

National Park Service
U.S. Department of the Interior

Apostle Islands National Lakeshore
Wisconsin



Long Island Light Station

Cultural Landscapes Inventory



June 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 LaPointe Light Station is one of six light stations in Apostle Islands National Lakeshore located in Ashland County, Wisconsin. The light station cultural landscape occupies approximately two acres of the 152 acre light station reservation on Long Island which is 297 acres in size and is the southernmost island in the archipelago. The cultural landscape is a collection of features that remain from its development as a light station. The island includes three light stations and their grounds, two that are currently active and one abandoned. The active light stations are the Chequamegon Point Light Station and the LaPointe Light Station. The LaPointe Light Station is located along the island’s northern shore in the center of the barrier spit and at the east end of the Light Station Reservation. The light station consists of the light tower, triplex residence, and oil building.

The LaPointe Light Station was included in a National Register of Historic Places nomination of the United States Coast Guard Lighthouses and Light Stations on the Great Lakes listed in the National Register on August 4, 1983. The lighthouses were listed with state level of significance in the areas of commerce, engineering, and transportation with a period of significance spanning from 1832 to 1919. 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 and under Criterion C as examples of the trends and transitions in lighthouses related to architecture, operations, and technologies.

Overall, the LaPointe 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:	Long Island Light Station
Property Level:	Landscape
CLI Identification Number:	500363
Parent Landscape:	Long Island Light Station

Park Information

Park Name and Alpha Code:	Apostle Islands National Lakeshore
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 LaPointe 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. 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 - 8/4/1983
Site Visit Conducted:	6/2010

Chapter 3: Geographic Information & Location Map

State & County:

State:	Wisconsin
County:	Ashland County

Size (Acres): 2.00

Boundary Description:

The LaPointe Light Station cultural landscape lies in Section 18, Township 49 North, Range 3 West, 4th Principal Meridian, Ashland County, Wisconsin.

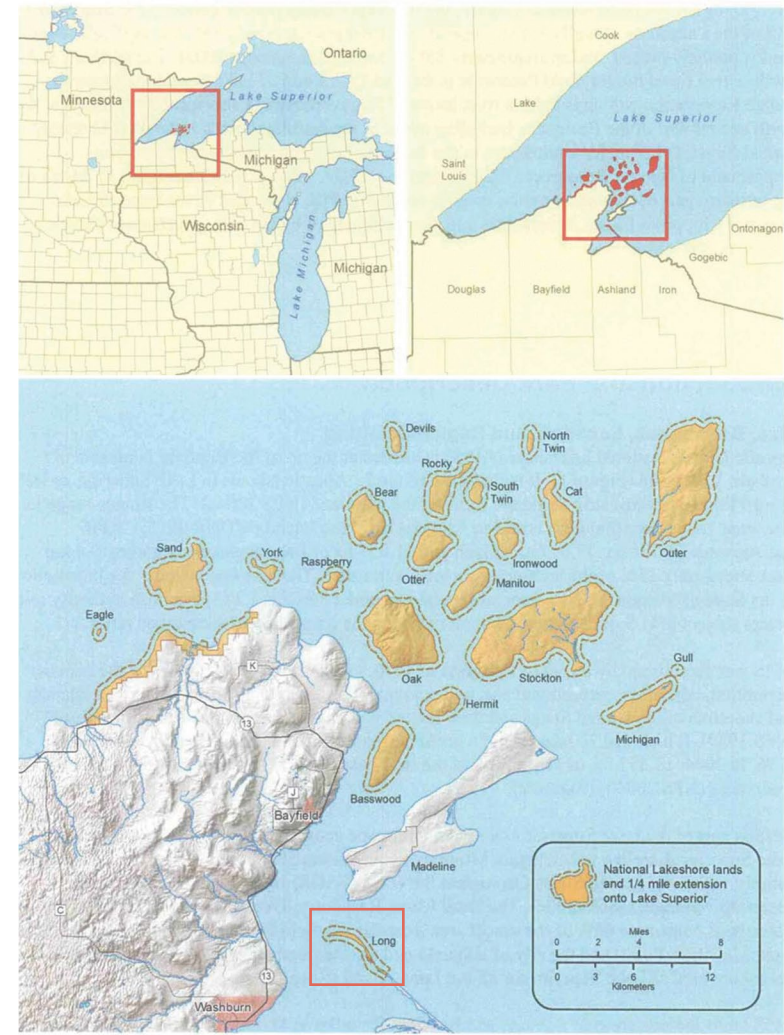
The National Register nomination states the site is approximately two acres.

An updated boundary and acreage of the cultural landscape will be determined in 2011 once the treatment plan for the landscape is finalized in the cultural landscape report.

Boundary UTM's

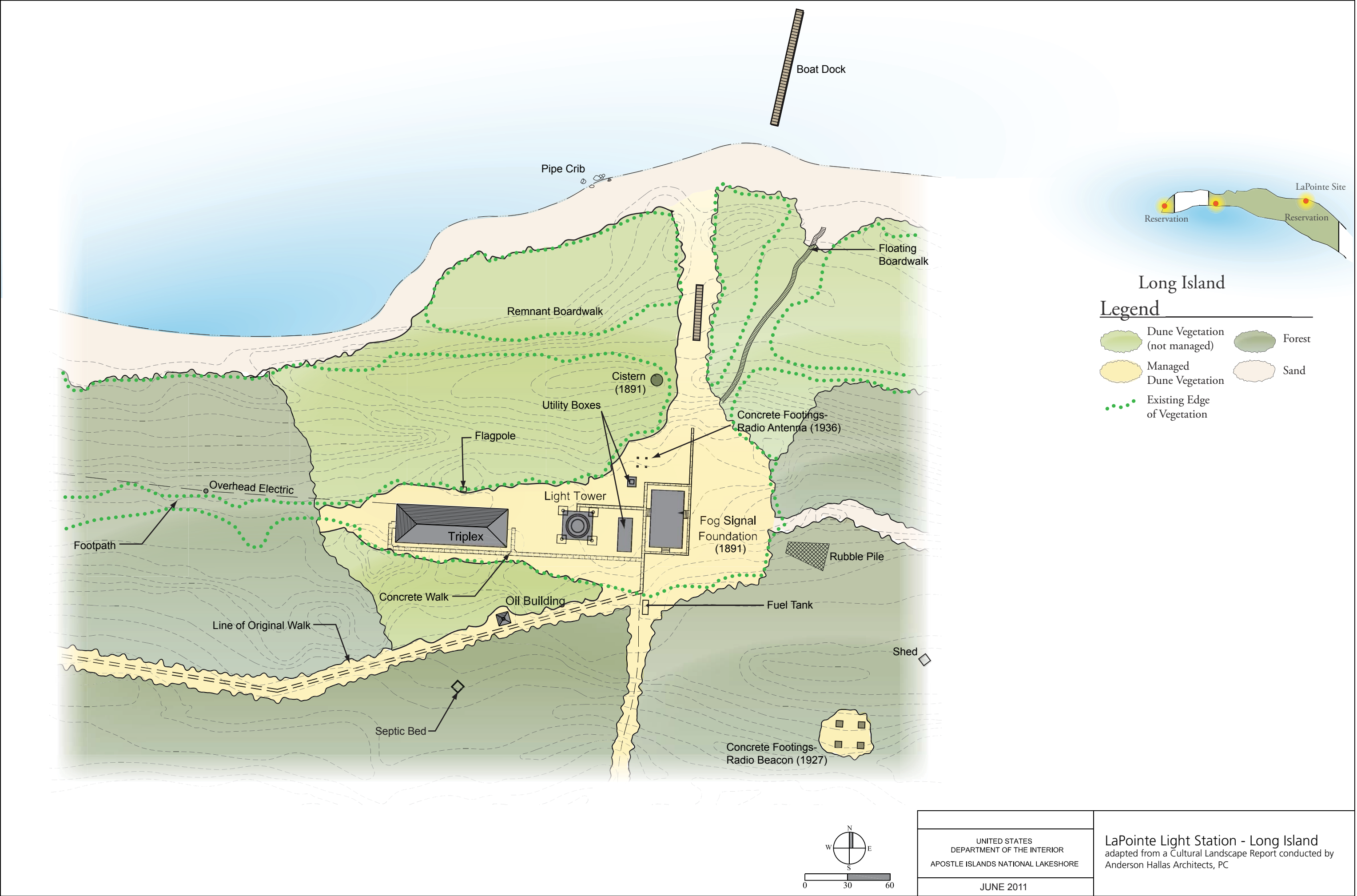
Source:	GPS- Uncorrected
Point Type:	Area
Datum:	WGS84

