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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Mary Island Light Station

other names/site number Mary Island Lighthouse (AHRs Site No. KET-024)

2. Location

street & number East shore, north end of Mary Island, between the Revillagigedo Channel and Felice Strait about 6-3/8 miles south of Revillagigedo Island. not for publication

city or town: Ketchikan vicinity

state Alaska code: AK county Prince of Wales-Outer Ketchikan Census Area code 201 zipcode 99901.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jeffery Mann Date 5/23/05

Signature of certifying official/Title
Department of Homeland Security, United States Coast Guard

State or Federal Agency and Bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Jean M. Anderson, Deputy SHPO Date 25 April 2005

Signature of certifying official/Title

Alaska Department of Natural Resources Division of Parks and Outdoor Recreation Office of History and Archaeology

State or Federal Agency and Bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other, (explain) _____

X Signature of the Keeper

Date of Action

[Signature]

7/2/05

5. Classification

Ownership of Property
 (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
 (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count).

Contributing -----		Noncontributing		
<u>1</u>	---	---	---	buildings
<u>1</u>	---	---	---	sites
---	---	---	---	structures
---	---	---	---	objects
<u>2</u>	---	---	---	Total

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

Light Stations of the United States

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Transportation: water related: lighthouse

Current Functions (Enter categories from instructions)

Transportation: water related: lighthouse

7. Description

Architectural Classification (Enter categories from instructions)

Modern Movement: Moderne

Materials (Enter categories from instructions)

foundation Concrete
roof Concrete with sealed membrane
walls Concrete

other Metal lantern house

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Maritime history;

 Transportation;

 Architecture;

 Historical Non-aboriginal archaeology

Period of Significance

1903-1955

Significant Dates

1937

 1903

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Euro-American: federal government lighthouse service

Architect/Builder

U.S. Lighthouse Service/D.A. Chase/Edwin Laird

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets). See continuation sheets

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- Other Previously recommended by Alaska SHPO as eligible, but no formal determination

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of Repository:

U.S.C.G. CEU Juneau; National Archives

10. Geographical Data

Acreege of Property 9.8

UTM References

(Place additional UTM references on a continuation sheet).

Quadrangle: USGS Ketchikan A-4 (1955/LR1983) 1:63,360

1	0 9	3 6 0 9 1 3	6 1 0 7 6 6 4	3	0 9	3 6 0 7 1 4	6 1 0 7 9 0 4
2	0 9	3 6 0 7 6 0	6 1 0 7 6 6 4	4	0 9	3 6 0 8 1 2	6 1 0 7 9 2 3
	Zone	Easting	Northing	Zone	Easting	Northing	

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared by

name/title: Robert M. Weaver

organization: The Environmental History Co, Inc. date: 2/27/03

street & number: 6226 20th Ave NE. telephone: (206) 568-2339

city or town: Seattle state Washington zip code 98115

Note: Archaeological Survey performed by Robert Weaver, RPA EHC, Inc. and Bruce Ream, RPA, Hart Crowser, Inc.

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minutes series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name U.S Coast Guard

street & number 2100 Second Street SW telephone (202) 267-1587

city or town Washington state DC zip code 70953

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public Reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 2001307127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 10503

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Name of Property: MARY ISLAND LIGHT STATION
Prince of Wales-Outer Ketchikan Census Area, Alaska

The Mary Island Light Station consists of a standing light and fog-signal building, foundations of the now-demolished light station complex (housing, storage, walkways, and tramway etc.), historical archaeological scatters and features from lighthouse station activities, and three reported or identified grave sites.

BACKGROUND AND SETTING

Mary Island lies in the Revillagigedo Channel approximately 24.5 miles southeast of Ketchikan Alaska and about 26 miles north of the Canadian border in Southeast Alaska. Annette Island lies about 6 miles west of Mary Island. The original lighthouse reserve included 234.45 acres to low water within the approximately 5,000-acre island. The reserve covers the northeast corner of the island including Point Winslow. The light station lies on Cross Point approximately three-quarters mile south southeast of Point Winslow.

The original reserve was established on the east and northeast side of the island by Executive Order in 1901 as part of an initial major construction of aids to navigation in Alaskan waters. The impetus came through a significant explosion in shipping and travel brought on by the Klondike and subsequent gold rushes, as well as the increased exploitation of Alaska's rich natural resources. The Mary Island Light Station formed part of a string of stations along the Inside Passage to Alaska, which served as the main passenger and freight corridor from West Coast ports.

In conjunction with the Tree Point light, the Mary Island facility served to mark the entry from Canada into United States waters. The original station was constructed over two seasons in 1902 and 1903, and was lighted on July 15, 1903. The original compound consisted of an octagonal fog-signal building with a central light tower, two residences, two oil houses, and a boathouse and tramway system. In 1936-1937, a new reinforced concrete light and fog-signal building was built, and the older light house and fog-signal building were demolished. The light system was automated in 1969, and, with the exception of the main light and fog-signal building, other station structures were demolished in 1974. Demolition activities churned and graded much of the cleared main compound area, but did not affect refuse disposal areas and some of the utilitarian service locations (e.g., blacksmith shop and storage). Historical debris scatters occur in wooded areas surrounding the compound perimeter; remnants of the original light and fog-signal station foundation with subgrade cisterns appear to be buried beneath a concrete deck apron built in 1937.

CONTRIBUTING RESOURCES

The light and fog-signal building completed in 1937 remains the only intact building at the Mary Island Light Station. The building lies approximately 75 feet west of a shallow 10-foot bluff that forms the shoreline margin of Cross Point. A series of rocks, exposed at low tide, juts eastward from the shoreline embankment. The base elevation is 22 feet above mean tide level. Edward W. Laird designed the building under the supervision of Assistant District Superintendent, Dwight W. Chase. Laird arrived in Alaska in 1930 and designed or supervised the series of six replacement lighthouses that were built between 1931 and 1940.

Although Laird has noted ¹ that he was trained as an engineer and not an architect, the building design (as do the others from this period) presents a striking simplification and adaptation of Art Deco. The Laird/Chase design schemes changed over time,

¹ Laird, E.W. 1991. Letter from Laird to Clarke and Gilmartinn, Alaska DNR, OHA dated July 25, 1991.

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beginning with the clearly Deco arrangement of Cape Hinchinbrook followed by sequential simplification and streamlining. As the next to last Laird/Chase design, the Mary Island light and fog-signal building falls more within the Art Moderne idiom due to its elimination of vertical embellishments. Other than the lantern house, all construction consists of cast-in-place reinforced concrete painted white.

The 36- by 20-foot fog-signal building is fronted by the 12- by 13-foot light tower. The single-story fog-signal building stands on top of a partially exposed sub-grade basement, with the engine room floor 4 feet above grade. Overall height from ground to top of parapet is 16 feet. The concrete tower stands 52'6" above grade to the top of the 3'6" railing that protects the lantern house. The lantern gallery deck stands 49 feet above grade.

The design and massing of the exterior are elegantly simple and symmetrical. The basement forms a plinth that initiates the low-relief decorative elements of both tower and fog-signal building. The fog-signal portion consists of a flat-roofed (3/8" per foot slope) rectangular box with a slight back-stepped detail that finishes the parapet top. At the corners, massive 3'6" pilasters with 5-inch relief rise up the surface plane three-fourths of the way to the parapet. Each is shadowed by a half-depth, 10-inch horizontally stepped element that rises about 8 feet from the water table level. Along the rear elevation, a second pair of pilasters aligns with the tower in the front.

The tower repeats the basic theme, but with slightly different proportion and detail. Here, the corner pilasters increase to a 4-foot width and run, without the relief element, to the lantern house gallery. Stepped continuations of the corner pilasters with a simple iron grate railing spanning between each pilaster projection enclose the gallery. In keeping with the design elements of the fog-signal building, the shallow shadow elements flank the tower at the fog-signal façade. The primary entry is centrally located at the front of the light tower, but the original door with three-light transom window has been removed. A relief medallion representative of the lighthouse service (an eagle, surmounting a sailing ship, above a lighthouse) is located above the door. The medallion was last painted brown and white with a blue background in the 1990s.

Window openings are generally symmetrical. The entire original sash has been removed and replaced with "hardening" plexiglass and 2- by 4-inch framing. Originally, two 1-over-1 double-hung sash on the fog-signal building flanked each side of the tower; a triple-set of sash windows occurred on the north and south elevations. The north window unit on the facade was removed to provide a ventilator bank for later engine equipment. All sash throughout consisted of 60- by 30-inch units of 1-over-1 sashes. Only the rear elevation breaks the symmetry, primarily to allow for a single entry door in the south corner bay. A two-sash 1-over-1 window occurred at the north end of the rear, with a single window unit between the central pilasters. A 6- by 12-foot concrete porch with an iron pipe railing provides access to the rear door and a smaller than standard window opening that serves a bathroom occurs just south of the door.

On the light tower, window openings reflect the winding internal staircase. The tower consists of four landings, and the windows relate to the position of the stairs at each landing. A window (originally with standard doublehung sash) occurs on the west (rear) elevation with the lower sill at 31'6" above grade. A second opening occurs on the north elevation at 20 feet above grade, and the opening for the diaphone foghorns fronts the façade at a height of 16 feet. Finally, a standard-size window provides light to the entry room on the south face of the tower. A roof-access door exits the middle tower room to the waterproofed concrete roof deck of the fog-signal building. Four 30-inch-square fixed single-pane windows serve to light the machinery room at the top of the tower.

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The tower supports the original 1903 lantern house, which retains most of its original fabric including the 17-inch ventilator ball. The lantern house stems from an 1898 design developed by the Light House Board. The design uses the helical mullion system introduced in the late 1800s; at the time, the helical system was adopted due to a belief that it provided brighter lighting through the diagonal astragals. The windows consist of curved glass diamonds and triangles at 2 feet on the interfacing sides. Some of the glass has broken and been replaced with Plexiglas coverings. The cast-iron and steel-plate lantern house measures roughly 8 feet in diameter with a height to the top of the ventilator of 13'8". The parapet portion rises 3'4" to the glass astragals; the access door is full height to the roof spring line at 6'6" above the deck.

The lantern house currently houses a battery for the solar-powered 250 mm lens, which is mounted on the east exterior of the tower. The light tower was originally equipped with a fourth order Fresnel lens manufactured in 1902 by Chance Brothers & Co. of England. The whereabouts of the original lamp and fourth-order Fresnel lens are not known.

A 36- by 38-foot concrete deck apron surrounds the tower at ground level and projects toward the point. Concrete posts on 10-foot centers with cable cross-wires provide a surrounding fence. Original construction drawings show that the decking covers the concrete floor slab for the original 1903 lighthouse; crack patterns in the deck show the octagonal outline of the original floor and indicates that the original concrete base of the 1903 octagonal lighthouse remains below. The deck also covers sub grade cisterns that served the original lighthouse. The two 5- by 20-foot cisterns likely contain demolition materials and artifacts from the original station.

Gross interior arrangements and partitions remain. The fog-signal building includes a 20- by 24-foot fog-signal equipment room that originally held two diesel engines and two compressor units. An 11- by 14-foot office and radio room occupies the southeast corner, and is flanked to the rear by a 4- by 6-foot toilet room and the rear entry vestibule. Equipment has been removed. The main floor of the fog-signal equipment room has three manhole hatches leading to basement cisterns. Two of these held fuel for the generator engines, while the third stored water collected from the roof. The remaining two-thirds of the basement area held the air receivers for two Type C-C diaphones and a boiler-storage room. All that remains are the empty cisterns and a chimney for the boiler.

