetation grew into the area between the Keepers Quarters and the Light Tower. This is likely due to the lack of personnel to continually maintain the clearing. This encroachment of the forest into the cleared area of the cultural landscape began to change the composition of the cultural landscape from one large open site to two separate areas – one residential (Keepers and Assistant Keepers Quarters) and another more utilitarian (Light Tower and Fog Signal building).

Other work during this period is related to the NPS use of the island for recreation and includes the addition of hiking trails, signage, pit toilet restroom, solar panel, and minor improvements upgrades to the buildings and structures, particularly for use as seasonal volunteer housing (CLR 2010).

Chapter 7: Analysis and Evaluation of Integrity

Summary:

The Devils Island Light Station retains high integrity of location, setting, feeling, association, workmanship, design, and materials and exhibits the following landscape characteristics: spatial organization, topography, vegetation, circulation networks, buildings and structures, views and vistas, and small-scale features. The site is characterized as a navigational aid illustrating the evolution of lighthouse design and construction in response to the changing requirements of Great Lakes shipping as the volume of traffic increased, routes changed, and the size and the speed of ships increased.

The spatial organization of the light station grounds has changed substantially from its early development primarily due to the encroachment of forest vegetation into the area between the residences and the Light Tower, and in the areas surrounding the buildings and structures. The light station grounds have changed from one large open clearing to two smaller clearings distinctly separated by forest vegetation. The reduction in the size of the clearings has impacted the legibility of the original form and composition of the light station. Although, the spatial organization of the light station grounds has been modified by the encroachment of vegetation, most all of the buildings, structures, and features remain in situ since the early historic periods. The encroaching vegetation is diminishing the integrity of the spatial organization of the light station grounds.

The topography of the Devils Island Light Station remains as it has been since the development of the light station and is a contributing feature of the cultural landscape.

Devils Island is unusual for the archipelago, since the island was not subject to extensive logging. The entire island was set aside as a lighthouse reservation and was not commercially logged. Devils Island is also one of the few islands to not have white-tailed deer and the associated foraging effects on vegetation. Vegetation was disturbed by light station establishment and operations, but the overall composition of the vegetative communities was not changed. The northern two-thirds of Devils Island supports “classic boreal forest” dominated by white spruce, balsam fir, white cedar, white birch, and aspen. As with the other islands, wildlife on Devils Island is not as diverse or abundant as that on the mainland.

The buildings of the light station and the Light Tower are less visible from Lake Superior than they were during the early historic periods. The growth of brush along the cliff edges and forest vegetation between the features and the shoreline is blocking the once open and clear views. Views in the light station grounds have also been substantially reduced and obscured by encroaching forest vegetation. The encroaching vegetation and overgrowth of brush vegetation along the cliff edge is diminishing the integrity of the cultural landscape.

During the Early Lighthouse and Light Tower Periods, the light station grounds were cleared from the Keepers Quarters on the east to the Light Tower on the west and north to the edge of Lake Superior. Today, a large portion of this open clearing has been filled in by encroaching forest vegetation resulting in two smaller, separated clearings. The clearing of the light station is an important contributing feature of the cultural landscape. The relationship between the extents of the light station cleared area and the forest vegetation on the reservation has changed substantially since the early historic periods. The extensive encroachment of forest vegetation into the original clearings diminishes the integrity of the cultural landscape.

Access and circulation on Devils Island has remained similar to the original access points and routes that were established during its early development. Primary transit to the island was historically, by boat, with landings at any of five locations: the North Landing (at the Fog Signal Building); the West Landing; the East Landing (at the Tramway Engine Building); the ‘Coolidge’ Landing; and at the Boathouse. Boats landed at different locations depending on size of the vessel and weather and sea conditions. At the East Landing,

Summary, continued:

the Tramway and wooden staircase are no longer extant and the landing has limited access for visitors. At the Fog Signal Building landing, the original covered stairs are no longer extant and the landing is no longer easily accessible from the cliffs above.

The extant small-scale features that date from the station’s period of significance retain enough integrity to be contributing elements. The addition of concrete sidewalks, a flagpole, a tramway, a supply line and other small scale features relate to the evolution of the light station grounds and contribute to the significance of the cultural landscape. In addition to these features there are signs, a solar panel, a beacon, stone etching, fuel tanks, and other site features that have been added to the site outside of the early historic periods, which do not detract from the island’s cultural landscape.

The extant historic period buildings and structures retain integrity of location, design, setting, materials, workmanship, feeling, and association. The Devils Island Lighthouse is in good condition with the exception of the foundation. The Keepers Quarters is in good condition, with a few instances of peeling paint. The Assistant Keepers Quarters are in good condition on the exterior and in poor condition on the interior. The ceilings are deteriorating and the wood floors are worn. Despite minor losses, the buildings and structures at the station generally retain a high degree of integrity and are integral components of the cultural landscape (CLR 2010).

Aspects of Integrity:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Landscape Characteristics:

- Vegetation
- Spatial Organization
- Topography
- Views and Vistas
- Circulation
- Buildings and Structures
- Small Scale Features

Vegetation: Landscape Characteristics

Vegetation at Devils Island includes the natural forest, clearings maintained as lawn and brush, and a few landscape plantings. The forest is of mixed hardwoods and pines and is the predominant landscape of the island. The light station grounds include clearings some of which are maintained as mown lawn, some that have been fully naturalized by forest vegetation, and others that have been naturalized by low brush species. The south clearing that surrounds the Keepers Quarters and the north clearing that surround the Light Tower and Fog Signal Building are primarily mown native grasses.