Map Point	UTM	Easting	Northing	Long/Lat
1	15	669177	5177485	-90.785848, 46.729497
2	15	669304	5177485	-90.784184, 46.729464
3	15	669304	5177358	-90.784231, 46.728320
4	15	669177	5177358	-90.785895, 46.782352



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





Cultural Context: Regional Context

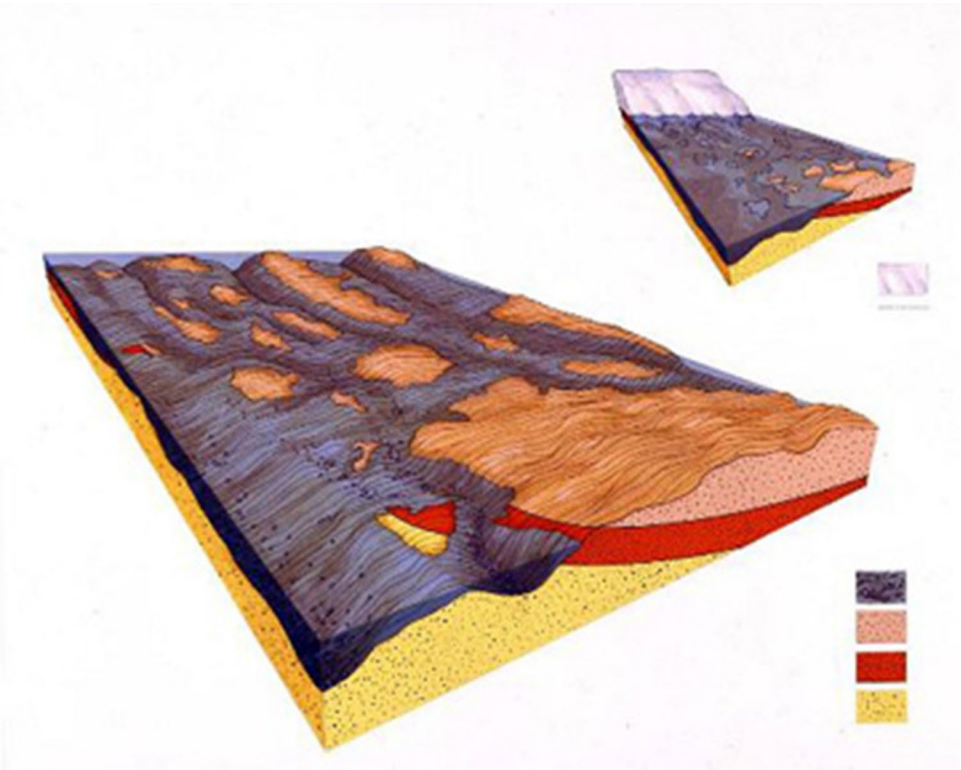
The LaPointe Light Station landscape reflects the culture and lifestyle of the keepers and the changing technology associated with navigational aids. The light station was continuously inhabited from 1891, when the station grounds began to develop, until it was automated in 1968, eliminating the need for light keepers on the island.

The vegetation on the island has been disturbed by several types of human activities, including clearing associated with establishing and maintaining the light station. Unlike the other islands, Long Island is a barrier spit and maintains wildlife that is fairly representative of what is present on the mainland.

In 1970, the Apostle Island National Lakeshore was established. Long Island was added to the National Lakeshore in 1986, beginning 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.

Political Context: Regional Context

The LaPointe Light Station landscape is located in Ashland County, Wisconsin, within Apostle Islands National Lakeshore which encompasses most of Lake Superior’s Apostle Islands Archipelago. The Lake-shore was established in 1970 with the National Park Service taking direct control in 1975.



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).

Physiographic Context: Regional Context

Long 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 shore-lines 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.

Chapter 4: Management Information

General Management Information

Management Category:	Should be Preserved and Maintained
Management Location Code:	101404

Agreements and Legal Interests

Management Agreement:

Management Category Agreement Narrative:

The LaPointe Light Station landscape contributes to the significance of the cultural landscape of the Apostle Islands National Lakeshore. The landscape contains structures which reflect the economic history of Long Island.

NPS Legal Interest:

Type of Interest:	Fee Simple
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Public Access

Type of Access:	Unrestricted
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Explanatory Narrative:

Public access to the grounds of the light station is essentially unrestricted. Access to the structures, such as the light tower, is contingent on park staffing.

Adjacent Lands Information

Do Adjacent Lands Contribute?	Yes
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Adjacent Lands Description:

The island itself is considered a contributing landsape to the site. The light station crew would have used and explored the resources of the entire island and not confined themselves to just the core lighthouse area. The light station is one of several within the Apostle Islands National Lakeshore.

FMSS Location Numbers

109881	Long Island Light Station Fog Signal Building Fdtn
109621	Long Island Light Station Old Kpr’s Quarters Ruin
109620	Long Island Light Station Old Oil House
25215	Long Island Light Station Tower
25217	Long Island Light Station Triplex
25219	Long Island Light Station Yellow Oil House

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.

The LaPointe Light Station 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 LaPointe Lighthouse 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. The theme of this nomination is the design and construction of lighthouses and light stations on the Great Lakes prior to 1930. The buildings and structures nominated were essential to the rapid expansion of Great Lakes maritime commerce from the 1850s through the 1920s. They illustrate the evolution of lighthouse design and construction methods in response to the changing requirements of Great Lakes shipping as the volume of traffic increased, routes changed, and the size and speed of ships increased.

The nomination is based on the buildings and structures identified in the Historic American Engineering Record Great Lakes Lighthouse Survey conducted for the United States Coast Guard (USCG) between March and September 1979. The survey was limited to light towers, lighthouses, and light stations owned by the USCG and not previously included on the National Register of Historic Places. Sites with no above-ground remains were excluded from the survey, as were sites where neither light tower nor lighthouse existed. With a few exceptions, no structures built after 1930 were included in the survey.

Several criteria were used for inclusion in this thematic nomination. Lights which were significant to the growth of general navigation on the Great Lakes, specifically coastal lights, major harbor lights (e.g., in Chicago, Cleveland, and Buffalo), and reef/shoal lights were nominated. Less significant harbor lights were included if they incorporated innovative design. Finally, the nomination includes several lights which are significant because of innovative construction techniques used in their erection. They were built in remote locations, most notably on isolated reefs and shoals.

The cultural landscape of the LaPointe Light Station is not adequately described or documented in the nomination. 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.

National Register Information, continued

National Register Explanatory Narrative, continued:

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

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 Lake-shore. The draft has received a preliminary review by the NPS and requires amendments.

National Register Eligibility

National Register Concurrence:	8/4/1983
Contributing/Individual:	Contributing
National Register Classification:	Multiple Property
Significance Level:	State
Significance Criteria:	A - Associated with events significant to broad patterns of our history
	C - Embodies distinctive construction, work of master, or high artistic values
Period of Significance:	1832-1919
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, and Other Structures
Area of Significance:	Commerce Engineering Transportation

National Register Information (cont.)

Existing NRIS Information:

Name in National Register:	Apostle Islands Lighthouses
NRIS Number	77000145
Other Names:	Long Island Light Station LaPointe Light Station
Primary Certification:	Listed to the National Register
Primary Certification Date:	8/4/1983

Statement of Significance:

The LaPointe Lighthouse is one of fifty properties included in a multiple property National Register nomination that was listed on August 4, 1983, called “United States Coast Guard Lighthouses and Light Stations on the Great Lakes”. The period of significance for the nomination is 1832-1919. The following is a summary of the significance in the National Register nomination.

The Great Lakes became the single most important transportation system in the United States early in the nineteenth century. A direct and cheap route between the Middle West and the Atlantic Coast opened in 1825 with the completion of the Erie Canal. A few years after this event, there was an enormous growth in shipments of grain, lumber, and coal from west to east. The Great Lakes transportation system was fully developed in 1855 with the opening of the St. Mary’s Falls Ship Canal at Sault Sainte Marie which linked Lake Superior with the Lower Lakes. This immediately sparked the rapid development of the large deposits of iron ore and copper found on Lake Superior. Throughout the rest of the nineteenth century, Great Lakes commerce continued to expand rapidly and retain its national economic significance.

The development of Great Lakes lighthouses and other navigational aids was a prerequisite for and paralleled the growth in commerce. Since 1789, the construction and maintenance of lighthouses has been a responsibility of the Federal Government. During this year, Congress created the Lighthouse Establishment and placed it under the jurisdiction of the Secretary of the Treasury. In 1903, the Lighthouse Service was transferred to the Department of Commerce and Labor and in 1939, it was merged with the United States Coast Guard.