The light tower interior consists of a series of steps and full landings. The three lower rooms maintain vertical dimensions of 12'3", while the upper light mechanism room has a height of 7'6". A cast concrete stairway winds its way around the inside perimeter to the light-machinery room. Details include cove forms beneath the treads at the corner turns. The original diamond-checked-tread semicircular metal stairway with well-tarnished and painted brass rail leads from the machinery room to the inside of the lantern house.

The tower and stairway continues down to the basement. The lower tower room served for battery storage. None of the original equipment remains within the tower.

THE DEMOLISHED BUILDING COMPLEX

Station improvements with the exception of the 1937 concrete light and fog-signal building have been demolished. The original 1903 tower was demolished to make way for the 1937 structure, and by 1962, one of two original keepers houses had been razed. The remaining buildings and structures were removed in 1974. The demolition contract called for burning the

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structures and placing debris into the basements of the residences. While foundation features and some walkway materials exist, demolition grading has disturbed the main area of the former compound.

The Original Light Station Layout

The following section describes the original installation features and associated history of the station as planned in 1902. The original station consisted of a light tower and fog-signal building that stood just east of today's building, two residences, two oil houses, and a boathouse and tramway system. Original plans, transmitted to the Light-House Board in December 1901, located the light on another point farther north; shortly after construction mobilization began in the summer of 1902, however, the more prominent Cross Point location was selected.

Unlike other light stations in the nearby area, a fence was built to enclose the main operational area after the point was cleared of trees. Additional clearing occurred along the coastline at the originally selected site and across most of the tip of Point Winslow. Clearing was needed to establish warning visibility toward two islands to the north. Planning and design occurred under the guidance of W.C. Langfist in the engineering office of the 13th Lighthouse District in Portland, Oregon.

The light and fog-signal building followed a standardized plan used at most of the Alaskan stations built during the early-1900s period. It consisted of an eight-sided 32- by 32-foot one-story engine and fog-signal building, essentially a square box with beveled corners, nominally referred to as hexagonal. The long faces were 18'6" long and the bevels ran 10 feet. The frame building sat on a shallow-foot cast concrete foundation that formed a platform 15 inches above grade. The foundation included two 2,000-gallon subgrade water cisterns. The height to the cornice was 13 feet, and the cornice included a blind gutter to collect rain from the roof. The roof pitched at 7-in-12 from the centrally located light tower to each of the outer panels.

The main façade (east elevation) had two symmetrically placed double-hung 4-over-4 sash windows. The main entry occurred on the northeast faces and consisted of two wood-panel doors topped by a four-light transom; a single panel door with a two-light transom entered the rear from the northwest. The two-window pattern repeated on the west (rear) elevation, while single 4-over-4 windows occupied the north and south elevations. Single double-hung windows in the remaining bevels completed the exterior openings. The 12-foot-long second-class brass Daboll trumpet projected from the east side between the two windows; over half the length of the trumpet was inside the building and suspended from the ceiling. The building was sided with horizontal shiplap 5 inches to the weather.

The octagonal light tower, 3'8" to a side and 9'0" across, rose through the center of the fog-signal building. The tower was sided with cedar shingles. The lantern deck stood 39 feet above the main floor and was topped by the fourth-order helical-bar lantern house as described above. The light's focal plane stood 45'6" above grade, or 67'6" above mean tide level. The original 600 candlepower lantern stood within a fourth-order fresnel lens and was a fixed light. A 12-degree red sector showne to the north between 329 and 341 degrees covering the shoreline, Point Winslow, and the Twin Islands to the north. In 1927, a charging generator and battery bank were installed, and the light was electrified with an increase to 6,000 candlepower. By 1933, the light had been changed to an occulting white light with the same red sector.

The octagonal lantern deck flared outward to an outside dimension of 14 feet. It was supported by carved decorative brackets and included a wood balustrade. Single 2-over-2 double-hung sash windows occurred at the same level of the east and west

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tower panels at a height of 29 feet; the north and south elevations had similar windows located just above the roofline. A central 2'6" steel column supported the light and the circular stair that wound its way up the tower to the lantern house.

Inside the fog-signal building, the arrangement was spare. The concrete floor was decoratively incised in an 18-inch rectangular diamond pattern. The eastern two-thirds of the structure was open except for the tower column and held two compressor engines for the foghorn. These units consisted of single-cylinder Mietz & Weiss kerosene driven engines with a direct gear connection to Clayton air compressors. The rear of the building was partitioned into a fuel room and vestibule, each located at the corners, with a central workroom. The height of the room to a cross-braced joist system was 12 feet. A corbelled brick chimney for a heater in the workroom occurred at the edge of the west wall.

Two standard design oil houses stood symmetrically spaced approximately 40 feet behind the fog-signal building. These were simple front-gabled wood cross-braced post-and-sill structures sheathed in corrugated iron and set on a concrete slab. Each house measured 12'2" by 8'8" and had tongue-and-groove interior paneling. The roof, with a 10-in-12 pitch, also was sheathed in corrugated iron and topped with a decorative metal ventilator. They stood 13 feet to the ridgeline. A plain wood water table surrounded the base.

Two keepers houses were built (again symmetrically paired on a central axis through the fog-signal building) 100 feet to the rear of the main facility. The twin houses used the same basic colonial revival Cape Cod cottage design with portico in antis. Each 42- by 28-foot house included a full basement that raised the main floor level 3'9" above grade and a one-story 10- by 15-foot utility room projected from the rear. A concrete walkway surrounded each building and connected to a walkway to the light and fog-signal building.

The one-and-one-half-story design included two bedrooms and eave storage space upstairs under a 7-in-12 pitch shingled roof. A centrally located eyelid dormer on the front of the roof provided light to the upstairs hall. Elevations on all but the rear side were generally symmetrical. The façade included an indented central porch reached by five steps and flanked at the outer edge with freestanding Doric columns. Two 20- by 32-inch fixed-pane windows flanked a single three-panel wood door with an upper window. A false dentillated entablature and solid wood edging set the porch off from the 1- by 6-inch horizontal wood siding. Two 2-over-2-sash 40- by 60-inch sash windows were centrally located in the bays on each side of the porch. Side elevations generally followed the same symmetry, although a double sash unit on the north side provided more light for the kitchen area. Gable windows consisted of an arched sash flanked by two rectangular 1-over-1 double hung units. Fixed triangular lights at the intersection with the roof provided lighting for closet and storage space under the eaves. Gable ends were cedar shingled. Each house was provided with a subgrade 12,000-gallon water cistern off the north side, and a water supply system was developed using a stream from the hillside behind the station.

Internal configuration followed a hall-and-parlor pattern with a central stair leading to the upstairs bedrooms. The entry was flanked by a 13- by 14-foot dining room to the north and a complementary living room to the south. The 13- by 16-foot kitchen occupied the northwest corner, with a 13- by 14-foot bedroom completing the main spaces on the southwest corner. A small bathroom and pantry behind the stair completed the main floor amenities. The upstairs consisted of two bedrooms, centrally located at each gable end, a dormer-lit hall adjacent to the central stair, and utility rooms under the eaves. Access was gained by an ornate stairway with paneled newel posts and turned spindles. The rear utility room shed and porch lay at grade and provided basement access; a five-panel wood door allowed outside access.

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The boathouse and tramway complex provide the other main structural feature of the station. The boathouse and tram house lay near the shore about 200 feet northwest of the fog-signal building. The 3-foot-gauge tramway ran from the oil house area to a turntable that facilitated the use of the water incline. The original boathouse was a front-gabled 14- by 26-foot shed with two 4- by 7-foot paneled doors. The shingled roof had a 7-in-12 pitch. The only light came from a fixed four-pane window on the west (rear) end. Siding was the standard shiplap. Interior clearance to the rafters was 8'4". A hand winch was located at the rear of the interior. In 1918, a 10-foot extension was added to the rear to add space for a more powerful, engine-driven hoist, and the entire exterior was re-sided in shingles.

The tram house mirrored the simple design of the boathouse at smaller scale. The structure was 9- by 7-foot and stood 6 feet to the eaves. It had two paneled wood doors facing the turntable platform. The associated incline for launching boats and hauling supplies consisted of 5- by 16-inch stringers supported by concrete and cobble pylons that extended into the tidal zone.

Miscellaneous Buildings and Structures

In addition to the main original features, a combined storeroom and blacksmith shop was built uphill and outside the fence line west of the south residence as well as a paint locker about 100 feet north of the blacksmith shop. With the construction of the new light and fog-signal building and subsequent increase in diesel fuel demands, a five-tank storage facility was built behind the boathouse with a concrete containment wall. To the north, the tramway was extended to an oil drum storage platform and an oil-receiving tank that supplied the lighthouse building.

Mary Island was one of the first stations in Alaska to receive a radio beacon system. Based on some designs at other locations, the beacon appears to have consisted of a single pole tower and antenna line that attached to the light tower. A recent on-site walkover of the station did not locate the tower foundation.

Archaeological Potentials

Historical features and artifacts at the station form an archaeological complex relating to the occupation of the Mary Island Light Station. Definition of the complex is based on review of historical maps and drawings, and field observations. As part of the general field investigation conducted for National Register consideration, professional archaeologists conducted a pedestrian survey of the main compound, nearby slopes and gullies, and a trail system north of the station. The pedestrian survey consisted of generally systematic transects throughout the main compound and nearby use areas. In addition, survey explored possible linear feature alignments (water systems and trails) and attempted to find reported graves.

The archaeological survey, conducted on October 22, 2002, was somewhat hampered by recent growth of brush and saplings. Methods consisted of visual observation of features and artifact scatters with limited shovel probing. Information on cultural observations was recorded in field notebooks. The survey objective was to provide an initial understanding of resource potential and integrity. No artifacts were collected.

The survey showed that the demolition contractor hired in 1974 did not follow directions to minimize disturbance to the ground. Although the area surrounding the existing lighthouse appears intact, heavy machinery grading affects the areas around the residence foundations and the boat house/tramway complex. The grading disturbance occurred mainly on the level ground of the main compound, and rechanneled a small stream that ran through the compound's "back yard". Nevertheless,

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demolition activities did leave a major portion of the walkway system and building foundations intact. These exist as evident features within the landscape. The walkways run from the lighthouse to the houses; the full length in front of the houses; with a spur headed down toward the boathouse. The basements of the two residences have been partly filled with debris and dirt, but the foundations stand intact. The twin foundations of the oil houses also clearly show, although they currently are covered with vegetation. Portions of the tramway, including the location of the incline to the water, also remain. The boathouse foundation is flanked to the west with a larger rectangular footing and pier system that relates to an oil drum and tank platform. The storage platform was added after World War II. As noted above, the station had a rear fence line that separated the "formal" compound area from the nearby-forested slope and a utilitarian activity zone. No disturbance of archaeological resources was observed in the less formal activity zone or from the intact oil house foundations to the east.