Landscape plantings exist in only a few places on the site. A row of pines is located along the sidewalk, connecting the Light Tower to Oil House No. 2, and a small landscape planter is next to Oil House No. 2.

The condition of the vegetation on the light station grounds varies from fair to poor. The clearings at the light station are in poor condition (CLR 2010).

Vegetation: Landscape Characteristics, continued

Feature:	Lawn Area
Contributing?	Yes
LCS Structure Name:	
LCS ID Number	
LCS Historic Structure Number:	
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Polygon	
Datum: WSG84	
Zone:	Easting: Northing:
Longitude:	Latitude:
Associated Image Page Numbers in CLI: Page 74	



Mown lawn area near Keepers Quarters. (Anderson Hallas Architects/NPS 2009)

Vegetation: Landscape Characteristics, continued

Feature:	Brush Area
Contributing?	No
LCS Structure Name:	
LCS ID Number	
LCS Historic Structure Number:	
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Polygon	
Datum: WSG84	
Zone:	Easting: Northing:
Longitude:	Latitude:
Associated Image Page Numbers in CLI: Page 74	



View from the Light Tower over Lake Superior. (Anderson Hallas Architects/NPS 2009)

Vegetation: Landscape Characteristics, continued

Feature:	Ornamental Plantings near Oil House #2		
Contributing?	Yes		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672476	Northing: 5216503	
Longitude: -90.727922	Latitude: 47.079496		
Associated Image Page Numbers in CLI: Page 75			



Domestic planting at Oil House #2; small stone lined planter with rosebush. (Anderson Hallas Architects/ NPS 2009)

Vegetation: Landscape Characteristics, continued

Feature:	Forest		
Contributing?	Yes		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672506	Northing: 5216408	
Longitude: -90.727569	Latitude: 47.078637		
Associated Image Page Numbers in CLI: Pages 75			



Devils Island topography, showing the extent of the forest. (Anderson Hallas Architects/NPS 2009)

Vegetation: Landscape Characteristics, continued

Feature:	Lilac Bushes		
Contributing?	Yes		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672519	Northing: 5216416	
Longitude: -90.727382	Latitude: 47.078706		
Associated Image Page Numbers in CLI: Page 76			



Purple lilac, west of Keepers Quarters. (Anderson Hallas Architects/NPS 2009)

Vegetation: Landscape Characteristics, continued

Feature:	Pine Plantings near Light Tower		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Line		
Datum:	WSG84		
Zone: 15	Easting: 672466	Northing: 5216499	
Longitude: -90.728049	Latitude: 47.079461		
Associated Image Page Numbers in CLI: Page 76			



Planted Pines near Light Tower. (NPS 2011)

Spatial Organization: Landscape Characteristics

The spatial organization of Devils Island consists of the cleared areas of the light station grounds on the north end of the Island and the boathouse area at the south end, contrasted by the remainder of the island, which is densely forested. A narrow, linear cleared roadway links the two sites. The overall spatial organization of the island is in good condition. The spatial organization of Devils Island remains as it was during the early historic periods. The two cleared areas remain, along with the open corridor that bisects the forested Island, connecting the north portion of the island to the south. The spatial organization contributes to the significance of the cultural landscape of Devils Island.

The light station grounds are defined on the south by dense forest vegetation and open to the Lake on the north. The grounds are partially cleared of forest vegetation and are composed of two primary spaces, one to the east that includes the Light Tower and one to the west that includes the residences. The two clearings are linked by the tram tracks and several cleared walking paths. The south clearing consists of a maintained lawn that has the keepers quarters and Assistant Keepers Quarters at its center. The lawn edges are defined by forest vegetation and low rolling hills to the south, and tram tracks to the east. Across the tracks is an area of brush vegetation that separates this clearing from the cliff edge and Lake Superior. The Keepers Quarters, Assistant Keepers Quarters, and the topography that marks the area of the non-extant third Keepers Quarters, are arranged in a fairly formal pattern, aligned on a north-south grid. Concrete walks connect the two buildings and associated structures. The north clearing is separated from the south clearing by encroaching forest vegetation. This clearing is also organized with a north to south orientation and includes the Light Tower, Fog Signal Building, and other structures and small scale features. This clearing is also surrounded on its south and west sides by encroaching forest vegetation. To the east, the clearing is defined by the tram tracks. Across the tracks is the brush vegetation that extends along the cliff edge. The tram tracks connect the western and eastern cleared areas and extend further to the eastern shore of the island. The tracks terminate at the western end near the Fog Signal building and at the Tramway Engine Building on the east end.

The spatial organization of the light station grounds has changed substantially from its early development primarily due to the encroachment of forest vegetation into the area between the residences and the Light Tower, and in the areas surrounding the buildings and structures. The light station grounds have changed from one large open clearing to two smaller clearings distinctly separated by forest vegetation. The reduction in the size of the clearings has impacted the legibility of the original form and composition of the light station. Although, the spatial organization of the light station grounds has been modified by the encroachment of vegetation, most all of the buildings, structures, and features remain in situ since the early historic periods. The encroaching vegetation is diminishing the integrity of the spatial organization of the light station grounds (CLR 2010).