The construction of lighthouses on the Great Lakes began in earnest after the Erie Canal opened. On the eve of the Civil War, the Great Lakes had just over one hundred lighthouses. Two-thirds of these structures marked harbor or river entrances, while the rest were placed on islands, points, and dangerous shoals and reefs. After the Civil War, commerce expanded and so did the need for additional lighthouses. The number of those on the Great Lakes more than tripled between 1860 and the end of the century. Most lighthouse construction after 1900 involved rebuilding or relocating existing structures and replacing lightships with permanent light stations.

Lighthouse design evolved gradually during the nineteenth century, with considerable variations between harbor and coast lights. The most common design before 1870 consisted of a frame or brick Keeper’s Dwelling with the light exhibited in a lantern mounted either directly atop the

National Register Information (cont.)

Statement of Significance, continued:

dwelling or on an attached square tower standing twenty-five to forty feet tall. However, this was not a universal design. Where taller towers were required, usually for coastal lights, conical masonry structures were built, normally connected to the Keeper’s House by an enclosed passageway. There were also a few large skeletal iron towers built during this era. There were, at first, considerable variations in lantern designs, including the widespread use of the “birdcage” lantern, but by the 1870’s the polygonal lantern, usually with eight or ten sides, had become nearly universal on the Lakes.

There were also significant changes in illuminants and lenses prior to 1870. At the beginning of the century, sperm oil was the principal illuminant, but as the sperm whale population declined, rapeseed oil was substituted. Oil became the standard source of light after the Civil War. The lenses used in lighthouses were a more important and controversial matter. The United States Government adopted the Argand lamp and parabolic reflector system for its lighthouses after purchasing the patent rights from Captain Winslow Lewis in 1812.

In 1822, the French physicist Augustus Fresnel developed a radically different and superior lens incorporating a series of glass prisms surrounding the light source in a beehive configuration. A central prism magnified the light while prisms above and below refracted light to yield a single powerful beam. The light proved superior and more economical to operate. The Lighthouse Establishment was slow to adopt the Fresnel lens. It was not fully adopted until after the Light-house Board was created in 1851. It then became the standard lens for the remainder of the century.

After the Civil War, lighthouse design evolved in several distinct directions. Beginning in the 1870’s, harbor lights were moved from the mainland onto the piers and breakwaters that were being built off shore. This necessitated a change in their design. Pier lights, while still manned, no longer included a residence which typically remained on shore, so simple wooden or skeletal iron structures sufficed. During the first two decades of this century, virtually all the harbor lights were replaced with steel-framed structures encased in cast iron or steel plates. Beginning in the mid-1920’s the unenclosed skeletal steel tower or post with an exposed lens lantern became the dominant form.

Coastal and island lights requiring tall light towers evolved more slowly. With a few exceptions, the conical brick tower was the typical design used before 1900. Individual towers one hundred feet tall, requiring massive walls were not uncommon, although there were also significant examples of skeletal steel towers. After the turn of the century, there were few tall towers built and these all utilized steel frames.

The greatest challenge faced by lighthouse designers from 1870-1910 was the construction of light stations on isolated islands, reefs, and shoals. The Lighthouse Establishment had its own staff of engineers for the three districts in the Great Lakes. Their efforts to design and build structures under difficult conditions even gathered attention from the national engineering community.

Lenses and illuminants have also changed considerably since the 1870’s. The Fresnel lens was virtually the only type used until the 1910’s when a variety of new types came into use such as locomotive lenses, airport beacon styles, and a variety of lens lanterns which could be exposed to the elements. Kerosene was introduced as an illuminant in 1877 and by the mid-1880’s had largely replaced lard oil. Incandescent lamps were used experimentally beginning in the 1890’s and

National Register Information (cont.)

Statement of Significance, continued:

acetylene gas after 1902, but kerosene and other oils remained the dominant illuminant until the 1920’s, when the majority of lights were converted to electricity. Increased electrification of isolated areas and the development of improved portable engines and generators made the conversion to electricity virtually complete by the Second World War.

Criterion

The LaPointe 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; and Criterion C: The property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

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:

LaPointe Light Station

Long Island Light Station

Type of Name:

Both Current and Historic

Both Current and Historic

Chronology

Year	Event	Annotation
CE 1852	Planned	Congress authorizes construction of first light-house in the Apostle Islands. Originally to be built at LaPointe Harbor on Madeline Island; the proposed location was then moved to Long Island (Busch 2008).
CE 1853	Purchased/Sold	The Lighthouse Board secured a 152-acre light-house reservation from Joseph LeBel on Long Island (CLR 2010).
CE 1858	Built	<p>Original LaPointe lighthouse was constructed on Long Island and placed into service, wood frame construction with a 35’ tower.</p> <p>One outbuilding was initially constructed, set to the south behind the lighthouse. Areas to the west of the building were cleared and fenced.</p> <p>Additional outbuildings were added during this period including two privies, an oil house, coal shed, and root cellar; a dock and boat house were constructed on south side of island with a walk/path that led to the lighthouse (CLR 2010).</p>

Chronology

Year	Event	Annotation
CE 1891	Built	Fog signal building, landing crib and water supply well constructed at a site east of original lighthouse and placed into service (Busch 2008).
CE 1895	Purchased.Sold	Land purchased from LaBel for light tower at Chequamegon Point (Busch 2008).
CE 1896	Built	Chequamegon Light Station constructed of cast iron and steel, original LaPointe Tower replaced by current LaPointe Tower, and oil building built (LCS 2009).
CE 1897	Domesticated	Original lighthouse, now used for keepers quarters, lifted to a 1-story brick foundation, remodeled to serve as duplex quarters for keeper and assistant (CLR 2010).
	Built	New boat dock constructed on north side of island (keeper’s log). Outbuildings built, including sheds, coal shed, ice house, two privies and a root cellar (Williams 1995).
CE 1909	Built	Concrete sidewalk constructed, linking LaPointe Light Station site and Chequamegon Point Tower to keepers quarters (Old Lighthouse) (CLR 2010).
CE 1925	Built	First air diaphone in the Apostle Islands installed (Busch 2008).
CE 1927	Built	Radio beacon installed (Bayfield County Press, Oct 20, 1927) (CLR 2010).
CE 1934	Built	Winter Light installed in LaPointe tower (Busch 2008).
CE 1937	Altered	Chequamegon and LaPointe Light Stations converted to electricity (Busch 2008).
CE 1938	Built	Triplex constructed, replacing previous duplex quarters (LCS, 2009).
CE 1939	Military Operation	Bureau of Lighthouses eliminated, Coast Guard takes over management (Michigan Island keepers log).
CE 1964	Altered	Lighthouse automated (Busch 2008).

Chronology

Year	Event	Annotation
CE 1965	Neglected	Light station unmanned (CLR 2010).
CE 1986	Moved	Coast Guard removes fog signal building from LaPointe Light Station (Historic Photos, APIS Archives, 1987 Photos).
CE 1987	Altered	Chequamegon Light replaced by navigational beacon and the tower was moved 100’ from original site by the Coast Guard (LCS 2009).
CE 1988	Restored	Triplex re-roofed with asphalt shingles (D. Pratt, HSPT Reports, 2009).

Cultural Landscape Physical History Narrative

1852-2006

Hastily constructed at minimal cost, the first light station at Long Island was completed in 1858 to aid navigation in the waters around Madeline Island. In 1851, Wisconsin senator, Orasmus Cole, had lobbied for a light house at La Pointe on Madeline Island. Lighthouse District Engineer, Captain Lorenzo Sitgreaves recommended a site on Long Island, where the light would be visible to ships as they approached the South Channel from the lake. Congress appropriated the requested \$5,000 and the Light-house Board secured a 152 acre lighthouse reservation for the station on April 28, 1853. As is fully detailed in the history of the Michigan Island Light Station, the contractors followed the direction of local light-house board representative, Abraham Smolk, and built a lighthouse on Michigan Island without authorization from Captain Sitgreaves.

The contractors, Sweet, Ransom and Smith of Milwaukee, protested the captain’s rejection of the Michigan Island Lighthouse, but eventually and hastily constructed a wood framed, one and a half story lighthouse on Long Island. The building had a 35 feet tall square wood tower that rose from the roof of the lighthouse. Although cheaply constructed with a minimal foundation, the lighthouse survived 38 years as an active lighthouse and 41 years as a dwelling. The light was fitted with a fourth order Fresnel lens manufactured by Sautler and Company.