Two concentrated clusters of artifacts and features relating to occupation were discovered in the undisturbed peripheral zone; most of the periphery within the existing main tree line and outside the fence, however, contained a broad scatter of historical glass, battery parts, tin, and other artifacts. The first primary area lies in a gully depression about 300 feet southwest of the light and fog-signal building. This appears to have been an ongoing dump area that was active throughout the operation of the light station. It appears to contain primary household debris including cast iron stove parts, cans, glass, and ceramics. One of the columns from the housing complex lay on the surface; historical photographs show that the columns were removed from the houses prior to about 1950. The area currently has fairly extensive thimbleberry growth and subsurface conditions were not probed to great extent.

The second concentrated scatter lies in association with the blacksmith shop and paint locker area. This scatter consists of more industrial and metal debris including what appears to be a hood from the forge. Other observed artifacts include a large cast hand-cranked drill press, sinks, corrugated metal sheeting, iron rod, swages, and paint cans. A review of shoreline cut-banks failed to show indications of Native American activity at Cross Point.

Finally, the location and description of construction activities associated with the 1937 rebuilding of the light and fog-signal building indicate that the floor and cisterns of the original light station form the base and lie beneath the concrete apron in front of the current building. The cisterns in particular could contain artifacts associated with the original station.

Graves

Although not specifically eligible for National Register consideration, three graves are reported at the Mary Island Light Station. One, a six-month old child, Edward H. Pierce, was relocated during field survey and lies in a small in-filled gully about 450 feet south of the main light building. The grave has a headboard with a lantern attached to it and footstone with name and date of death, January 20, 1926. Boards surround the slightly mounded grave. The child reportedly was the son of a relief light keeper, Moon Algie Pierce.

The other two graves are reportedly collocated about 800 feet north of the fenced compound. In spite of efforts, these were not located during recent survey; brush growth and saplings in the area have exploded, which made visibility extremely difficult. Based on real property records, one grave retains a headboard with the name Ruth Buckingham inscribed on it and a date of 1909. The other reportedly was the wife of an early-day assistant keeper named Sylvenius Shepard who retired from the service around 1920. Shepherd and his wife Edith are listed in a 1920 census of the station.

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Narrative Statement of Significance:

Alaskans have relied on and continue to rely on their marine highway as one of the important commercial links to the Lower 48 and the Pacific Rim. Since 1903, the Mary Island Light Station has served an important role as part of a string of aids to navigation guiding ships to the commercial and economic centers of Alaska. Both treacherous reefs and treacherous seas confront mariners as they wend their way up the coast to Skagway, Anchorage, the Aleutians, and the Yukon drainage. The lighthouses of Alaska in aggregate represent not only the danger associated with crucial maritime travel, but also stand as beacons to the economic development and exploitation of the farsighted purchase of the territory by the United States in 1867. Prior to the fledgling beginnings of air travel in the 1920s and construction of the Alcan Highway during World War II, shipping provided the only connection between the states and the wild but opportunistic ventures of the Alaska territory.

The Mary Island Light Station is significant under three of the four main National Register criteria. Although the current station was built in 1937, it clearly maintains an integrity that conveys its relationship to the critical need for navigational aids as first established in response to the rush for gold at the turn of 20th century. As such, its feel and association with the events that fostered commercial development of Alaska and the awareness of that territory on the national consciousness remain.

In addition, the second 1937 light and fog-signal building, the only standing feature of the station, qualifies under the criterion of architectural design significance. The rebuilding phase at six stations in Alaska during the 1930s form a chain of Art Deco designed buildings, each slightly different, that are unique within the national system. Although engineered simply but elegantly by designers in the 16th Lighthouse District office in Ketchikan, the buildings, including the Mary Island light, have a quality of proportion and design that represents an outstanding application of the Art Deco style. Although some fabric has been battered over the years since automation, the massing of the concrete structure and its isolated location dramatically portray its purpose and style with no substantive loss of integrity.

Finally, preliminary survey of the main station compound and perimeter identified areas that likely hold archaeological remnants of station operation in the first half of the 20th century. In conjunction with the contemporaneous lighthouse system that was begun in 1903, and in relation to other gold rush and mining community settlements, the intact archaeological resources have a potential to provide a comparative analysis of the response to remote settlement in Alaska.

Based on the above, the period of significance has been established as beginning with first lighting in 1903 to a point 50 years before present. The end date of 1955 addresses those resources 50 years and older, which relate to the principal years of operation for the station.

DEVELOPMENT OF NAVIGATION AIDS IN ALASKA

The Russian explorer, Vitus Bering, first sighted Alaska in 1728 and his expanded expedition in 1740-1741 provided the impetus for the first permanent Russian settlement at Kodiak in 1784. A land of rich natural resources, Alaska has depended on the sea for communication, transportation, growth, and development since the initial Russian occupation. Given its northern climate and rugged coastline, however, the critical maritime connections have been challenging. Historian James A.

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Gibbs¹ described the Alaska territory as having “a wicked coastline, broken and battered with bold outlying ridges, and inside passages bristling with sharp turns, narrow defiles, and jagged headlands of the kind that give pilots grey hairs long before their time...” The coast, according to Gibbs is “...one of the best-filled marine graveyards anywhere.”

American exploration by the U.S. Coast Survey shortly after the purchase of Alaska by the United States in 1867 resulted in recommendations for establishing light stations in Alaska as part of a study that covered Oregon, Washington Territory, and Alaska.² The report by George Davidson of the U.S. Coast Survey recommended a series of lighthouse locations near Sitka, Kodiak Island, and near Dutch Harbor in the Aleutians. Implementation of the recommendations, however, waited until the need became critical. Only a series of buoys and unlighted daymarks were placed but no lights or lighthouses.

Marine commercial traffic increased significantly throughout the 1870s and 1880s due to initial mineral discoveries and commercial fisheries, but in 1890, Alaska had only 27 buoys and 15 daymarks, with no lights or fog signals³. Although more protected than the open sea, the Inside Passage route through Southeast Alaska contained numerous marine hazards. In particular, the areas of the Tongass Narrows and Wrangell Narrows presented serious obstacles to safe navigation. At the time, Alaska fell under the command of the 13th Light House District headquarters at Portland, Oregon. The district also commanded the coastlines of Washington and Oregon, and these states received first priority. Only one buoy tender, the *Columbine*, covered all coastlines and could attend to Alaska only in the summer months. Initial visits to place and tend markers began in 1886.

Increasing traffic on the Inside Passage translated into greater losses. The decade of the 1880s saw wrecks with a total loss of over \$40 million. Mary Island was the first location identified for establishing a full light station since the initial survey of the late-1860s. Beginning in 1890, the federal Lighthouse Board pushed Congress for funds to construct a light and fog-signal station on the island, at the critical juncture of the south end of the Tongass Narrows and the Revillagigedo Channel. The Board was ignored. It took the excitement, activity, and hardships of the Klondike Gold Rush to bring attention to Alaska. As miners, geologists, and entrepreneurs flocked north, the number of wrecks climbed substantially.

The number of shipwrecks in Alaska in the 1880s and early 1890s averaged less than 10 annually. Between 1898 and 1899 alone, at least 46 vessels perished.⁴ With the increased vessel traffic, the Lighthouse Board pushed again for funding. The Board proposed a series of light stations, mainly servicing the Inside Passage route to Skagway. Congress acted and appropriated \$100,000. Immediately the Engineer and Chief Inspector of the 13th District conducted a detailed examination of

¹ Gibbs, James A., Jr. 1955. *Sentinels of the North Pacific*. Binford & Mort, Portland, Oregon

² U.S. Senate, Executive Document 53, 40th Congress 3rd Session. *Message of the President of the United States in relation to Points upon the coasts of Oregon, Washington Territory, and Alaska*, for light-houses.

³ Alaska Department of Natural Resources 1979. *Aids to Navigation in Alaska History*. Report authored by Charles M. Brown under the Alaska Office of Statewide Cultural Programs, Alaska Division of Parks.

⁴ U.S. Mineral Management Service 1992. *Shipwrecks of the Alaska Shelf and Shore*. OCS Report MMS 92-0002. U.S. Department of Interior, Anchorage, Alaska.

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southeast and western Alaska.⁵ They recommended 15 sites, the majority in Southeast Alaska, to be funded by supplemental appropriations of \$300,000. After initiating design for two key locations at Sentinel Island and Five Fingers Point, the Board provided a prioritized list indicating that the top four additional sites included Lincoln Rock, Mary Island, Tree Point, and Guard Island. These four locations covered the southern entry into Alaskan waters through the Tongass Narrows and north through the Clarence Strait along the main route to Skagway and the gold rush trails.

Planning, designs, and contract bid documents under the 13th District were developed between 1901 and 1903 under a total appropriation of over \$500,000. By the end of 1903, when the Board was transferred to the Department of Commerce, five light stations were in operation. Six more lit their lamps in the next year. With the addition of the Eldred Rock station in 1906, the first major lighthouse complement had been completed. Only four more stations ever were added to the system.

Mining booms in the Yukon drainage and other parts of Interior Alaska, discovery of copper at Kennicott in the Copper River drainage, construction of railroads from Seward and Cordova in the Gulf of Alaska, construction of the Richardson Road (later highway) and the increased traffic to the interior drove the subsequent limited additions to the chain of light stations that marked the marine highway. Supplemental stations included the Cape Hinchinbrook (1909-1910) and Cape St. Elias (1915-1916). Both extended navigation from the Inside Passage into the Gulf of Alaska for ships headed for Cordova, Valdez, and Seward in response to Copper River mining and the construction of the Alaska Railroad. The commitment by the federal government to the railroad drove additional measures related to sea traffic. In conjunction with a reorganization that abolished the Lighthouse Board and created the Bureau of Lighthouses, more commonly known as the Lighthouse Service in 1910, the government established the 16th District in Ketchikan to serve exclusively Alaskan waters. The Secretary of Commerce, William C. Redfield, speaking in 1914 noted that the value of the railroad would never be realized until Alaskan waters were as safe to shipping as in British Columbia.⁶

With the addition of the St. Elias light in 1916, conditions had improved to the point that no shipwrecks were reported for the year. The job of the lighthouse service, however, did not end there. Alaska was one of the first places to use newer technologies such as acetylene lamps at both light stations and at unattended lights. During the 1930s, radio beacon facilities were installed at many of the stations and at points along the coast. In addition, the Lighthouse Service began a modernization program, beginning in 1923 that replaced the original deteriorating structures with solid concrete towers. The replacements were designed out of the Ketchikan office and, on the whole, are unique to the national lighthouse system.

In 1939, authority for operation of the lighthouses transferred to the U.S. Coast Guard. The Coast Guard inherited and, in particular due to the driving force of world war, improved upon an efficient system that formed the heart line of Alaskan Commerce. Over the years, improved technologies have affected the operations; it is a tribute to the initial planning, however, that most of the initial installations still shine their beacons to the sea. In the late 1960s most stations were automated using

⁵ U.S. Senate 1901. Light-house and Fog-signal Stations in Alaskan Waters. Report No. 1909, U.S. Senate, 56th Congress, 2nd Session. U.S. Government Printing Office, Washington, D.C.

⁶ DNR 1979

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diesel generators and keeper facilities were demolished; recent improvements have replaced the generators with solar battery systems. The lights still shine, but the quiet structures are only shells of the originals. No longer do the voices of keepers, wives, and children echo about the remote promontories; all that is left is the efficient whirr of electronic equipment and the winds.