Spatial Organization: Landscape Characteristics, continued



View from the Light Tower showing the cleared area at the Keepers Quarters.
Top, c. 1940s (NPS APIS Archives) Below, 2009 (Anderson Hallas Architects/NPS)

Topography: Landscape Characteristics

The topography of Devils Island consists of rolling hills that rise approximately sixty feet above Lake Superior at their highest point. The Island's shoreline is characterized by sandstone cliffs and sea caves. The topography at the north end of the island where the light station grounds are located is generally level and elevated approximately twenty feet above Lake Superior. A shallow, depression exists to the east Keepers Quarters, marking the location of the non-extant wood frame Assistant Keepers Quarters. The topography of the Devils Island Light Station remains as it has been since the development of the light station and is a contributing feature of the cultural landscape (CLR 2010).



Shadow depression marking the nonextant Assistant Keepers Quarters and associated barn.
(Anderson Hallas Architects/NPS 2009)

Topography: Landscape Characteristics, continued



Devil's island topography. (Anderson Hallas Architects/NPS 2009)



Sandstone cliffs, (Anderson Hallas Architects/NPS 2009)

Views and Vistas: Landscape Characteristics

Notable views to Devils Island include those of the island's sandstone cliffs, Light Tower, and Keepers Quarters from passing and approaching ships and pleasure boats on Lake Superior. Notable views from the island include those to the north across Lake Superior from the light station grounds. Vistas include those from atop the Light Tower; views of the entire island are visible and outward over the water. The shoreline sea caves are important island features and views of these are possible from several trails most notably near the pump house. Views from the Keepers Quarters to the Light Tower are obscured and are in poor condition.

The buildings of the light station and the Light Tower are less visible from Lake Superior than they were during the early historic periods. The growth of brush along the cliff edges and forest vegetation between the features and the shoreline is blocking the once open and clear views. Views in the light station grounds have also been substantially reduced and obscured by encroaching forest vegetation. A review of historic photographs indicates that the view between the Light Tower and Keepers Quarters was clear and not obscured during the early historic periods. Today, the Light Tower is only partially visible from the Keepers Quarters. The encroaching vegetation and overgrowth of brush vegetation along the cliff edge is diminishing the integrity of the cultural landscape (CLR 2010).



View to the sea caves from the footpath near the Keepers Quarters.
(Anderson Hallas Architects/NPS 2009)

Views and Vistas: Landscape Characteristics, continued



View of the Light Tower and Fog Signal Building from Lake Superior. (Anderson Hallas Architects/NPS 2009)



View from the Light Tower over Lake Superior. (Anderson Hallas Architects/NPS 2009)

Circulation: Landscape Characteristics

Circulation on Devils Island relates primarily to boat landings and the pedestrian trails and tracks that connect them with the light station grounds. Five landings have been used for boat docks or natural rock landings throughout the development of Devils Island. One occurs at the south tip of the island and includes a Boathouse and boat dock. Circulation in the Boathouse area is in fair condition. The natural rock landings are sandstone ledges that vary in condition.

A narrow clearing with an informal path bisects the island, extending from the light station grounds to the Boathouse on the south end of the island. This provides a pedestrian connection between the Boathouse and light station grounds.

A wide cut through the forest dates back to about 1905. Actual mention of constructing the road is documented in the Coast Guard Log Books as occurring in 1954. The roadway is currently in poor condition.

The primary transit of materials on site historically was accomplished using the tram tracks that cross the light station grounds from the north to south linking the Fog Signal building with the Keepers Quarters and Tramway Engine Building. The tracks are in fair to poor condition and are not fully functional.

Pedestrian circulation within the light station grounds area is primarily along concrete walks, cleared footpaths and by following the tram tracks. One foot path appears to follow an original alignment, extending from the light station grounds to the West Landing. Historically the footpath followed the edge of the forest but due to encroachment of vegetation it is now bounded by forest on both sides. Footpaths lead from the light station into the surrounding forest including a trail to the NPS built outhouse. Concrete sidewalks placed in a linear rectilinear pattern connecting many of the buildings and structures on the grounds. This circulation system is in fair condition (CLR 2010).