View of the first LaPointe Lighthouse, from the west, c. 1889.
(NPS APIS Archives)

The Lighthouse Board made various attempts to improve the building. After only five years, the exposed foundation had been compromised by the shifting sands, requiring additional foundation work. In 1869, crushed stone from Raspberry Island was placed around the building foundation. A much more ambitious project in 1896 lifted the entire building onto a new first story of brick and reconfigured the residence into a duplex. A permanent assistant keeper was hired thereafter. Amazingly, the light remained lit throughout the project.

Upon a request in 1887 from the influential Cleveland Vessel Owner’s Association, the Lighthouse Board obtained an appropriation from Congress to install a fog signal on Long Island. The Fog Signal Building was constructed about three quarters of a mile to the east of the Lighthouse in 1890. It was a 22 x 40 foot building with a brick foundation, a forty foot tall brick chimney and corrugated metal walls and roof. The building had two ten inch steam whistles powered by coal fired boilers. The whistle first blew on January 3, 1891.

The Lighthouse Board quickly followed the fog signal project with requests for new light towers. Changing shipping routes and increasing traffic required a taller light and additional navigational aids. The Board made plans to replace the diminutive tower with lights at the east and west ends of the island. The eastern light is called the LaPointe Tower (LCS ID 101643). The west end light is called the Chequamegon Light-house (LCS ID 101656), historically known as the Chequamegon Point Light.

The Lighthouse Board’s first request for \$10,000 for the two new lights in 1890 was unsuccessful. The Board made this request again and again until Congress finally authorized the expenses on March 2, 1895. Since the western tower was not within the previously established lighthouse reservation, the United States purchased Chequamegon Point at the west end of the island in 1895. Joseph LeBel received \$600 for 1.8

Cultural Landscape Physical History Narrative

acres of his land on the point and for a ten foot wide right of way to install a walk between Chequamegon Point and the existing lighthouse.

Construction began in 1896. Joseph Sexton was the keeper on Long Island from 1889 to 1921. His log notes that a construction foreman arrived on July 15, 1896 with a work party. Work ensued throughout the summer on the two new towers and on remodeling the old station until the project ran out of money and construction ended for that year. Congress appropriated an additional \$1,500 on July 14, 1897 and the newly funded work crew returned in August. In the meantime, the keeper had been very busy building wood walks, presumably from the house to the fog signal building and the two towers.



LaPointe Light Tower, Fog Signal Building and pipe box from the north; cistern at right, c. 1913.(NPS APIS Archives)

The keeper helped with construction. On August 31, 1897, he expanded on an earlier comment in the log about what hard work it was to build the towers. On that day he had helped hoist two of the cast iron lantern deck plates from the ground to the top of the LaPointe tower. He wrote that each deck piece weighed 1,100 pounds.

The sixty seven foot tall LaPointe Tower was very similar in design to other skeletal iron towers on Lake Superior, such as the Duluth Harbor South Breakwater Inner Light (constructed 1891), the Manitou Harbor Light (1861) and the Plum Island Rear Range Light (1897) on Lake Michigan. The LaPointe Tower cylinder is a set of bolted together cast iron sections. It is supported by a skeletal framework made of cast iron with bell and spigot

or pinned connections (Martin and Martin Structural Engineers). The tower parts were cast by Chamblin S. Scott of Richmond, Virginia and cost \$3,912. The skeleton was erected on four concrete anchoring pads. A fourth order Fresnel lens made by the Henri Le Paute Company of France shone from the tower. A metal Oil Building (LCS ID 101648) is located close to the new LaPointe tower and was constructed during the 1896-1897 work seasons.

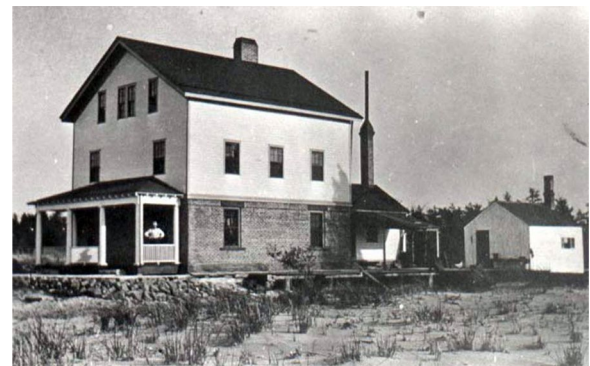
The Chequamegon Light, a forty two foot tall pyramidal skeletal tower, was placed on concrete piers. A central shaft encased weights that originally drove the clock mechanism to turn the lens. Most of the Tower is steel. The Tower and the shaft were cast by the Fulton Iron and Engine Works of Detroit, Michigan for \$862. The Chequamegon Tower also had a “Stevens Improved Bronze Fog Bell Striking Machine” that struck a fog bell once every 20 seconds. The bell measured 30 x 40 inches and weighed 1,200 pounds. The Chequamegon Light was visible for 16 miles, a major improvement over the old lighthouse that at best could be seen 12 miles away. It is similar to the Grand Marais Harbor Inner Range Light built in 1898, and the Grand Marais Light (built 1922 to replace an 1885 light).

The work on both towers was finally completed in October. On October 11, 1897, the construction superintendent moved the Fresnel lens from the little lighthouse to the Chequamegon Point Tower and lit both towers for the first time.

While the light towers were under construction, workers remodeled the old lighthouse into a duplex and constructed a new boat dock on the north side of the island. Apparently the results at the house were not quite so efficient or satisfactory as they were for the two light towers. The masonry work was finished by

Cultural Landscape Physical History Narrative

October 31, but as the keeper went about finishing the interior, he noted in his log on November 5, “What a house. No closets or a good pantry. . .” Later comments described holes in the floor that you could lose a cat through and new plaster falling from the ceiling. The increasing demands of operating two towers and a fog signal led to a new position for a second assistant keeper.



View of Keeper's Quarters (Original LaPointe Lighthouse) from west, c. 1910. (NPS APIS Archives)

Numerous outbuildings were built and removed around the old house, including a barn and chicken coop that were torn down in 1899, sheds, a smoke house, an ice house, two privies, a root cellar and a coal shed. Docks were located on the south side of the island, but no evidence of them remains. A brick oil storage house remains intact.

With the completion of the two towers, the Light Station stretched more than a mile across Long Island. The two light towers were a little more than a mile apart and the keepers quarters were located in between. The route of the walk was realigned to

provide a more direct route and the property owner, Joseph LeBel, again agreed to a new right of way for the walks. In 1909, the Lighthouse Board approved use of concrete slab walks. The walkways may have been the most formal landscaping features of the Long Island Light Station. Light-house Keeper Joseph Sexton planted a garden with potatoes and kept a cow and chickens, although he had to build cribs to protect his garden from the eroding shoreline. Other keepers did not have Sexton’s green thumb. Lighthouse keeper, Ben Hudak, who served at LaPointe in the 1930s, recalled in an oral history interview that they could not have a garden or plant anything on the island, mostly because of the sandy soil. He noted that wild blueberries and cranberries grew there. The light keepers left other marks on the area. In the July 1897 log the keeper reported he chopped the timber down across the point to get the wind to drive the flies away “...for they are very bad”.

The dynamic shoreline caused problems for the station. In 1902 the dock was repaired and extended and the water supply intake for the fog signal was rebuilt to reduce silt build up. In 1911, work crews installed three 32 foot long log cribs filled with crushed stone along the northwest side of the point to protect the Chequamegon tower footings.

New technologies came to Long Island in the 1920s. A diesel engine driven air diaphone system replaced the old steam powered fog signal whistle in 1925 (New compressors replaced the old equipment in 1948). This was the first air diaphone to be installed in the Apostle Islands. A radio beacon went into commission in October of 1927. The fog signal and beacon were synchronized in 1931. An electric battery operated lamp (bulb) was installed in the LaPointe Tower in time for the winter of 1934-35. Electric lamps were put into commission on both towers on August 3, 1937.

Even with the beginnings of automation in the 1930s, the idea of an unmanned station had not taken root by 1938, when a new triplex was constructed to replace the old keepers quarters. A New Deal Public Works Administration Project, the triplex (LCS ID 101647) was located next to the LaPointe Tower. The plans on file at the Apostle Islands National Lakeshore offices illustrate that the triplex was constructed true to the original design and included a central water and water purification system. Each unit had central plumbing and heating.