THE MARY ISLAND LIGHT STATION

The Mary Island Light Station was established under the early 20th century impetus to significantly improve the system of aids to navigation in Alaska. It still serves its intended role. As noted above, Mary Island was the first location proposed for a lighthouse at the end of the 19th century. The Light-House Board and the West Coast District charged with Alaskan matters saw the Mary Island location, just inside the border with Canada along the Inside Passage shipping route as a critical point. The island served as a turning point in the Revillagigedo Channel between the Behm Canal and the treacherous Tongass Narrows. In 1890, the board requested funding from Congress but they were summarily ignored. When the government opened a Customs House at the north end of the island in 1892, another request was made to post an inexpensive light at the new station. Again, Congress failed to acknowledge the request. The combination of the 1893 national recession and the gold rushes beginning with the 1896-97 Klondike strikes put Alaska on the map for Americans. As millionaire-hopefuls flocked north, the impetus for improved navigation reached a critical point.

The Inside Passage route from Canadian waters to Skagway set priorities. In 1900, Congress finally authorized funding for study and construction of primary light stations. The chief inspector and chief engineer of the Thirteenth District⁷ ranked Mary Island fourth out of fifteen sites, still clearly a high priority location. President McKinley signed the Executive Order establishing the Mary Island Light Station reservation on January 4, 1901.

By the following December, plans and specifications had been prepared by the 13th Lighthouse District office. These were printed in February. Construction began in the summer, but progress was delayed. On September 6, 1902, *The Mining Journal* out of Ketchikan noted, "Work on the Mary Island lighthouse is proceeding slowly, owing to the difficulty experienced in landing material. Operations were also delayed by a change of site ordered by the department after the contractor had succeeded in landing most of his material at the point originally selected, and all which had to be moved at large cost of time and money to the contractor."⁸ No record has yet been found identifying the hapless contractor, but progress over the fall and spring allowed operation of the light to begin in mid-July.

⁷ U.S. Senate 1901. Light-house and Fog-signal Stations in Alaskan Waters. Report No. 1909, U.S. Senate, 56th Congress, 2nd Session. U.S. Government Printing Office, Washington, D.C.

⁸ The Mining Journal, Ketchikan, Alaska. September 6, 1902. Copy in files at the Ketchikan Historical Society.

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During the years of operation, no disastrous wrecks occurred within range of the Mary Island station. A review of the shipwreck inventory for Alaska⁹ shows wreckage in the locale limited primarily to gas launches, the small boats that plied the waters for fishing and commerce rather than the coastal steamers. Records from 1903 to 1940 show sinkings or groundings to the south around Duke Island and to the north near Point Alava and Hogg Rocks. No reviewed records show lifesaving aid at these locations. One reported tragedy, however, directly involved lighthouse personnel. Assistant keeper, Herbert Scott, and Leslie Williams of Ketchikan died trying to render assistance to a boat that had run aground on the island in December 1920. Both died of exposure after they lost their bearings crossing the wooded part of the island.

As new technologies became available the Mary Island station was upgraded to modern standards. In 1927, the original 600 candlepower kerosene lamp was upgraded with the installation of direct current generators and electric lighting, which raised the rated power to 6,000 candles. Candlepower was boosted again in 1937 to 8,000 candles and a range of 14 miles. In 1931, the station received its radio beacon unit. Within the United States system the first experimental radio beacon system was operating in 1917. Alaska was a prime location for this technology, and, in 1926, the first beacon in Alaska operated at the Cape Spencer light station at the Cross Sound outlet of the Inside Passage 300 miles to the north. The Mary Island unit became the fourth operational beacon in the system.

The erection of the replacement light and fog-signal building in 1937 marks an important change in the character of the site. The Lighthouse Service convinced the federal government of the need to replace the primary lights in Alaska with more durable structures beginning in 1930. A series of six stations were summarily reconstructed between 1931 and 1940. All the design work came through the District office in Ketchikan, with the main designs by E.W. Laird. Each new light and fog-signal building took inspiration from the Art Deco and subsequently the Art Moderne style; each was different in terms of configuration and detail (with simpler more streamlined design occurring in later buildings), but taken as a whole, the group forms an impressive collection that is unique to the American lighthouse system. With the exception of the Scotch Cap light in the Aleutian Islands, these Deco/Moderne lighthouses form a pathway from the Canadian border, through the Inside Passage, and out over the Gulf of Alaska to the Valdez area.

The Mary Island building was the fifth built of the new design. It retains some of the vertical massing of the Deco style, but the characterizing features were minimized or streamlined. The work on the structure began in September 1936 under the supervision of Lighthouse Service foreman, M. Harris¹⁰. The Lighthouse Service served as general contractor, with labor out of Ketchikan. As described in Section 7, the vertical tower standing in front of the fog-signal building dominates the landscape. The features of the original lantern house, with its rounded ventilator ball and helical astragals provide a well-integrated counterpoint to the modernity of the design.

Staffing was curtailed as modern equipment reduced labor requirements at the station. By 1960, only one keeper's house was in direct use. The second was demolished shortly thereafter. When automated in 1969, the Coast Guard (as successor to the

⁹ U.S. Mineral Management Service 1992. Shipwrecks of the Alaska Shelf and Shore. OCS Report MMS 92-0002. U.S. Department of Interior, Anchorage, Alaska.

¹⁰ Seattle Post-Intelligencer. Friday October 16, 1936. Clipping file at the Ketchikan Historical Society.

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Lighthouse Service in 1939) had four crewmen stationed at Mary Island¹¹. Unlike other stations, the fresnel lens at the Mary Island station reportedly remained as part of the automated light system. When it was removed did not appear in the records at Base Ketchikan. By at least 1995, a new solar powered light had been mounted on the exterior tower; the lantern house only serves presently to protect a battery connected to the unit.

SUMMARY

The Mary Island Light Station is significant because of its association with the critical development of a system to protect commerce and transportation in Alaska (Criterion A) in the early 1900s, first along the Inside Passage of Southeast Alaska, and then over a broader expanse of coastline. The heightened awareness of the Territory created by the rush for gold and other natural resources in the 1890s resulted in a population explosion and significantly increased maritime traffic from the West Coast to Alaska. The path north, the only transportation connection at the time, was perilous. As traffic north exploded, so did the number of casualties and the demand for federal intervention to protect the safety of seafarers.

More so, the Mary Island location figures into events leading up to the rapid deployment of navigational aids between 1903 and 1910. Although sites had been surveyed in 1869, with Mary Island identified as one of the prime lighthouse locations, little was done to establish facilities. When the Light-House Board began to take action in the 1890s, the Mary Island light was the one proposed. Although ignored until the gold rushes exacerbated the need, this station best stands for the struggle to improve a safe connection between the Alaska Territory and the rest of the United States. In addition, the Mary Island station stood high on the priorities list once Congress decided to move. It was the fourth built of the chain of light stations up the Inside Passage. While none of the buildings from the original 1903 station remain, the existing 1937 structure still readily portrays the original system.

The 1937 building itself not only portrays the events of history, but also stands out as architecturally significant (Criterion C). While concrete was used as a construction material elsewhere in the United States, particularly in earthquake zones along the West Coast, few light stations combined the material with the Art Deco or Art Moderne styles. The effects of the national depression of the 1930s limited construction of new stations or replacements during the period. Alaska was the exception. This fact makes the series of Alaska light and fog-signal buildings that were raised at this time more outstanding. The fact that the Mary Island tower represents a design idiom developed locally by engineers at the Alaskan Lighthouse District heightens the significance. The balance and proportion achieved with very spare design elements shows the quality of an outstanding work, even if the designer was little known and continued on as a career engineer in the U.S. Coast Guard.

The Mary Island building also reflects a progression in design among the 1930s Alaskan lighthouses. As time wore on in the sequence of construction, the architecture was simplified and streamlined. The first of the series at Cape Hinchinbrook has more of a squat, stepped massing, with more decorative steps and artistic relief to pilasters. By the time of the Mary Island

¹¹ Ketchikan Daily News. Thursday, April 16, 1969. "Mary Island Decommissioned"

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design, the elements had been simplified and abstracted. They still necessarily reflect the verticality characteristic of Art Deco, but the station detail has been pared back to a minimalist elegance that clearly shows influence of the Moderne.

The discussions above dwell mainly on the overarching historical contexts that established the Mary Island Light Station and the chain of lighthouses built between 1903 and 1910 in Alaska. Another facet relates to the people that ran the stations under relatively remote living conditions and their similarities and differences to other semi-“frontier” settlement organizations, whether in Alaska or elsewhere. Anecdotal accounts and limited historical records provide glimpses of conditions faced by keepers in Alaska. The historical archaeological site aspect of the Mary Island Light Station provides an opportunity to address research questions that cannot be exclusively answered through the historical documentation, and consequently qualifies under Criterion D. While no subsurface investigation has occurred, the surface manifestations including foundations, features, and visible turn-of-the-century artifact scatters clearly indicate the potential for significant intact resources. Assemblages in terms of artifacts would be typical of period historical materials: food and beverage containers; construction materials; personal items (male, female, and for children); and the original lighthouse foundation/floor slab, cisterns and associated artifact scatters probably remain protected beneath a concrete deck from 1937.

The remoteness of the island predisposes an assemblage of cultural materials that represent the aggregate occupation of the facility. Although portions of the complex have been disturbed, critical areas such as the domestic dump, the areas around the lighthouse, and the utilitarian areas have not been affected. Consequently, the combination of site features and artifact assemblages capable of illuminating unrecorded activities should have good integrity.

Few, if any, residential light stations have been studied archaeologically. Wide ranges of local, regional, and even national research questions apply to the occupancy of Mary Island. Many should focus on the earlier years of the station, but not exclusively. Opportunity exists for both inter- and intra-site analysis. The station was occupied by keepers and their families, often of varying ethnic background, and supported and directed by a quasi-military organization. If analogies to other similar conditions (like the more modern DEW-Line stations in Alaska) are correct, each station at any point in time would reflect cultural behavior unique to location and time. Archaeological investigation should be able to compare the localized patterns of social structure, adaptation to environmental conditions, and response by diverse “ethnic” populations to other similar remote stations. The standardization of supply (by the Lighthouse Service) and similar activity functions should provide a unique control to better highlight variables of individual preference shown within the archaeological record. In addition, Alaska provides a unique opportunity for comparisons farther a field. The lighthouses were established during a major mining boom that also spawned isolated communities with male-dominated populations in the vicinity of the prospects and mines. These settlement clusters or isolates would provide a counterpoint comparison to activities and cultural patterns at the more traditional domestic lighthouse stations, with variable control provided by the responses to remote setting. An already extant research question relates to differences and similarities in behavior, adaptation, social mix, and population patterns between the more remote mining establishments and their necessary supply points such as Skagway and Fairbanks.

In terms of intra-site conditions, a social hierarchy existed at the local level between keeper, assistant; and their attendant families. Anecdotal stories mention the strains related to this hierarchy, but certainly the distinctions among the various families and workers in terms of relative “wealth” or possibly foodways well could be represented in the archaeological record.

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Status relationship questions could be extended to the regional level if comparison to Ketchikan, the nearest town, becomes available at some time archaeologically. Ketchikan provides opportunity to compare more of a nuclear family condition but with a broader social community and fewer constraining factors than would occur in the isolation of the Mary Island Station.