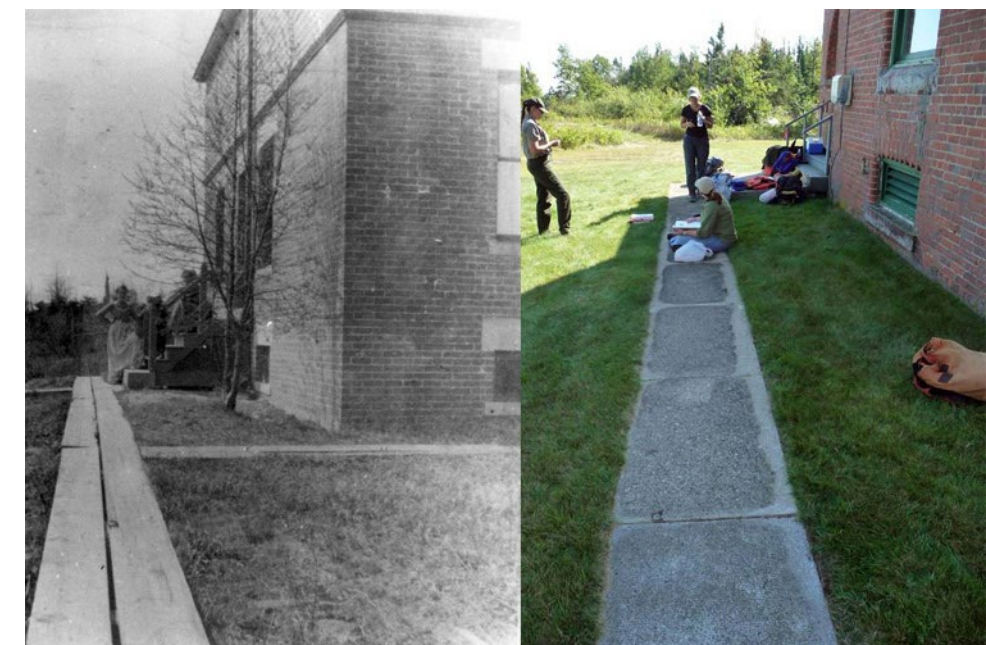


Boathouse at the south end of Devils Island. (Anderson Hallas Architects/NPS 2009)

Circulation: Landscape Characteristics, continued



Typical trail at Devils Island. (Anderson Hallas Architects/NPS 2009)



Left, the wood plank walk at Assistant Keepers Quarters, c. 1908 (NPS APIS Archives)
Right, the concrete walk at the Keepers Quarters (Anderson Hallas Architects/NPS 2009)

Circulation: Landscape Characteristics, continued

Feature:	Devils Island Light Station Roadway		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Roadway		
LCS ID Number	17097		
LCS Historic Structure Number:	17105A		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Line		
Datum:	WSG84		
Zone: 15	Easting: 672527	Northing: 5215542	
Longitude: -90.727623	Latitude: 47.070848		
Associated Image Page Numbers in CLI: Page 41			



Tram tracks between the Fog Signal Building and the Keepers Quarters.
(Anderson Hallas Architects/NPS 2009)



Tram tracks at the Tramway Engine Building, showing the extent of forest encroachment.
(Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics

The Devils Island Light Station is located on the northern end of Devils Island. The light station consists of two keeper’s dwellings, two hipped roof brick oil houses, a gable roofed wooden building housing fog signal equipment and electrical generators, a pump house, and a small metal truss tower formerly used as a radio tower. The complex also contains an oil storage tank complex, a boat house and dock, a tramway engine building, tramway, and a contemporary outhouse.

The light tower (LCS 017081) is a primary resource at Devils Island Light Station, the sixth light station established in the Apostles. On September 30, 1891, the Devils Island Light Station was put into operation utilizing a temporary wood-frame skeleton tower. The isolation of the island and its lack of a safe harbor resulted in inadequate funding to construct both a satisfactory keeper’s dwelling and a light tower. The Lighthouse Board decided that “a temporary skeleton-frame tower should be built to prevent further delay in exhibiting the light.” The light was moved to the new tower in 1901.

The 1901 light tower is a steel cylinder. The tower was originally designed as a free-standing cylinder with only small braces at the base. However, storm winds from Lake Superior generated concern among Light-house Board engineers, and as a result, a skeletal framework providing additional support was added in 1914. The new framework was designed to match the existing braces, making its addition appear to be part of the initial construction.

A circular metal stairway inside the cylinder provides access to the lantern with a watch room located directly below. The stairwell has rectangular windows, while the watch room has circular porthole-like windows. The original third-order Fresnel lens is still mounted in the lantern, although it is no longer lit. The active optic for Devils Island Light Station is a modern plastic lens mounted on the catwalk outside the helically barred lantern.

Both keeper’s dwellings on Devils Island were the most spacious in the Apostle Islands, and offered the most individual family privacy of any of the living quarters provided. Both houses were consistent with a comfortable middle-class Victorian lifestyle in a mainland setting. They are typical pattern-book houses of the late Victorian era, and exhibit features common to both Shingle and Queen Anne styles. They share the same basic pattern utilized for a number of keeper’s dwellings built during the 1890s, such as the Round Island Lighthouse in Lake Michigan. Yet in true Victorian fashion, the details used in finishing the houses give each structure an individualistic feel. For example, the extended roofline and narrow eaves of the Keeper’s Quarters (LCS 017082) are particularly evocative of Shingle style, while the Assistant Keeper’s Quarters (LCS 017083) with its second floor bow front and fish-scale shingling is more typical Queen Anne.

The Keeper’s Quarters had its original roofline altered slightly with the addition of a second floor dormer put in to accommodate a bathroom, making the Shingle influence slightly less noticeable. Both houses present a number of interesting structural details. Access to the attics, for example, is via a built-in ladder in the second floor hallway, rather than by a more conventional stairway or pull-down ladder. The fenestration for the keeper’s quarters includes a teardrop window on both the east and west second floor walls.

At the same time, each structure reflected the hierarchical status of the employees within the Lighthouse service. The keeper’s house was the largest structure, with the kitchen addition at the rear providing more square feet of living space than the assistant keeper’s dwelling.

Both surviving dwellings are two-and-a-half story buildings with full basements. Due to difficulty in excavating on Devils Island where the underlying sandstone lies close to the surface, the houses stand on high foundations. Narratives detailing the construction include descriptions of blasting a trench for the water and sewer lines through the sandstone. The sewer line served to discharge gray water only, while at the time of construction the houses had privies rather than flush toilets. The water came from Lake Superior.