The keeper’s log indicates that a Mr. Ellwell and his helpers arrived on August 9, 1938 and surveyed the building site for the Triplex. On August 31, concrete blocks and cement sacks were unloaded from the

Cultural Landscape Physical History Narrative

lighthouse tender and the crew sank a well. By October 29 there were shingles on the roof. A Mr. Murphy was the contractor. The crews returned in May of 1939 and worked all summer on the project. In the Triplex, Unit C was located at the west end of the building and was the keeper’s quarters, while the other two units were for the assistant keepers. On September 1 the keeper moved his furniture into the building, but it does not appear he took up full residence there until the next year when they moved supplies from the old to the new building in June. The Triplex was constructed for about \$22,000.

The United States Coast Guard assumed responsibility for the lighthouses in 1939. They inherited the almost completed Triplex project. A boathouse and dock located to the north of the new Triplex were also shown in the 1938 drawings. It appears the boathouse was not completed until 1941. The Light Station was manned until 1964, when the United States Coast Guard in-stalled automated lights in both towers. The keepers left the station that year.

After 1986 the Coast Guard tore down the Fog Signal Building. The foundation remains. The Guard may also have taken down the radio beacon that year.

In 1987 the U.S. Coast Guard attempted to move the Chequamegon Light back from the eroding shore-line. They employed a helicopter with the plan to lift and move the tower back. In the process, the Tower was dragged across the ground, damaging its legs, struts and walkway. The new location has protected the Tower from shoreline erosion. The damage to the structure has been partially repaired. Between 2006 and 2008 the National Park Service straightened and repaired the bent legs and placed the tower on new concrete footings. The crews installed new glass in the Lantern Room.

More work is anticipated as funding becomes available.

Today’s visitor to Long Island sees standing towers, an Oil Building, the foundation of the Fog Signal Building and the existing Triplex. With a little exploring the remains of the old residence and associated buildings are also visible. A large amount of data about the original wood lighthouse exists in what are now considered historical archaeological remains on Long Island. As the archaeological survey of Long Island determined in 1988 and the archives further substantiate, the LaPointe Light Station offers unique and potentially very productive opportunities for archaeological research that would complement the historical information and interpretation provided in the extant structures. The standing structures and the archaeological remains combine to tell the whole story (CLR 2010).



View of LaPointe grounds from Lake Superior, showing from left, the Fog Signal Building, Radio Tower, Light Tower, and Triplex, c. 1943-45. (NPS APIS Archives)

Chapter 7: Analysis and Evaluation of Integrity

Summary:

The LaPointe Light Station retains integrity of location, setting, feeling, association, workmanship, design, and materials and exhibits the following landscape characteristics: spatial organization, topography, archeological sites, natural systems and features, vegetation, circulation networks, buildings and structures, views and vistas, and small scale features. This inventory consists of those buildings, structures, and features of the easternmost station on Long Island whose tower is clearly listed in the National Register. References to other sites on the island as included in the history are contextual and contribute to the understanding of the station’s role. 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 overall spatial organization has been impacted by the encroachment of the island’s forest vegetation and the shifting sands of the barrier spit. The linear concrete walk that formerly linked the LaPointe Light Station is no longer visible or functional. This makes each site more isolated from the others than they were during the early historic periods. The organization of light stations linked with a circulation feature is an attribute that is unique to Long Island within the Apostle Island archipelago.

The light station is located on or near a dynamic sandy landscape. The shoreline along Lake Superior of the island is constantly reshaped by the natural forces of weather and water. The topography has changed with the dynamic natural systems of the island and has in turn modified each of the light station grounds. This movement of topography has been ongoing since construction first began on the Island and is part of its historic character. The topography contributes to the significance of the cultural landscape.

Views and vistas on the site today have been modified due to the growth and encroachment of forest vegetation into the light station grounds. The view of the LaPointe Light Tower from Lake Superior has been obscured by encroaching vegetation but to the height of the Tower it is still visible above the trees and functions as an aid to navigation.

At the LaPointe Light Station the forest vegetation has encroached into the historically cleared area reducing the cleared area present during the early historic periods. The encroachment is most significant on the north side between the Triplex and Lake Superior. Little landscape or garden vegetation is known to have been planted at the LaPointe Light Station.

Two significant impacts to the original circulation have occurred. One is the deterioration and loss of boat docks on the island. At the LaPointe Light Station a series of landing cribs and boat docks have been built in generally the same location along the Lake Superior shoreline. The remaining boat dock is the only one on the island today, though it is not functional. The other significant impact has been the loss of the narrow concrete walk that originally linked the three light station grounds. Extant remnants of this walk exist at two of the three light station grounds. Historic photographs and drawings indicate that the walk was located on the south side of the light stations running from LaPointe Light Tower to the Chequamegon Light Tower. This walk connection is unique to Long Island and is an important role to its history.

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, remnant boardwalk, a well 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 is a contemporary boardwalk, a septic bed, and a utility box, and other site features that have been added to the site outside of the early historic periods, which do not detract from the station’s cultural landscape.

Summary, continued:

The extant historic period buildings and structures retain integrity of location, design, setting, workmanship, feeling and association. Despite minor losses, the buildings and structures at the station generally retain a 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:

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

Topography: Landscape Characteristics

In contrast to the other islands in the Apostle Island National Lakeshore, Long Island is a barrier spit that is primarily composed of low rolling topography of dunes and beaches. The interior of the island rises to approximately ten feet above the edge of Lake Superior and consists of dune vegetation, scrub forest and areas of low wetlands. As such, the topography is extremely dynamic, changing with the movement of the barrier spit and with weather conditions. The topography of the light station is in good condition.

All three light towers are located on or near dynamic sandy landscapes. The shoreline along Lake Superior of the island is constantly reshaped by the natural forces of weather and water. The topography has changed with the dynamic natural systems of the island and has in turn modified each of the light station grounds. Historic photographs and maps indicate that the shoreline has changed significantly since the beginning of the light station development on the island.

The LaPointe Light Station site has also become more densely forested as sandy soils have stabilized.

The topography of the island and each light station continues to be dynamic, constantly changing by natural forces. This movement of topography has been ongoing since construction first began on the Island and is part of its historic character. The topography contributes to the significance of the cultural landscape (CLR 2010).

Topography: Landscape Characteristics, continued



Northern shoreline of Long Island. (Anderson Hallas Architects, PC/NPS 2009)



Inland Topography near the Old LaPointe Light Station. (Anderson Hallas Architects, PC/NPS 2009)

Views and Vistas: Landscape Characteristics

Notable views to Long Island include those that are significant to its use as an aid to navigation. These include views to the LaPointe light tower from passing and approaching ships and pleasure boats in Lake Superior and entering or leaving Chequamegon Bay. Long Island is visible from the mainland and from Madeline Island.

Notable views from the island include those across Lake Superior from the LaPointe Light Station ground. Views to the mainland and Madeline Island are from the north, west, and south shores. Vistas of the island, across the island, and over the water exist from atop the light tower.

From the late 1890s, when the LaPointe and Chequamegon light towers were first installed, and continuing through 1965, views between the light towers existed. Views and vistas on the site today have been modified due to the growth and encroachment of forest vegetation into the light station grounds.

At the LaPointe Light Station the view of the LaPointe Light Tower from Lake Superior has been obscured by encroaching vegetation but to the height of the Tower it is still visible above the trees and functions as an aid to navigation. The entire Island, and adjacent islands, are visible from the top of the LaPointe Light Tower.

The views and vistas contribute to the significance of the cultural landscape.



View to LaPointe Light Tower from Lake Superior. (Anderson Hallas Architects, PC/NPS 2009)

Views and Vistas: Landscape Characteristics, continued



View from LaPointe Light Tower to the west, towards Chequamegon Point and the mainland beyond. (Anderson Hallas Architects, PC/NPS 2009)

Circulation: Landscape Characteristics

Circulation on Long Island is focused on boat access to the island and pedestrian circulation on the island. Boat access to the island is currently done at the beach areas. One boat dock exists at the LaPointe Light Station. It is in good condition and is functional. Shallow water around the island has limited boat access.

Pedestrian circulation between the light stations is via footpaths and beaches. The primary foot path linking the three light station sites roughly follows the overhead electrical lines. Remnants of the narrow concrete walk that originally connected the light station grounds are extant at each of the light stations, but are not found in the areas in between. The walk is likely covered by shifting sand dunes.

At the LaPointe Light Station, circulation between buildings and structures is by narrow concrete walks. The light station grounds are connected to the boat dock on the north shoreline (Lake Superior) by a footpath and the wooden boardwalk. The extent remnants of an older boardwalk are also present. The light station is connected to the south beach (Chequamegon Bay) by a sandy footpath.