Finally, Alaska as a whole represents a unique opportunity to observe later stages of commodity-flow patterns as defined by William Adams¹². The research question relates to trade networks and origins of goods associated with diverse locales and communities throughout the United States and across varying time periods. The subject has had initial consideration as part of a mitigation project in Fairbanks, Alaska¹³. The analysis spans a similar period as the lighthouse complex formative years in Southeast Alaska. The archaeological component of the Mary Island Light Station has the potential to add a different perspective on such analysis due to its controlled relationship with and supply from a federal agency rather than the open market selection demonstrated at other Alaskan sites.

¹² Adams, William Hampton, 1976. *Trade Networks and Interaction Spheres: A View from Silcott*. *Historical Archaeology* 10:99-112.

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¹³ Bowers, P.M., B. L. Gannon, Robert M. Weaver, and W.H. Adams. 1998. *Historical Development of the Chena River Waterfront, Fairbanks, Alaska: An Archaeological Perspective*. Alaska Department of Transportation, Fairbanks.

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Geographic Data (cont.)

Verbal Boundary Description:

The boundary is defined as beginning at the point of Mean Low Water (MLW), approximately 511 feet at a direction of South 16° 42' East of the existing light and fog signal building porch; then due west for a distance of 500 feet; then North 10° 57' West for a distance of 800 feet; then North 79° 03' East to the meander line of MLW; and then following the meander south and east to the point of beginning. The Mary Island Light Station lies within the SW corner of Section 13 and the NW corner Section 24, Township 78 S, Range 94 E, Copper River Meridian.

Boundary Justification:

The boundaries have been set for two primary reasons: historical archaeological potential and visual impacts to the property. The boundary of the Mary Island Light Station encompasses the main station compound as well as observed and likely activity and artifact areas associated with the historical occupation of the light station. The latter relates to archaeological materials and features associated with station activities. In addition, designation of the boundary to MLW addresses the visual relationship between the existing lighthouse structure, which sits low to the shore, and the rocky point landscape that visually defines its purpose and setting.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

=====

SUPPLEMENTARY LISTING RECORD

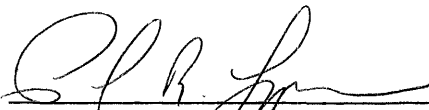
NRIS Reference Number: 05000645

Date Listed: 7/8/2005

<u>Mary Island Light Station</u>	<u>Prince of Wales</u>	
Property Name	-Outer Ketchikan	AK
	County	State

Light Stations of the United States MPS
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

	<u>7/8/05</u>
Signature of the Keeper	Date of Action

=====
Amended Items in Nomination:

Significance:

The nomination is amended to add: *Maritime History* as an areas of significance.
[This is consistent with other light station nominations.]

These clarifications were confirmed with the AK SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

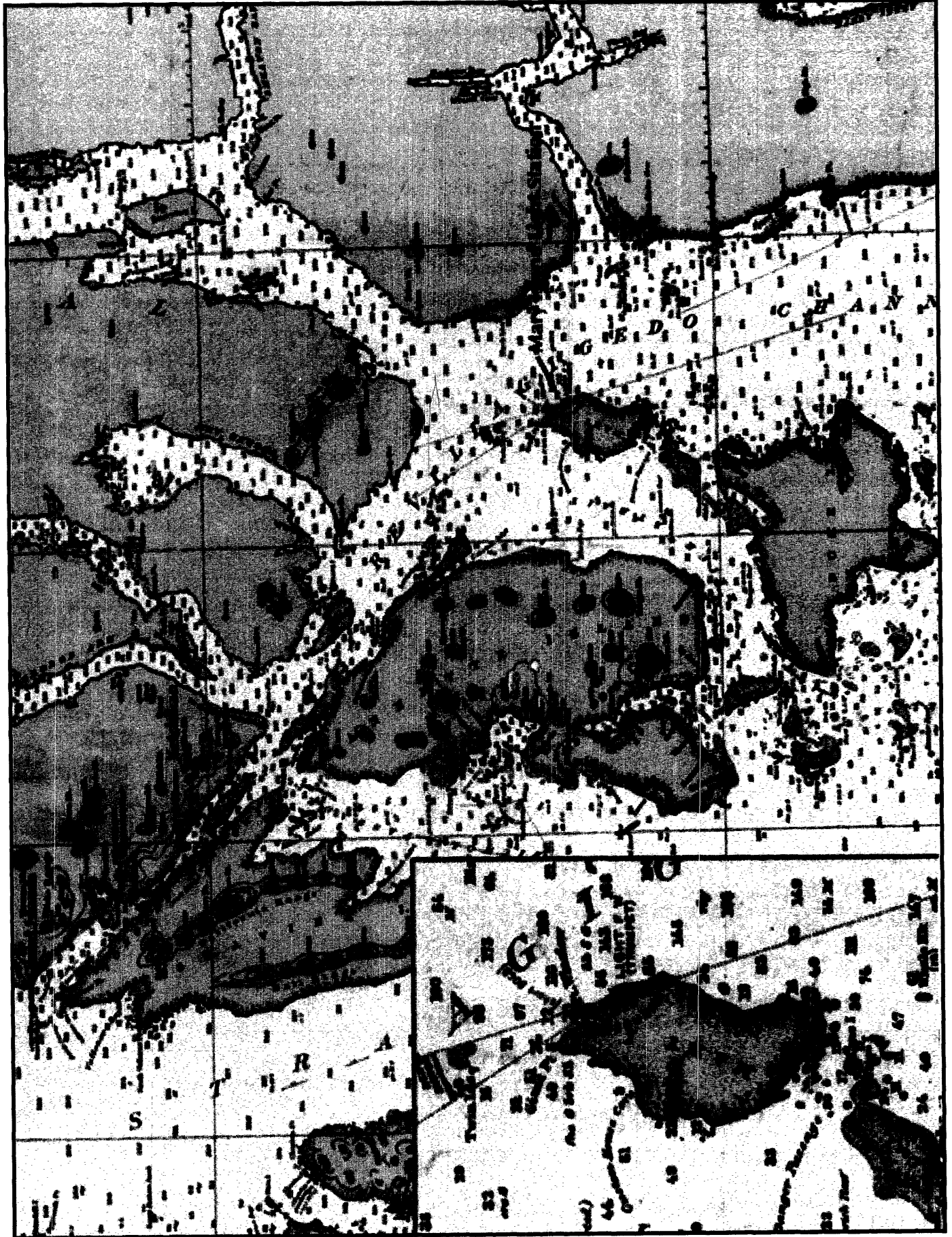
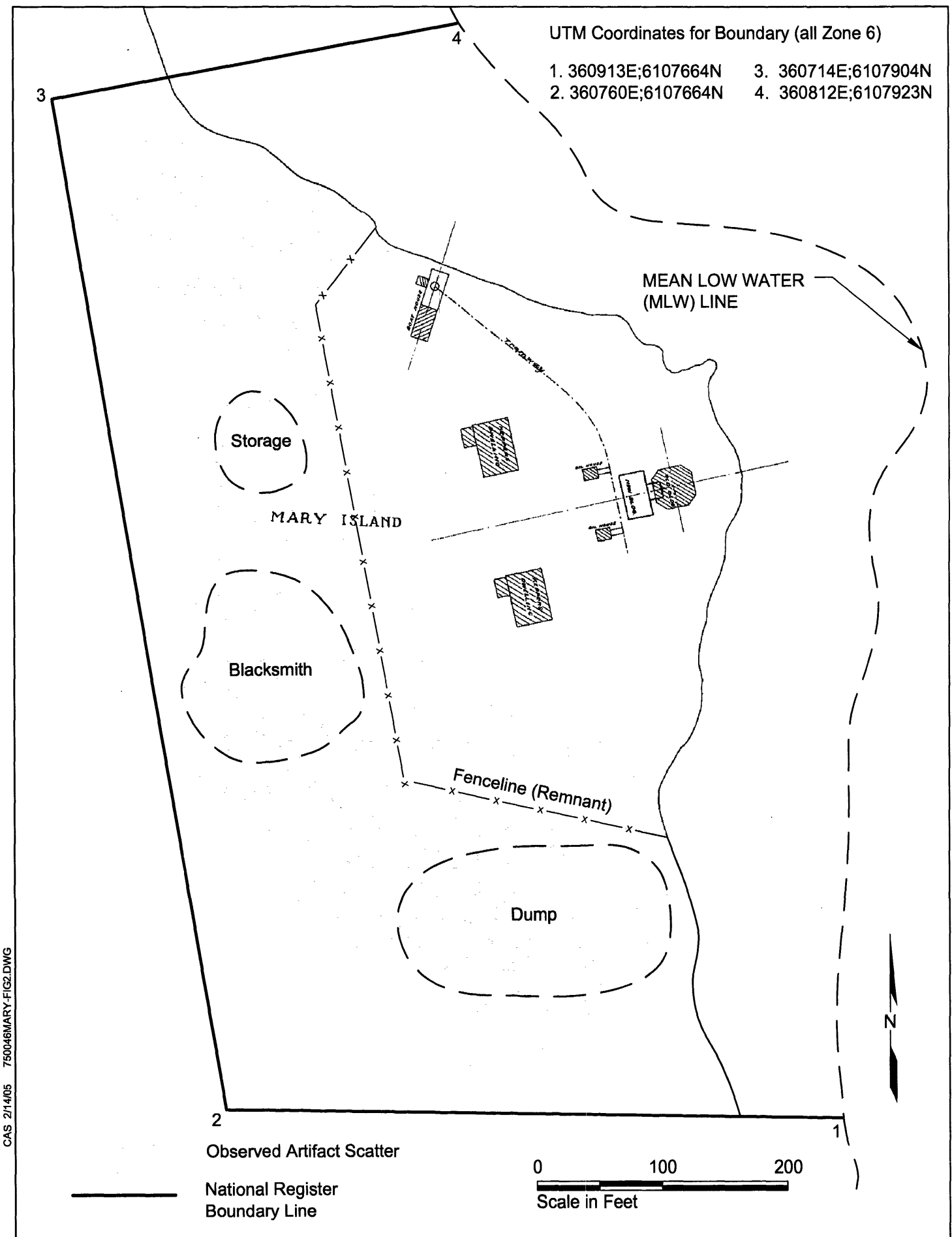


Figure 1 – Mary Island Light Station (Source USC&GS 1917 Chart 8100, Clarence Strait, Revillagigedo Channel & Portland Canal)

UTM Coordinates for Boundary (all Zone 6)