Buildings and Structures: Landscape Characteristics, continued

Both Oil Houses are roughly square brick buildings. Oil House #1 (LCS 017085) has a cedar shingled hip roof with metal flashing and boxed eaves. There is a metal door with a stone threshold on the north side, vertical coursing at eaves, and a keystone-shaped brick lintel. Oil House #2 (017086) has corner projections at its base and there is a concrete floor, stone lintel and threshold, and a metal shingle hip roof. The eaves are boxed and molded with a circular metal ridge vent at the center of the roof, and a metal door facing east.

The Fog Signal Building (LCS 017084) is a one-story, asphalt-shingled structure with a concrete floor. The roof is a single gable at the south end, and hipped at the north end. There is a shed-roofed addition on the south end of the building which has corrugated metal walls and roofing. There is also a small shed addition on the west side of the north end of the building which was used as a radio room.

The Pump House (LCS 017087) is directly located east of the Keepers Quarters, and is perched on and built into the edge of the shoreline cliff. It is a board formed, cast-in-place, concrete structure, approximately 10’ x 10’ in size, with a concrete stairway leading down to an access door on its west facade. The stairway is in good condition but lacks handrails.

The Radio Tower (LCS 071089) is a triangular steel truss frame resting on three concrete piers. It is located adjacent to the Fog Signal Building.

The Oil Storage Tank Complex (LCS 017090) consists of three large metal fuel tanks, each set horizontally on two concrete cradles. The complex is enclosed by a low concrete wall.

The Boathouse grounds served as a landing since the beginning of the light station’s development on Devils Island. The grounds include a Boathouse (LCS 017098) and Boat Dock (LCS 017099) at the south end of the island, approximately one mile from the lighthouse, connected to the rest of the complex by a single lane dirt road. The Boathouse, built in 1891, is a single-story, gable-roofed structure with a board-and-batten exterior. Rafter tails are boxed and the roof consists of wood shingles over planks. The building rests on a concrete and log foundation. There is a vertical beaded board door on the north end of the building and double swinging vertical board doors on the south. The floor is wooden planking and the metal rails and boat winch are still in place. The boat dock is wood surfaced, set on timber cribbing, with a stone rubble infill. The dock is approximately one hundred and twenty feet in length and fifteen feet wide.

There is also a dressed stone building with a hipped metal roof located approximately one-quarter mile south east of the light house. The Tramway Engine Building (LCS 017094) housed the engine used for powering the tramway used to move supplies from the east landing area to the light station complex proper, and later may have been used for coal storage. This structure, which has also been referred to as a coal storage house, has a brownstone foundation and brownstone walls. It was the eastern terminus for the tramway. There is an exterior brick chimney with concrete coping, arched door and window openings, fixed windows with twelve panes and a panel door. Marks are visible on the concrete floor where the hoisting engine was mounted. The Tramway (LCS 017095), itself, has a narrow gauge with two metal rails attached to horizontal wood ties. The track extends from the fog signal building past the Keeper’s Quarters to the brick hoist house near the East Landing. A tramway cart is in place on the Tramway.

Buildings and Structures: Landscape Characteristics, continued

Feature:	Light Station Light Tower		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Light Tower		
LCS ID Number	17081		
LCS Historic Structure Number:	17103A		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672447	Northing: 5216499	
Longitude: -90.728311	Latitude: 47.079473		
Associated Image Page Numbers in CLI: Page 50			



Light Tower, north elevation. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Keeper's Quarters	
Contributing?	Yes	
LCS Structure Name:	Devils Island Light Station Keeper's Quarters	
LCS ID Number	17082	
LCS Historic Structure Number:	17103B	
Locational Data:		
Source:	GPS- Uncorrected	
Point Type:	Polygon	
Datum:	WSG84	
Zone: 15	Easting: 672530	Northing: 5216417
Longitude: -90.727248	Latitude: 47.078707	
Associated Image Page Numbers in CLI: Page 50		



Keepers Quarters, north elevation. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Assistant Keeper's Quarters	
Contributing?	Yes	
LCS Structure Name:	Devils Island Light Station Asst Keeper's Quarters	
LCS ID Number	17083	
LCS Historic Structure Number:	17103C	
Locational Data:		
Source:	GPS- Uncorrected	
Point Type:	Polygon	
Datum:	WSG84	
Zone: 15	Easting: 672504	Northing: 5216423
Longitude: -90.727584	Latitude: 47.078774	
Associated Image Page Numbers in CLI: Page 51		



Assistant Keepers Quarters, north elevation. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Oil House #1		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Oil House #1		
LCS ID Number	17085		
LCS Historic Structure Number:	17103E		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672524	Northing: 5216444	
Longitude: -90.727319	Latitude: 47.078951		
Associated Image Page Numbers in CLI: Page 51			



Oil House #1, north elevation.(Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Oil House #2		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Oil House #2		
LCS ID Number	17086		
LCS Historic Structure Number:	17103F		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672479	Northing: 5216497	
Longitude: -90.727878	Latitude: 47.079439		
Associated Image Page Numbers in CLI: Page 52			



Oil House #2, northeast elevation.(Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Fog Signal Building		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Fog Signal Building		
LCS ID Number	17084		
LCS Historic Structure Number:	17103D		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672439	Northing: 5216547	
Longitude: -90.728395	Latitude: 47.079905		
Associated Image Page Numbers in CLI: Page 53			