Two significant impacts to the original circulation on Long Island have occurred. One is the deterioration and loss of boat docks on the island. During the island’s history, at least four boat landings have



Extant remnants of concrete walk at LaPointe Light Station. (Anderson Hallas Architects, PC/NPS 2009)

Circulation: Landscape Characteristics, continued

previously existed, each with a structure in place. At the LaPointe Light Station a series of landing cribs and boat docks have been built in generally the same location along the Lake Superior shoreline. The remaining boat dock is the only one on the island.

The other significant impact has been the loss of the narrow concrete walk that originally linked the three light station grounds. Extant remnants of this walk exist at two of the three light station grounds. Historic photographs and drawings indicate that the walk was located on the south side of the light stations running from LaPointe Light Tower to the Chequamegon Light Tower. This walk connection is unique to Long Island and is an important role to its history.

The LaPointe Light Station has both concrete walks in place that are important contributing features of the cultural landscape. These walks lead to buildings and structures and in combination with the extant boardwalk remains lead to the former boat dock site. At this station the circulation system of the island is most visibly present (CLR 2010).



Extant remnants of boardwalk at LaPointe Light Station leading from the Fog Signal Building foundation to the shore. (Anderson Hallas Architects, PC/NPS 2009)

Spatial Organization: Landscape Characteristics

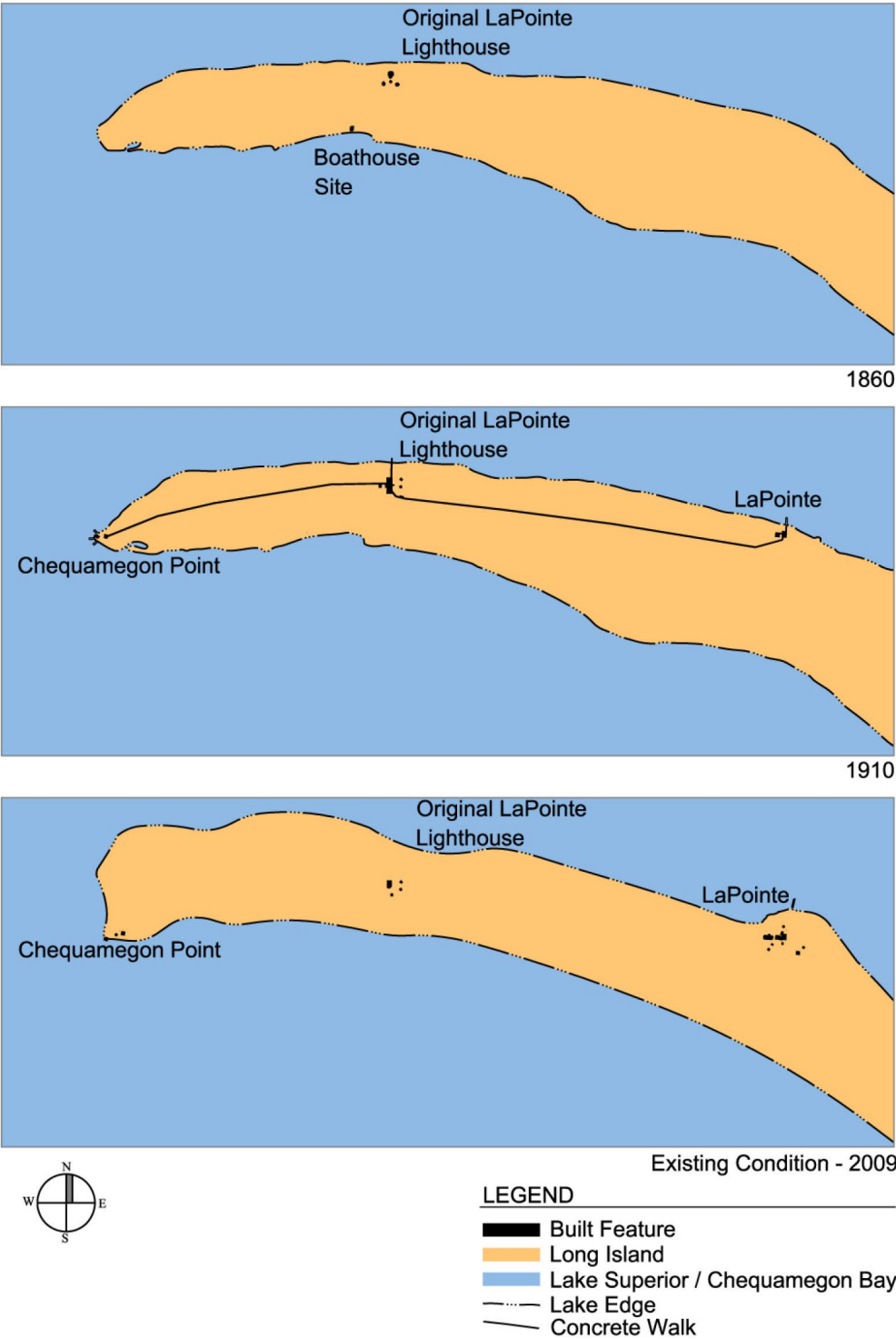
The light station reservation consists of a series of three developed sites connected by a linear circulation route. The circulation route used today is a foot path that generally follows the overhead electric line that links the LaPointe Light Station with the Chequamegon Light Station. The foot path is a sandy, informal trail that passes the Original LaPointe Light Station at approximately the mid-point between the two.

Each of the light station grounds has a distinct organization that is formed by its natural landscape and the arrangement of its buildings, structures and features. The grounds of the LaPointe Light Station are arranged around its central focus, the tall Light Tower rising sixty five feet above the ground. Buildings, structures, concrete walks and boardwalks extend from the Tower and connect to each other in an organized but asymmetrical pattern. The features are in a cleared area maintained around the Tower and the structures. The forest encloses this landscape on three sides with a more open side along the shoreline. The spatial composition of the LaPointe Light Station is in fair condition.

The overall spatial organization of Long Island with its three light station grounds has been impacted by the encroachment of the island’s forest vegetation, the shifting sands of the barrier spit, and the abandonment of the Original LaPointe Light Station. While each light station site exists today, the linear concrete walk that formerly linked the sites is no longer visible or functional. This makes each site more isolated from the others than they were during the early historic periods. The organization of light stations linked with a circulation feature is an attribute that is unique to Long Island within the Apostle Island archipelago.

The LaPointe Light Station generally retains the spatial organization that was present during the early historic periods. However, it has been impacted by the encroachment of the adjacent forest. Originally the cleared area of the light station extended around all of the structures, small-scale features, and around the Triplex. Today, much of the grounds are covered with forest vegetation, obscuring the structures and features to the south of the tower. The light station is no longer open towards the Lake Superior shoreline. Spatial organization is a contributing feature of the cultural landscape. The encroachment of forest vegetation and the loss of the Fog Signal Building and Radio Antennae Tower have diminished the integrity of the spatial organization of the light station grounds (CLR 2010).

Spatial Organization: Landscape Characteristics, continued



Spatial Organization of the LaPointe Light Stations., noting the dynamic form of the island. (Anderson Hallas Architects, PC/NPS 2010)

Buildings and Structures: Landscape Characteristics

The buildings and structures making up the LaPointe Light Station site provide a human scale to the island and convey important history and use of the light station. Buildings and structures at the LaPointe Light station include the New LaPointe Light Tower, Triplex Residence, Oil Building, Boat Dock, Fog Signal Building Foundation, and a Shed.

The 1896 ‘new’ LaPointe Light Tower (LCS 101643) is located to the east of the Triplex Keepers’ Dwelling. The tower is a 65 foot tall, cast iron cylinder supported by a skeletal framework. The octagonal lantern housed a fourth order Fresnel lens. The focal plane is 70 feet above lake level (672 MSL). The tower is still an active aid to navigation.

The Triplex (LCS 101647), that replaced the original LaPointe Keepers’ Dwelling, is located approximately 2,200 feet to the east of the site of the first lighthouse. The Lighthouse Bureau used funding from the Works Progress Administration to construct the two story wood frame building with a low hip roof in 1938. The full basement is of concrete block construction, the exterior walls are covered with composition asbestos siding, and the roof has asphalt shingles. The face of the building is symmetrical, with a strong Federal influence and Neo Classical elements. The recessed front entryway of the middle unit is framed by pilasters and an architrave pediment with double doors. The front entrance to each of the end units consists of a single door, also framed by pilasters and a pediment.