- 1. 360913E;6107664N
- 2. 360760E;6107664N
- 3. 360714E;6107904N
- 4. 360812E;6107923N

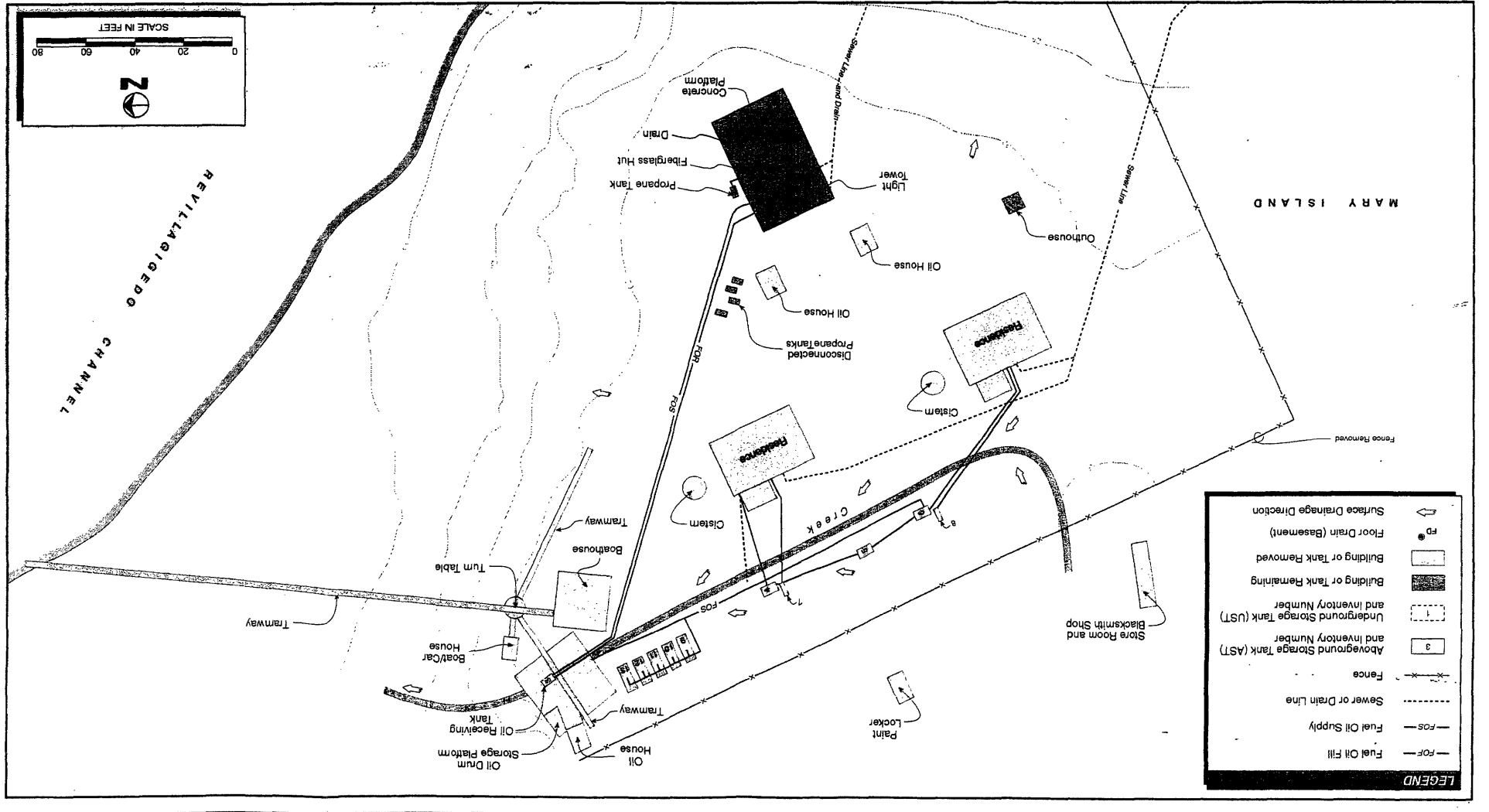


CAS 2/14/05 750046MARY-FIG2.DWG

Figure 2 - Boundary Sketch Map and Location of Archaeological Potentials (Source US Lighthouse Service Dwg. S-0232, June 1935)

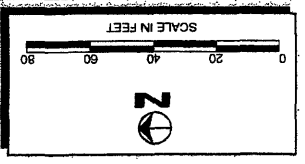
Source: USCG CMT Engineering Unit, Bureau, Drawing No. M-498 (98.4502)
 Note: See Table 6-1 for storage tank inventory

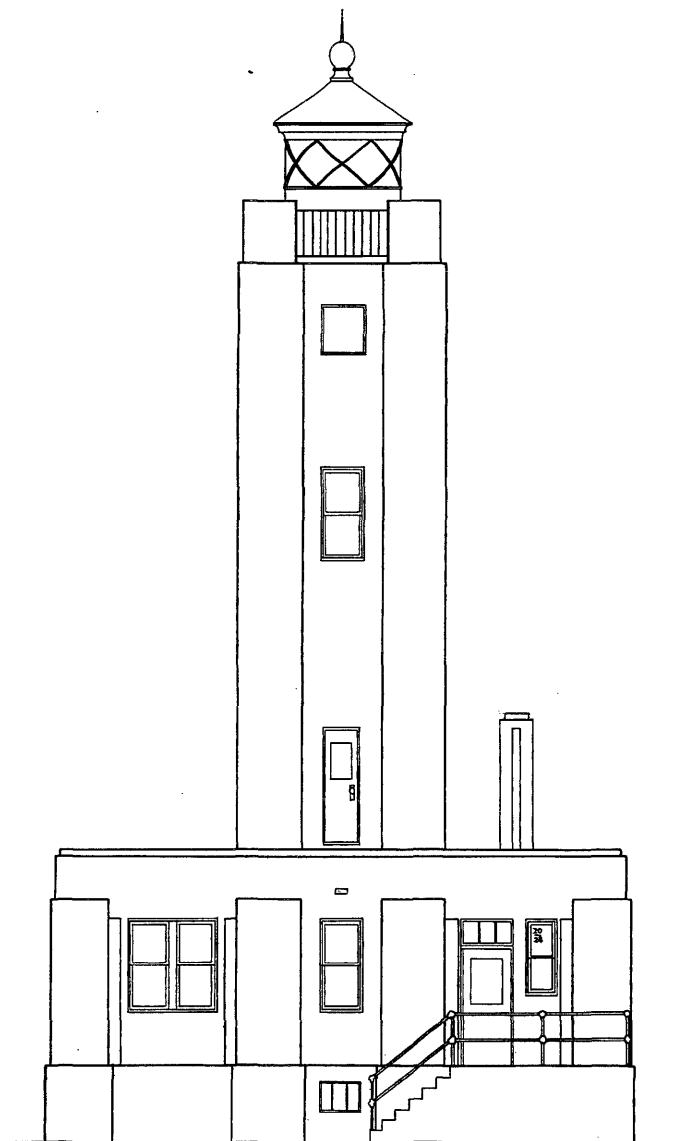
Figure 3-3
Site Plan
 United States Coast Guard
 Mary Island Light Station



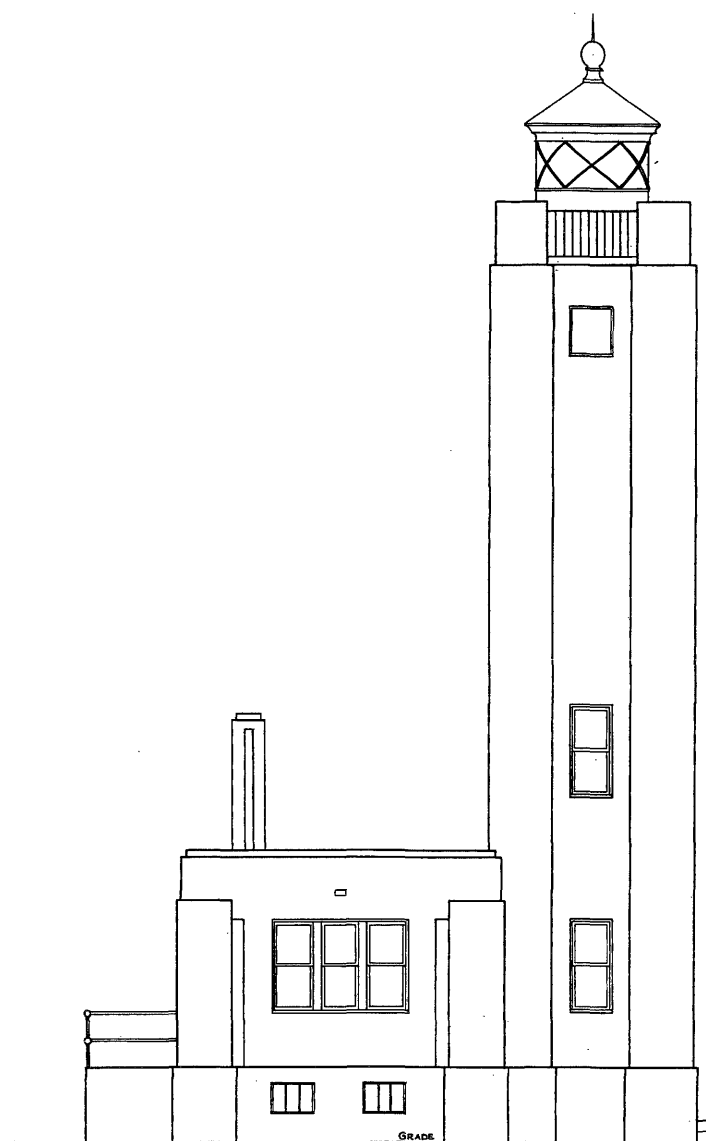
LEGEND

— FOS —	Fuel Oil Supply
— FOF —	Fuel Oil FIII
—	Fence
3	Aboveground Storage Tank (AST) and Inventory Number
1	Underground Storage Tank (UST) and Inventory Number
■	Building or Tank Remaining
□	Building or Tank Removed
FD	Floor Drain (Basement)
↔	Surface Drainage Direction