Feature:	Radio Tower		
Contributing?	No		
LCS Structure Name:	Devils Island Light Station Radio Tower		
LCS ID Number	17089		
LCS Historic Structure Number:	17103I		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672424	Northing: 5216566	
Longitude: -90.728585	Latitude: 47.080080		
Associated Image Page Numbers in CLI: Page 53			

Buildings and Structures: Landscape Characteristics, continued



Radio antenna near the Fog Signal Building, seen from the Tower. (Anderson Hallas Architects/ NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Pump House
Contributing?	Yes
LCS Structure Name:	Devils Island Light Station Pump House
LCS ID Number	17087
LCS Historic Structure Number:	17103G
Locational Data:	
Source:	GPS- Uncorrected
Point Type:	Polygon
Datum:	WSG84
Zone: 15	Easting: 672567 Northing: 5216477
Longitude: -90.726727	Latitude: 47.079244
Associated Image Page Numbers in CLI: Page 53	



Pump House at cliff edge. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Oil Storage Tank Complex
Contributing?	Yes
LCS Structure Name:	Devils Island Light Station Oil Storage Tank Complex
LCS ID Number	17090
LCS Historic Structure Number:	17103J
Locational Data:	
Source:	GPS- Uncorrected
Point Type:	Polygon
Datum:	WSG84
Zone: 15	Easting: 672440 Northing: 5216513
Longitude: -90.728385	Latitude: 47.079594
Associated Image Page Numbers in CLI: Page 52	



Fuel Tanks with added concrete basin (constructed 1981). (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Boathouse		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Boathouse		
LCS ID Number	17088		
LCS Historic Structure Number:	17106A		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672533	Northing: 5214637	
Longitude: -90.727886	Latitude: 47.062704		
Associated Image Page Numbers in CLI: Page 54			



Boathouse, west elevation. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Boat Dock at Boathouse Grounds		
Contributing?	Undetermined		
LCS Structure Name:	Devils Island Light Station Dock		
LCS ID Number	17099		
LCS Historic Structure Number:	17106B		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672533	Northing: 5214637	
Longitude: -90.727886	Latitude: 47.062704		
Associated Image Page Numbers in CLI: Page 54			



Boat dock, looking south. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Tramway Engine Building		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Tramway Engine Building		
LCS ID Number	17094		
LCS Historic Structure Number:	17104A		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672735	Northing: 5216226	
Longitude: -90.724619	Latitude: 47.076944		
Associated Image Page Numbers in CLI: Page 55			



Tramway Engine Building, northeast elevation. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

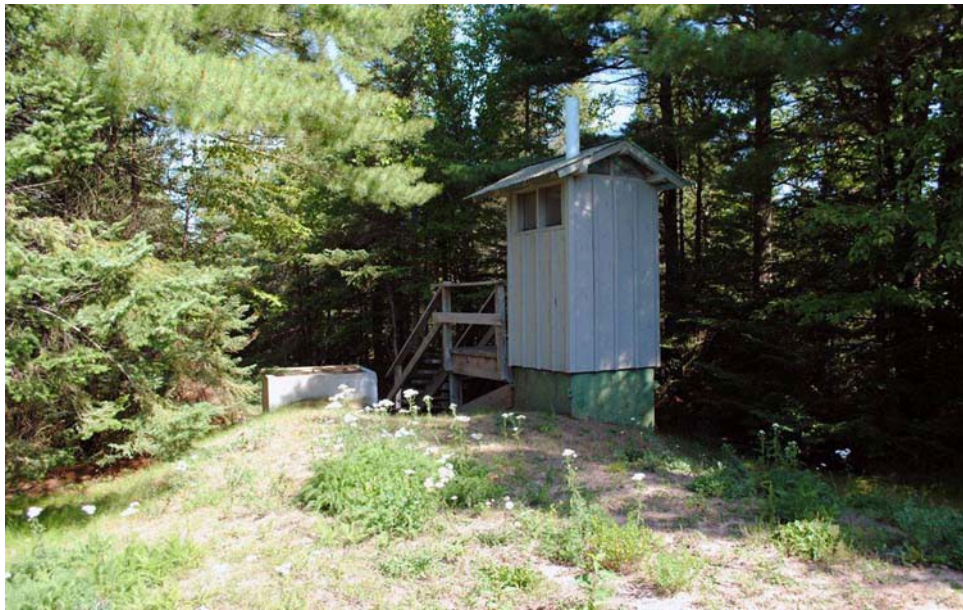
Feature:	Tram Tracks				
Contributing?	Yes				
LCS Structure Name:	Devils Island Light Station Tramway				
LCS ID Number	17095				
LCS Historic Structure Number:	17104B				
Locational Data:					
Source:	GPS- Uncorrected				
Point Type:					
Datum:	WSG84				
Zone:	Easting:	Northing:			
Longitude:	Latitude:				
Associated Image Page Numbers in CLI: Page 55					



Tram tracks near the Fog Signal Building with radio beacon in the background. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Outhouse Contemporary		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672569	Northing: 5216349	
Longitude: -90.726761	Latitude: 47.078085		
Associated Image Page Numbers in CLI: Page 56			



NPS Vault Toilet. (Anderson Hallas Architects/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Devils Island Light Station Outer Crib		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Outer Crib		
LCS ID Number	17000		
LCS Historic Structure Number:	17106C		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672586	Northing: 5214602	
Longitude: -90.727198	Latitude: 47.062379		
Associated Image Page Numbers in CLI: No Image			

Small Scale Features: Landscape Characteristics

The small scale features at Devils Island are numerous and are generally in good condition (CLR 2010). The concrete sidewalk (LCS 017092) leads from the tramway south to the light tower. There are also side-walks along the north side of both houses, leading north to Oil House 2, and in a square pattern between the houses. The poured in place concrete slabs are 18” x 42.”