The Yellow Oil Building (LCS 101648) has a sheet metal pyramidal roof topped with a circular metal vent, a concrete foundation and interior floor, exterior metal walls that are painted yellow, interior metal walls that are all riveted and painted white, and a door with large strap hinges on the south elevation. The interior has built in metal shelves along the walls.

A small wooden shed is located in the forested area to the southeast of the Light Tower. The shed is approximately 10’ x 10’ in size with wooden vertical siding and a corrugated metal roof. The shed is in poor condition. No documentation was found regarding the shed. The wooden structure appears to be from the early historic periods. The shed is a contributing feature.

The Fog Signal Building Foundation (LCS 101642) is made of brick and concrete approximately 40’ x 25’ and elevated 2’ above adjacent grade. The foundation includes steps on the east side up to the finish floor elevation. The foundation is in fair condition as an extant remnant. The Fog Signal Building was the first building built at this site in 1890. In 1940 the building was removed and a new building was built on the foundation. The second building was removed in 1984. The alignment of the original sidewalk, boardwalk and non extant dock can be seen from the east side of the foundation. The foundation provides a visible remnant of the original building at the light station and is a contributing feature of the cultural landscape.

The boat dock on Long Island is located on the Lake Superior shoreline directly north the LaPointe Light Tower. The dock is approximately 80 feet long and 8 feet wide and is built of wood skirting with a concrete deck. There have been many repairs, modifications and the rebuilding of boat docks and boat houses in this area. The current boat dock is the 1941 installation.

There is also a prefabricated utility unit on site. It is a steel enclosure on concrete footings and is approximately 16’ by 10’. It is non contributing to the landscape.

Buildings and Structures: Landscape Characteristics, continued

Feature:	LaPointe Light Tower		
Contributing?	Yes		
LCS Structure Name:	Long Island Light Station Tower		
LCS ID Number	101643		
LCS Historic Structure Number:	24102F		
Locational Data:			
Source: GPS- Uncorrected			
Point Type: Area			
Datum: WGS84			
Zone: 15	Easting: 669236	Northing: 5177394	
Longitude: -90.785112		Latitude: 46.728668	
Associated Image Page Numbers in CLI: Page 37			



LaPointe Light Tower Lantern. (Anderson Hallas Architects, PC/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Triplex	
Contributing?	Yes	
LCS Structure Name:	Long Island Light Station Triplex	
LCS ID Number	101647	
LCS Historic Structure Number:	24101A	
Locational Data:		
Source: GPS- Uncorrected		
Point Type: Area		
Datum: WGS84		
Zone: 15	Easting: 669211	Northing: 5177397
Longitude: -90.785435	Latitude: 46.728698	
Associated Image Page Numbers in CLI: Page 37		



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

Buildings and Structures: Landscape Characteristics, continued

Feature:	Yellow Oil Building	
Contributing?	Yes	
LCS Structure Name:	Long Island Light Station Yellow Oil Building	
LCS ID Number	101648	
LCS Historic Structure Number:	24101B	
Locational Data:		
Source:		
Point Type:		
Datum:		
Zone:	Easting:	Northing:
Longitude:	Latitude:	
Associated Image Page Numbers in CLI: Page 38		



Yellow Oil Building, south elevation. (Anderson Hallas Architects, PC/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Shed
Contributing?	Yes
LCS Structure Name:	Not Currently Listed
LCS ID Number	
LCS Historic Structure Number:	
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Point	
Datum: WGS84	
Zone: 15	Easting: 669300 Northing: 5177367
Longitude: -90.784279	Latitude: 46.728407
Associated Image Page Numbers in CLI:	Page 39



Wooden shed near the LaPointe Light Station. (Anderson Hallas Architects, PC/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

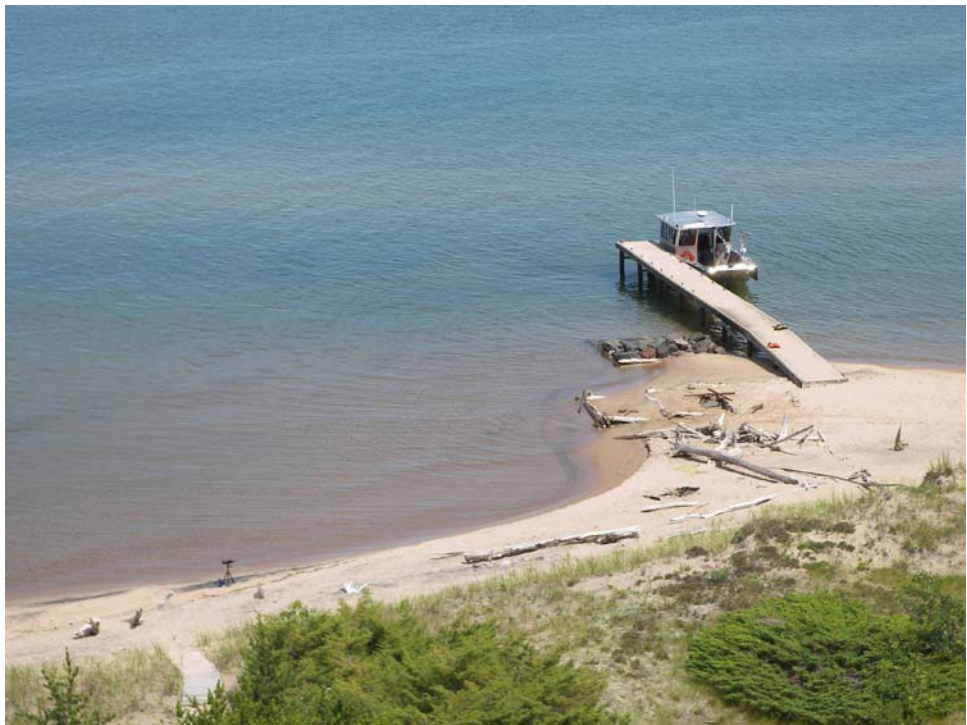
Feature:	Fog Signal Building Foundation
Contributing?	Yes
LCS Structure Name:	Long Island Light Station Fog Signal Building Fdtn
LCS ID Number	101642
LCS Historic Structure Number:	24102E
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Point	
Datum: WGS84	
Zone: 15	Easting: 669252 Northing: 5177396
Longitude: -90.784892	Latitude: 46.728673
Associated Image Page Numbers in CLI:	Page 39



Fog Signal Building Foundation. (Anderson Hallas Architects, PC/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Boat Dock		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Area		
Datum:	WGS84		
Zone: 15	Easting: 669276	Northing: 5177490	
Longitude: -90.784550	Latitude: 46.729518		
Associated Image Page Numbers in CLI: Page 40			



Boat dock at LaPointe Light Station. (Anderson Hallas Architects, PC/NPS 2009)

Buildings and Structures: Landscape Characteristics, continued

Feature:	Utility Unit		
Contributing?	No		
LCS Structure Name:			
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Area		
Datum:	WGS84		
Zone: 15	Easting:669243	Northing: 5177393	
Longitude: -90.785014	Latitude: 49.728656		
Associated Image Page Numbers in CLI: No Image			

Small Scale Features: Landscape Characteristics

The small scale features at the LaPointe Light Station include concrete walks, wooden boardwalks, concrete foundations, piping, a flagpole, a well and other site features. The walks (LCS 101644) are made from poured concrete and are laid from the LaPointe Light to Chequamegon Point. Portions of the concrete walks or concrete paving can be seen directly adjacent to the Lighthouse Ruin and adjacent to the Oil Building. Most of the sidewalk is now covered by sand and vegetation.

There is a brick cistern (LCS 101645) with a concrete cap located northeast of the complex. It is approximately 10 feet in diameter and there is a metal door with a handle in the center of the cap.

The Radio Tower Foundation consists of four poured concrete foundation piers (LCS 101646) located between the cistern and LaPointe tower. They are tapered at the top, have beveled corners, are approximately 5.5’ high, and have threaded metal bars through the top (three each).

Located southeast of radio tower is another concrete foundation (LCS 101649) that probably served as a base for a second radio tower. The four concrete slabs are about 5 feet square (overall 15-20 feet square). Each slab is topped with a smaller concrete base with metal angles and threaded screws and bolts attached on top.

There is a power line (LCS 101655) strung on vertical log poles, which are sturdy and straight, along the north side of Long Island running from the LaPointe light to the Chequamegon Point light (CLR 2010).