REAR ELEVATION



SOUTH ELEVATION

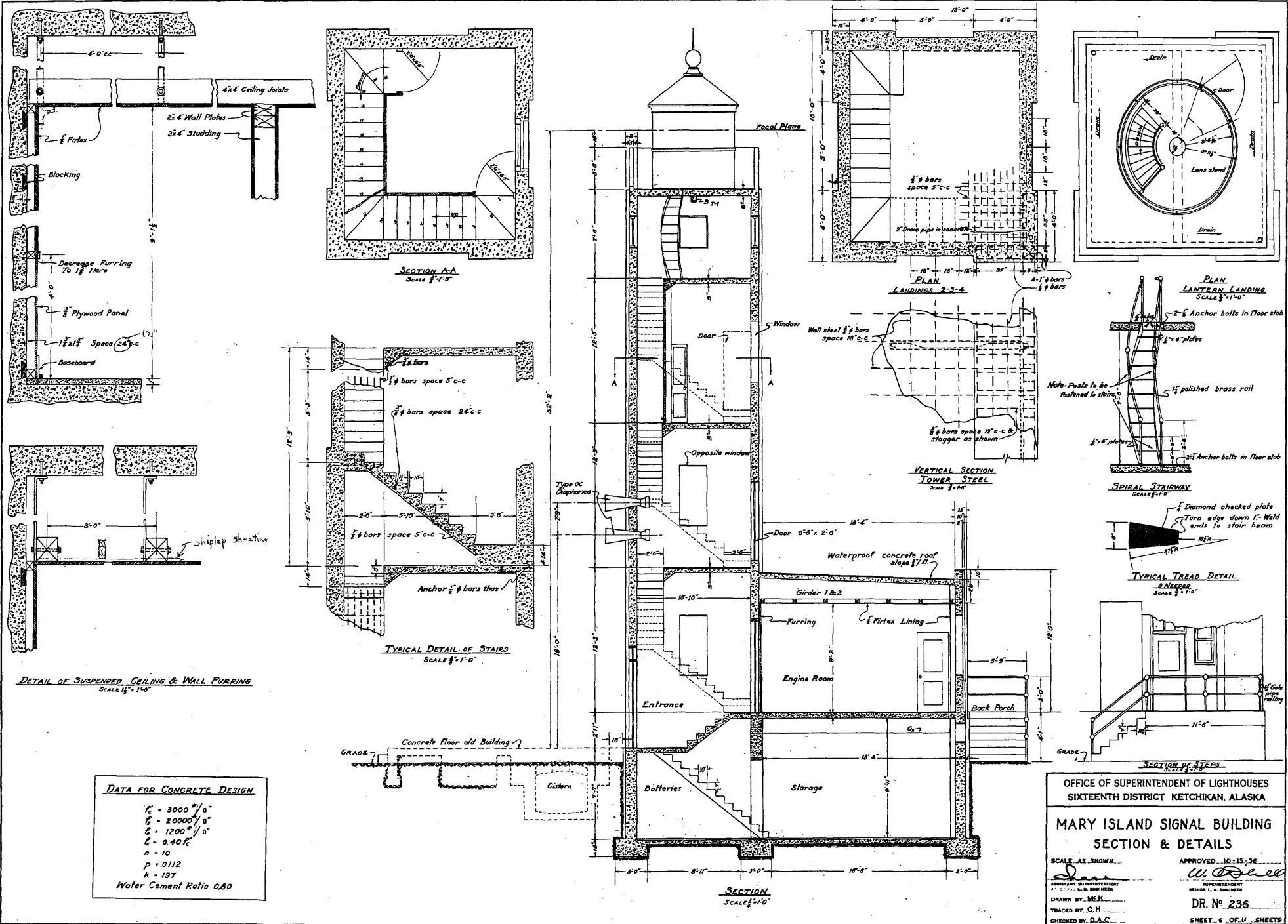
OFFICE OF SUPERINTENDENT OF LIGHTHOUSES
 SIXTEENTH DISTRICT KETCHIKAN, ALASKA

MARY ISLAND SIGNAL BUILDING
 ~ ELEVATIONS ~

SCALE: 1/4" = 1'-0" APPROVED: 10-15-36
 W. C. Dyer
 ASSISTANT SUPERINTENDENT SUPERINTENDENT
 EDWIN L. H. ENGINEER EDWIN L. H. ENGINEER

DRAWN BY: D.A.C. DR. No 236
 TRACED BY: E.W.L.
 CHECKED BY: D.A.C. SHEET 3 OF 11 SHEETS

~~38-3607~~



DATA FOR CONCRETE DESIGN

$f'_c = 3000 \text{ psi}$
$f'_t = 20000 \text{ psi}$
$E = 1200 \text{ in}^2/\text{psi}$
$\rho = 0.40 \%$
$n = 10$
$p = 0.112$
$k = 197$
Water Cement Ratio 0.80

OFFICE OF SUPERINTENDENT OF LIGHTHOUSES
 SIXTEENTH DISTRICT KETCHIKAN, ALASKA

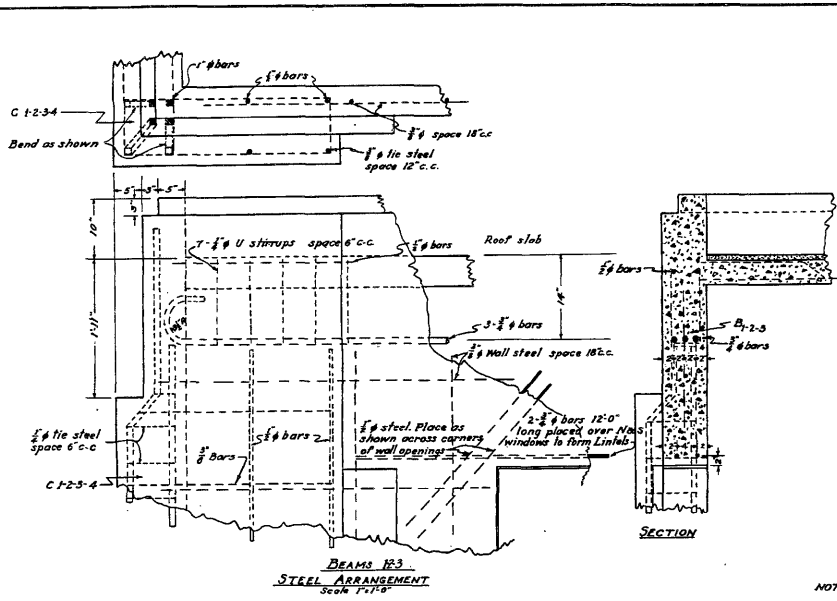
MARY ISLAND SIGNAL BUILDING
SECTION & DETAILS

SCALE AS SHOWN APPROVED 10-15-36
W. Deuel
 ASSISTANT SUPERINTENDENT
 U.S. COAST & GEOD. SURVEY
 SUPERVISOR
 REGION L. B. ENGINEER

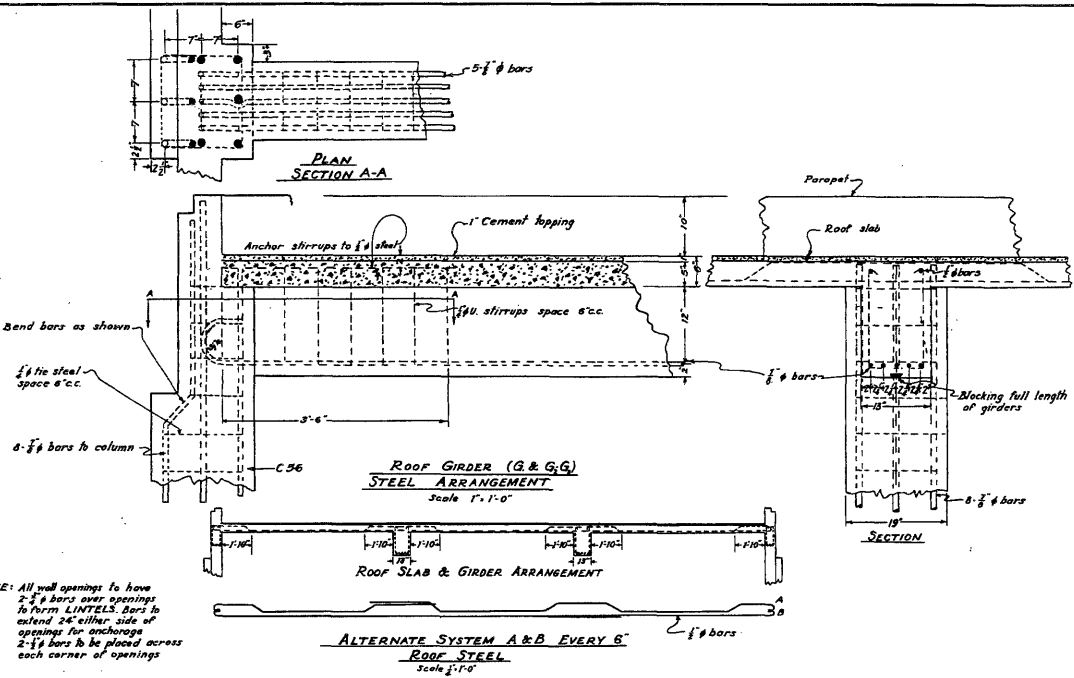
DRAWN BY: M.E.K.
 TRACED BY: C.H.
 CHECKED BY: D.A.C.

DR. No. 236
 SHEET 6 OF 11 SHEETS

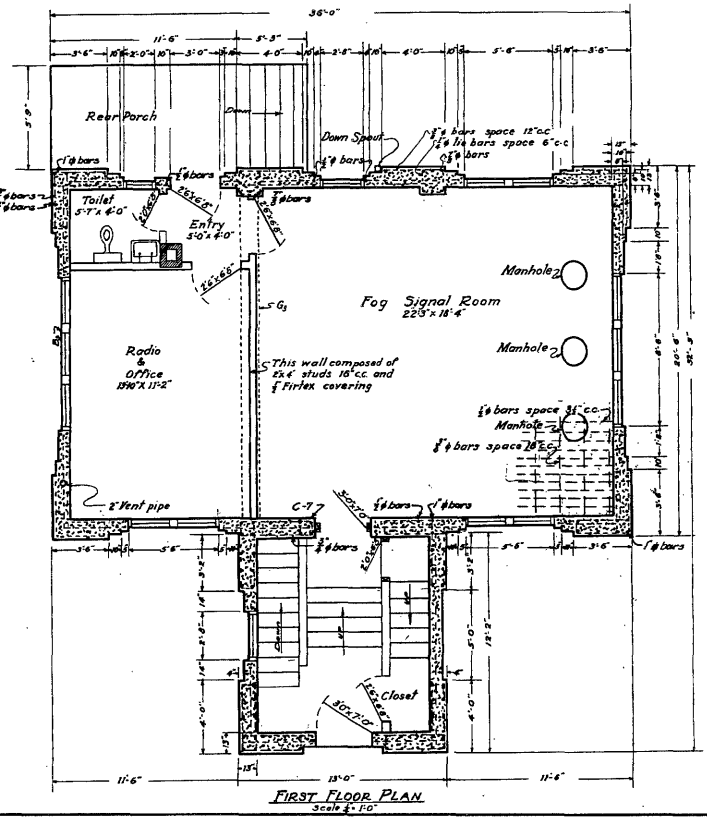
38.3605



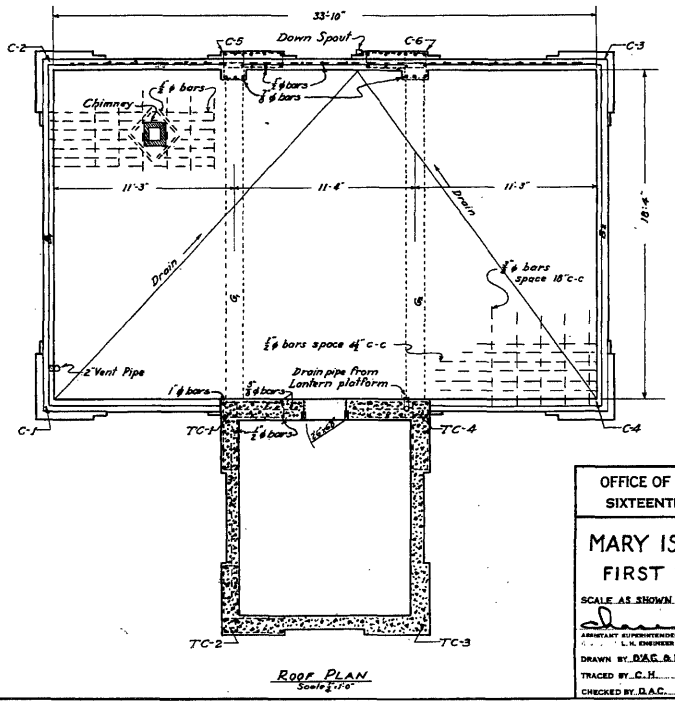
BEAMS 123
STEEL ARRANGEMENT
Scale 1"=1'-0"



NOTE: All wall openings to have 2# #8 bars over openings to form LINTELS. Bars to extend 24" either side of openings for anchorage. 2# #8 bars to be placed across each corner of openings.