The flagpole (LCS 017093) is a two piece pole set in the middle of a square base with a smaller diamond shaped base in the center. The Hoist and Derrick Pier (LCS 101594) is made from poured concrete with steel connections. At the end of the tramway, the wall is made of sandstone with cement mortar. Adjacent to the Fog Signal Building on its south side is an eight feet square brick lined cistern (LCS 101592). The cistern has been filled with earth but a depression remains visible.

There are two Oil Tank Cradles (LCS 017091), one set near the lighthouse with a semi circular profile and two to three feet tall, and another pair near the lake about one and a half feet tall. Both are made of poured in place concrete. There is a tramway cart (LCS 017096) made of a horizontal platform mounted on two axles with metal wheels. Near the boathouse at the south end of the island, there is a retaining wall (LCS 101596) made from mortared sandstone with concrete coping.

There are several rock etchings that contribute to the landscape. The earliest dates to 1933 and is located on the ledges below the tramway engine house. It consists of a circle of two names, M. Keranen and R.A. Wahl. The names encircle USLHS and the year 1933. A devil caricature and the names of Keeper Bard’s children, Marjorie Bard, Corrine Bard, and another of the Bard’s of which the first name has eroded are also located by the east landing. A USCG eagle carving is located by the fog signal.

There are also several more small scale features, including contemporary additions like a solar panel, park signs, a fire pit and a chain linked fence that are non contributing to the identified period of significance. Features that have not yet been determined, but may contribute include the fuel tank stand and basin, well head, and beacon.

Small Scale Features: Landscape Characteristics, continued

Feature:	Concrete Sidewalk
Contributing?	Yes
LCS Structure Name:	Devils Island Light Station Sidewalk
LCS ID Number	17092
LCS Historic Structure Number:	17103L
Locational Data:	

Source: GPS- Uncorrected

Point Type: Line

Datum: WSG84

Point	UTM	Easting	Northing	Longitude	Latitude
1	15	672448	5216527	-90.728285	47.079722
2	15	672523	5216423	-90.727332	47.078767
3	15	672521	5213427	-90.727364	47.078801
4	15	672510	5216522	-90.727510	47.078758
5	15	672515	5216414	-90.727443	47.078687
6	15	672549	5216468	-90.726971	47.079161

Associated Image Page Numbers in CLI: Page 61



Concrete walk at Keepers Quarters, showing precast slab construction. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Flagpole	
Contributing?	Yes	
LCS Structure Name:	Devils Island Light Station Flagpole	
LCS ID Number	17093	
LCS Historic Structure Number:	17103M	
Locational Data:		
Source: GPS- Uncorrected		
Point Type: Point		
Datum: WSG84		
Zone: 15	Easting: 672518	Northing: 5216428
Longitude: -90.727400	Latitude: 47.078815	
Associated Image Page Numbers in CLI: Page 62		



Flagpole. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Hoist and Derrick Pier	
Contributing?	Yes	
LCS Structure Name:	Devils Island Light Station Hoist and Derrick Pier	
LCS ID Number	101594	
LCS Historic Structure Number:	17107A	
Locational Data:		
Source:	GPS- Uncorrected	
Point Type:	Point	
Datum:	WSG84	
Zone: 15	Easting: 672454	Northing: 5216577
Longitude: -90.728187	Latitude: 47.080174	
Associated Image Page Numbers in CLI: Page 62		



Derrick footing. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Oil Tank Cradles		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Oil Tank Cradles		
LCS ID Number	17091		
LCS Historic Structure Number:	17103K		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672455	Northing: 5216564	
Longitude: -90.728167	Latitude: 47.080057		
Associated Image Page Numbers in CLI: Page 63			



Fuel tank cradles (tank stand) adjacent to Oil House #1. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Stone Wall at Boathouse		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Stone Retaining Wall		
LCS ID Number	101596		
LCS Historic Structure Number:	17106D		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Line		
Datum:	WSG84		
Zone: 15	Easting: 672513	Northing: 5214661	
Longitude: -90.728140	Latitude: 47.062925		
Associated Image Page Numbers in CLI: Page 64			



Stone wall at Boathouse. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Stone Etchings
Contributing?	Yes
LCS Structure Name:	Not Currently Listed
LCS ID Number	
LCS Historic Structure Number:	
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Point	
Datum: WSG84	
Zone: 15	Easting: 672454 Northing: 5216577
Longitude: -90.728179	Latitude: 47.080172
Associated Image Page Numbers in CLI:	Page 63



Rock etching of USCG crest at the derrick site. (Anderson Hallas Architects/NPS 2009)



Devil carving at the East Landing. (Susam Mackreth 2000)