Small Scale Features: Landscape Characteristics, continued

Feature:	Concrete Sidewalks
Contributing?	Yes
LCS Structure Name:	Long Island Light Station Sidewalks
LCS ID Number	101644
LCS Historic Structure Number:	24102H

Locational Data:

Source: GPS- Uncorrected					
Point Type: Line			Datum: WSG84		
Point	UTM Zone	Easting	Northing	Longitude	Latitude
1	15	669212	5177391	-90.785423	46.728647
2	15	669239	5177385	-90.785072	46.728582
3	15	669266	5177436	-90.784703	46.729031
4	15	669260	5177400	-90.784790	46.728711
5	15	669245	5177401	-90.784995	46.728720

Associated Image Page Numbers in CLI: Page 43



Concrete walk near the LaPointe Light Station. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Remnant Boardwalk
Contributing?	Yes
LCS Structure Name:	Not Currently Listed
LCS ID Number	
LCS Historic Structure Number:	

Locational Data:

Source: GPS- Uncorrected		
Point Type: Area		
Datum: WSG84		
Zone: 15	Easting: 669265	Northing: 5177440
Longitude: -90.784712		Latitude: 46.729066

Associated Image Page Numbers in CLI: Page 44



Remnant of wooden boardwalk between Fog Signal Building foundations and the water. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:			Well		
Contributing?			Yes		
LCS Structure Name:			Long Island Light Station Cistern		
LCS ID Number			101645		
LCS Historic Structure Number:			24102G		
Locational Data:					
Source:					
Point Type:					
Datum:					
Zone:		Easting:		Northing:	
Longitude:		Latitude:			
Associated Image Page Numbers in CLI: Page 44					



Concrete and brick well. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:			Flagpole		
Contributing?			Yes		
LCS Structure Name:			Not Currently Listed		
LCS ID Number					
LCS Historic Structure Number:					
Locational Data:					
Source:					
Point Type:					
Datum:					
Zone:	Easting:	Northing:			
Longitude:	Latitude:				
Associated Image Page Numbers in CLI: Page 45					



Flagpole on north side of Triplex Building. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	ConcreteFootings: Radio Tower Fdtn		
Contributing?	Yes		
LCS Structure Name:	Long Island Light Station Radio Tower Pier Fdtn		
LCS ID Number	101646		
LCS Historic Structure Number:	24102D		
Locational Data:			
Source:	GPS- Uncorrected		
Point Type:	Point		
Datum:	WSG84		
Zone: 15	Easting: 669247	Northing: 5177408	
Longitude: -90.78953	Latitude: 46.728783		
Associated Image Page Numbers in CLI: Page 45			



Concrete footings for the non-extant Radio Antenna Tower. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Rubble Pile		
Contributing?	Yes		
LCS Structure Name:	Not Currently Listed		
LCS ID Number			
LCS Historic Structure Number:			
Locational Data:			
Source:			
Point Type:			
Datum:			
Zone:	Easting:	Northing:	
Longitude:	Latitude:		
Associated Image Page Numbers in CLI: Page 46			



Rubble pile west of Fog Signal Building foundation. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Pipe Crib
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: 669225 Northing: 5177463
Longitude: -90.785229	Latitude: 46.729286
Associated Image Page Numbers in CLI: Page 47	



Pipe crib at the edge of the water. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Power Lines
Contributing?	Yes
LCS Structure Name:	Long Island Light Station Power Lines
LCS ID Number	101655
LCS Historic Structure Number:	24102D
Locational Data:	
Source: GPS- Uncorrected	
Point Type: Lines	
Datum: WGS84	
Zone: 15	Easting: 669137 Northing: 5177411
Longitude: -90.786394	Latitude: 46.728845
Associated Image Page Numbers in CLI: No Image	

Small Scale Features: Landscape Characteristics, continued

Feature:	Boardwalk		
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: 669280	Northing: 5177432	
Longitude: -90.784522	Latitude: 46.728990		
Associated Image Page Numbers in CLI: Page 47			



Floating Boardwalk. (Anderson Hallas Architects, PC/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: 669288	Northing: 5177350	
Longitude: -90.784447	Latitude: 46.728252		
Associated Image Page Numbers in CLI: Page 46			



Concrete footings north of Light Tower. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Septic Bed		
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: 669210	Northing: 5177366	
Longitude: -90.785458	Latitude: 46.728421		
Associated Image Page Numbers in CLI: Page 48			



Septic bed. (Anderson Hallas Architects, PC/NPS 2009)

Small Scale Features: Landscape Characteristics, continued

Feature:	Utility Box		
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: 669244	Northing: 5177403	
Longitude: -90.785005	Latitude: 46.728745		
Associated Image Page Numbers in CLI: Page 48			



Utility Box. (Anderson Hallas Architects, PC/NPS 2009)

Vegetation: Landscape Characteristics

The vegetation on Long Island is predominantly indigenous and naturally occurring scrub forest species. The three light station sites have differing settings and vegetation characteristics. The LaPointe Light Station is enclosed with natural forest vegetation on the south, west and east sides and partially open on the north (Lake Superior) side.

At the LaPointe Light Station the forest vegetation has encroached into the historically cleared area reducing the cleared area present during the early historic periods. The encroachment is most significant on the north side between the Triplex and Lake Superior. Little landscape or garden vegetation is known to have been planted at the LaPointe Light Station. In general vegetation characteristics at the light station are in fair condition.

Natural Systems and Features: Landscape Characteristics

Long Island, which separates the waters of Chequamegon Bay from Lake Superior, is western Lake Superior’s most extensive and least disturbed coastal barrier spit. The island has no streams (NRCS 2005), but is about 25% wetland, which includes interdunal wetland, open bog, shrub swamp, and wet sand flats (Epstein et al. 2002). The interdunal ponds are a rare community statewide that provide habitat for several rare plants. Long Island is heavily used by migratory birds.

Meeker (1998) used photo interpretation and field reconnaissance to locate and designate nine specific wetland types on Long Island based on dominant vegetation and the presence or absence of a peaty organic layer in the upper soil horizon. These included sphagnum lawn, leatherleaf/sphagnum wetland, alder/leatherleaf/sphagnum wetland, sedge peat wetland, panne, sedge/grass meadow, alder/ willow wetland, shallow marsh, and deep marsh. Older wetland types tended to be Sphagnum-dominated and occurred in deeper swales northwest of the washover zone.

Judziewicz and Koch found many narrow beach ridges and swales throughout the island. The oldest ridges occurred on the bay side (south and southwest side) of the island. They reported that the north and northeast facing shoreline is accreting at an alarming rate. Linear Sphagnum bogs on the bay side of the island support fairly complete bog floras. Many ephemeral sand ponds occur among the dunes near the western end of the island with extensive growths of watermilfoil (Myriophyllum heterophyllum). A bog pool just south of the extreme western tip supports a diverse flora. They also found a wet sedge-rush meadow on the bay side near the filled-in beach called the “Sand Cut” (Judziewicz and Koch 1993).

Long Island was considered by the Lake Superior Ecosystem Research Center (1997) to be the island most likely affected by industrial activities because of its proximity to Ashland. It is also one of the most susceptible to invasive and exotic species because of its periodic connection to the mainland.

(From the Assessment of Coastal Water Resources and Watershed Conditions at Apostle Islands National Lakeshore: 2007)

Chapter 8: Condition Assessment

Condition Assessment and Impacts

Condition Assessment:	Fair
Assessment Date:	6/2/2010

Most of the structures have features that are in need of repair, but overall the structures are well construct-ed and in fair condition. Most of the maintenance deficiencies are related to lack of annual maintenance and general upkeep. Historic fabric will be lost, and the structures may incur significant damage, if basic maintenance and repair tasks are not completed in a timely manner.

Impacts

Impact Type:	Exposure To Elements
Internal/External:	Internal
Explanatory Narrative:	Because of the exposure to the elements, several metal structures have rusted and paint has begun to crack.
Impact Type:	Vegetation/Invasive Plants
Internal/External:	Internal
Explanatory Narrative:	As a result of deferred maintenance, vegetation has become overgrown and have also started to grow in the cracks of foundations.
Impact Type:	Deferred Maintenance
Internal/External:	Internal
Explanatory Narrative:	Because of deferred maintenance, several items have become inoperable, such as windows and doors.

Chapter 9: Treatment

Approved Treatment Document Explanatory Narrative:

A Resource Management Plan approved in 1994 recommends preservation as the ultimate treatment for all historic structures and landscapes, but does not provide specific guidance for individual sites. Preservation will be guided by the forthcoming CLR/HSR/EA.

Approved Treatment:	Preservation
Approved Treatment Document:	Other Document
Document Date:	5/2/1994
Approved Treatment Completed:	No

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