Small Scale Features: Landscape Characteristics, continued

Feature:	Tramway Car		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Tramway Cart		
LCS ID Number	17096		
LCS Historic Structure Number:	17104C		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672459	Northing: 5216530	
Longitude: -90.728128	Latitude: 47.079741		
Associated Image Page Numbers in CLI: No Image			

Feature:	Cistern		
Contributing?	Yes		
LCS Structure Name:	Devils Island Light Station Cistern		
LCS ID Number	101592		
LCS Historic Structure Number:	17104D		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672442	Northing: 5216534	
Longitude: -90.728350	Latitude: 47.079781		
Associated Image Page Numbers in CLI: No Image			

Small Scale Features: Landscape Characteristics, continued

Feature:	Fuel Tank Basin		
Contributing?	Undetermined		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Polygon		
Datum:	WSG84		
Zone: 15	Easting: 672441	Northing: 5216512	
Longitude: -90.728384	Latitude: 47.079591		
Associated Image Page Numbers in CLI: Page 64			



Fuel Tanks with added concrete basin (constructed 1981). (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Well Head		
Contributing?	Undetermined		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672517	Northing: 5216421	
Longitude: -90.727411	Latitude: 47.078748		
Associated Image Page Numbers in CLI: Page 65			



Well head. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Fog Signal Frame		
Contributing?	Undetermined		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:	17106D		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672443	Northing: 5216557	
Longitude: -90.728337	Latitude: 47.079993		
Associated Image Page Numbers in CLI: Page 65			



Fog Signal Frame. Left, fog signal frame with white signal on top. Right, frame with fog signal removed. (Left, NPS APIS Archives, 2009. Right, Anderson Hallas Architects, 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Wood Marker		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone:	15	Easting:	672510 Northing: 5216496
Longitude:	-90.727482	Latitude:	47.079427
Associated Image Page Numbers in CLI: Page 66			



Wood marker east of Oil House #2. This may be location of original wooden light tower.
(Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Light Pole with Concrete Base		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone:	15	Easting:	672526 Northing: 5216455
Longitude:	-90.727275	Latitude:	47.079055
Associated Image Page Numbers in CLI: Page 66			



Steel light post with concrete base. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Concrete Footings		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672450	Northing: 5216516	
Longitude: -90.728259	Latitude: 47.079622		
Associated Image Page Numbers in CLI: Page 67			



Concrete footings (short pillars on the left) and concrete paving (right) near the Light Tower. In the back-ground, the concrete fuel basin and cradles. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Septic Tank		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672574	Northing: 5216426	
Longitude: -90.726663	Latitude: 47.078785		
Associated Image Page Numbers in CLI: Page 68			



Septic System. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Solar Panel		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672460	Northing: 5215420	
Longitude: -90.728164	Latitude: 47.078752		
Associated Image Page Numbers in CLI: Page 68			



Solar Panel. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Park Sign		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:			
Datum:	WSG84		
Zone:	Easting:	Northing:	
Longitude:	Latitude:		
Associated Image Page Numbers in CLI: Page 69			



Park sign at “Coolidge” (East) Landing. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Fire Pit		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 672461	Northing: 5216411	
Longitude: -90.728159	Latitude: 47.078679		
Associated Image Page Numbers in CLI: Page 69			



Fire pit near Keepers Quarters. (Anderson Hallas Architects/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Chain Link Fencing and Gate		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Line		
Datum:	WSG84		
Zone: 15	Easting: 672447	Northing: 5216556	
Longitude: -90.728283	Latitude: 47.079984		
Associated Image Page Numbers in CLI: Page 70			



Chain link fence and gate near the Fog Signal Building. (Anderson Hallas Architects/NPS 2009)

Chapter 8: Condition Assessment

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 6/22/2010

Although the Devils Island Light Station does exhibit some problems with vegetation encroaching on the historic cleared areas, the site retains high levels of integrity. The primary views and vistas are unimpaired, circulation patterns are clearly discernible, and the general appearance of the light station reflects its period of significance. In addition, historic plantings such as lilac bushes are still extant. Thus, the landscape over-all can be considered to be in good condition.

Impacts

Impact Type: Vegetation/Invasive Plants
Internal/External: Internal
Explanatory Narrative: Native vegetation such as balsam fir continues to encroach on the historic light station clearing.

Impact Type: Visitation
Internal/External: External
Explanatory Narrative: The Devils Island Light Station is a popular destination for sail boaters on Lake Superior. There is no way to restrict the number of visitors on the island at any one time. Given favorable sailing conditions, the site occasionally attracts more visitors than it can absorb without an adverse impact.

Impact Type: Deferred Maintenance
Internal/External: Internal
Explanatory Narrative: Several buildings have interiors in fair to poor condition, that involve peeling paint, inadequate finishes, and worn wood.

Chapter 9: Treatment

Approved Treatment Document Explanatory Narrative:

Approved Treatment:	Preservation
Approved Treatment Document:	Cultural Landscape Report
Document Date:	7/22/2011

Approved Treament Document Explanatory Narrative

The treatment measures are intended to preserve and rehabilitate the cultural landscape features. This requires a variety of actions that may be accomplished by either a series of preservation steps implemented over time or as a one-time action paired with future maintenance. Emphasis should be placed on the preservation and/or rehabilitation of the contributing features that most strongly define the character of the landscape.

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GPS Data provided by the CR-GIS Program, 2014.