FIRST FLOOR PLAN
Scale 1/4"=1'-0"



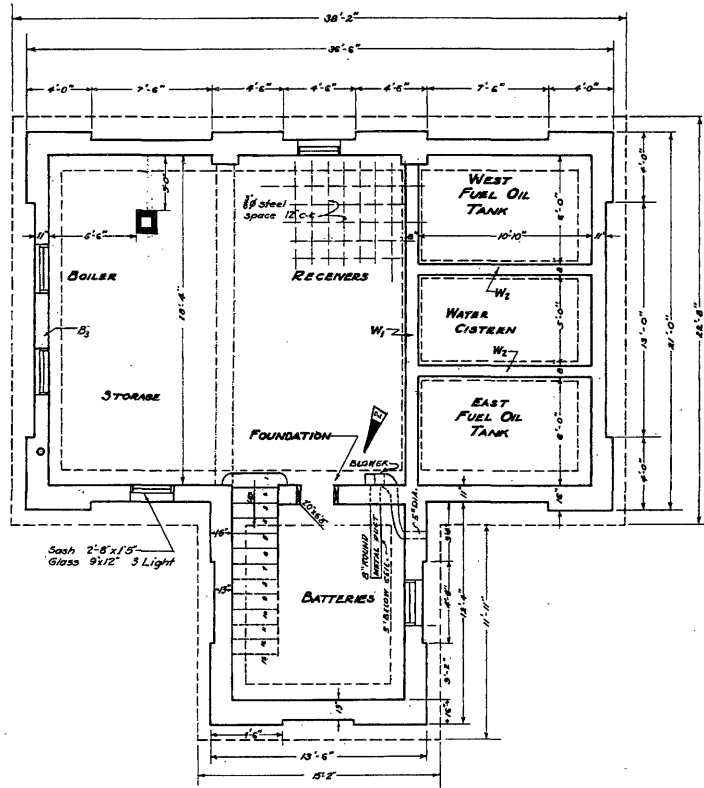
ROOF PLAN
Scale 1/4"=1'-0"

OFFICE OF SUPERINTENDENT OF LIGHTHOUSES
SIXTEENTH DISTRICT KETCHIKAN, ALASKA

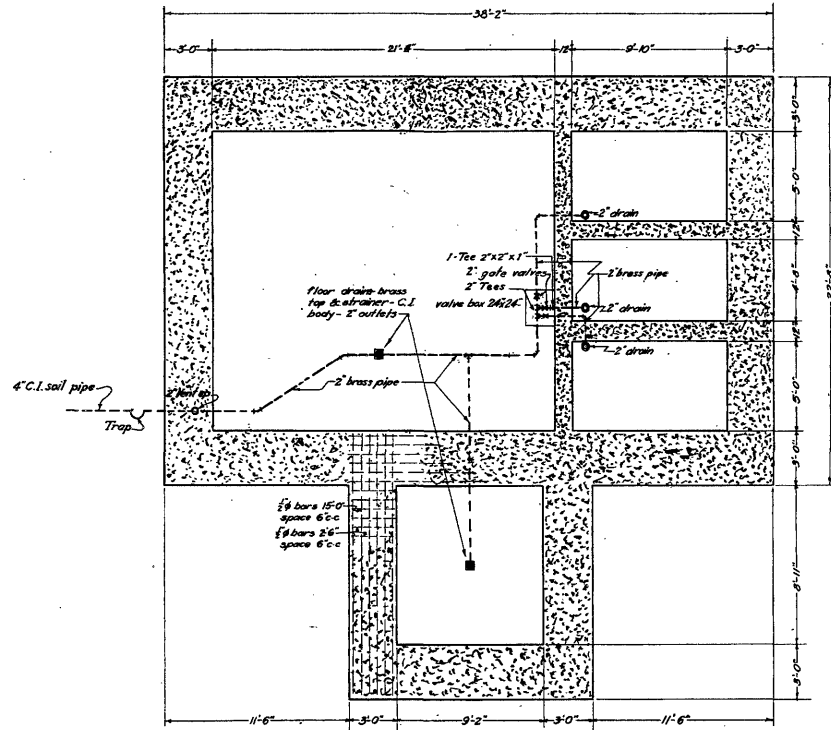
MARY ISLAND SIGNAL BUILDING
FIRST FLOOR & ROOF PLANS

SCALE AS SHOWN... APPROVED 10-15-36
W. C. Daell
 ASSISTANT SUPERINTENDENT SUPERINTENDENT
 L. N. ENGINEER SENIOR L. N. ENGINEER
 DRAWN BY D.A.C. & M.E.K. DR. NO 236
 TRACED BY C.H. CHECKED BY D.A.C. SHEET 5 OF 11 SHEETS

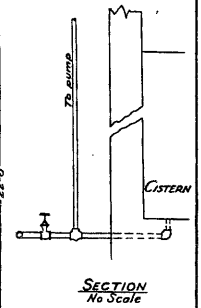
38.3604



BASEMENT

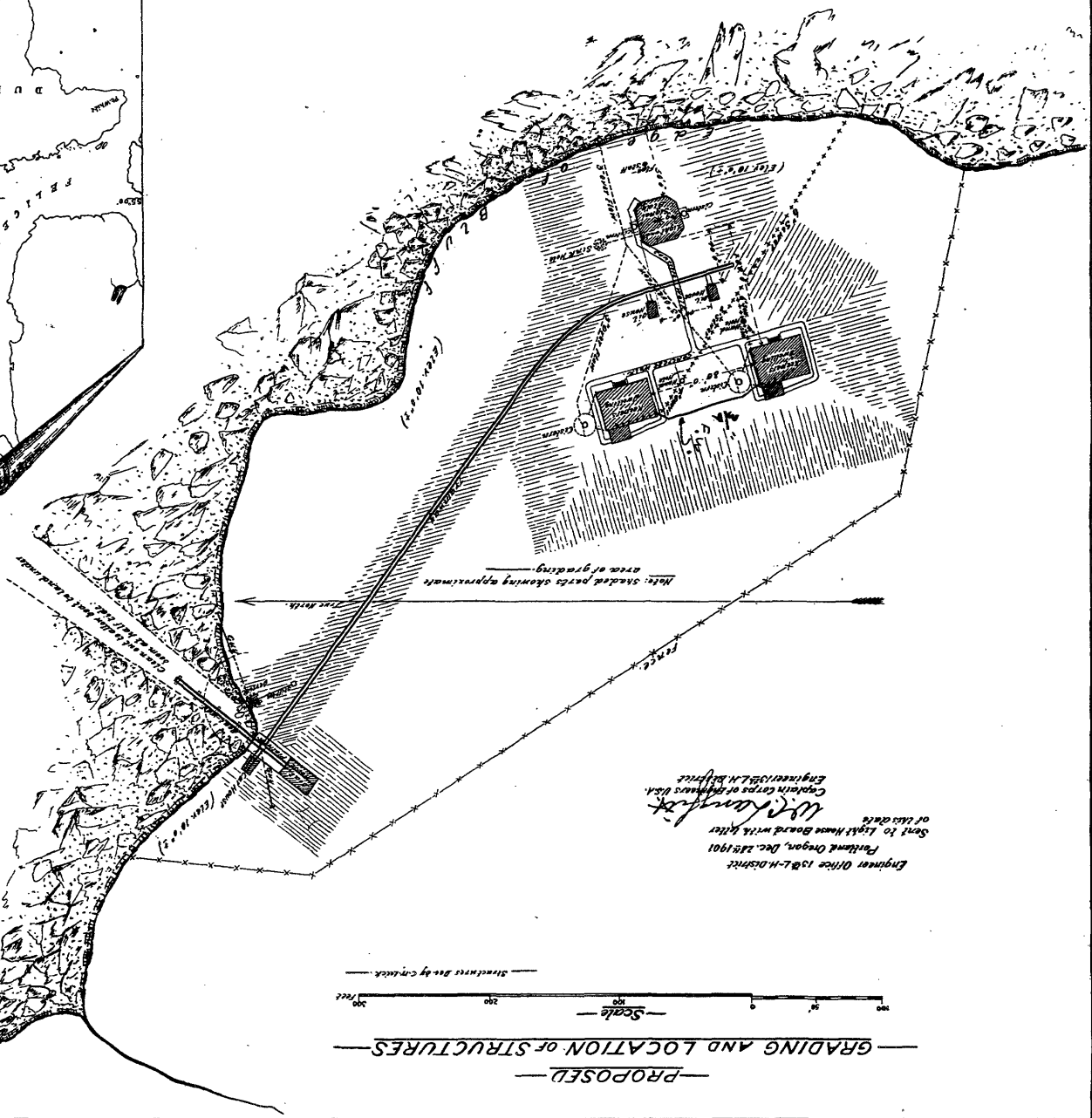
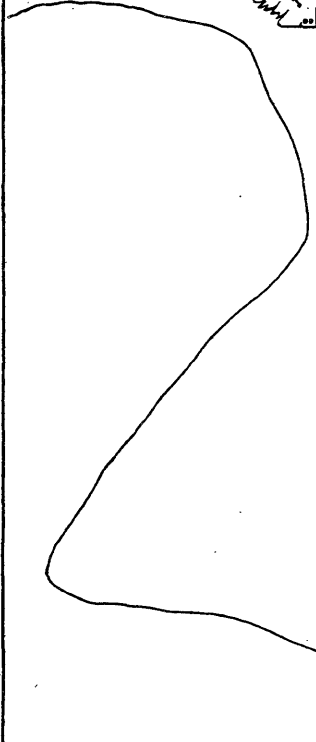
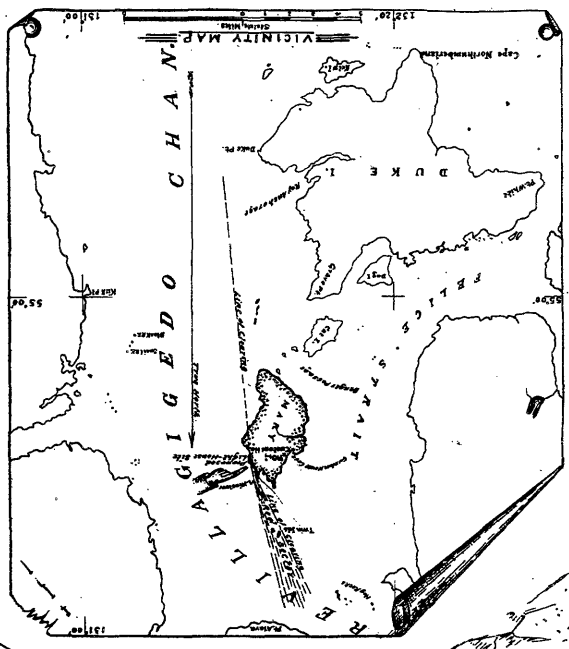


FOUNDATION



2	FEB. 28	30	RELOCATED BATTERY ROOM BLOWER
ADDED: JAWC BLOWER IN BATTERY RM. OCT. 21, 1946 K.R.			30
OFFICE OF SUPERINTENDENT OF LIGHTHOUSES SIXTEENTH DISTRICT KETCHIKAN, ALASKA			
MARY ISLAND SIGNAL BUILDING PLANS			
SCALE 1" = 1'-0"		APPROVED 10-15-36 <i>W. C. DeWitt</i> ARMY & NAVAL SUPERINTENDENT U. S. ENGINEER	
DRAWN BY D.A.C.		SUPERINTENDENT DR. No 236	
TRACED BY C.H.-TAM.		CHECKED BY D.A.C.	
SHEET 4 OF 11 SHEETS			

38-3603



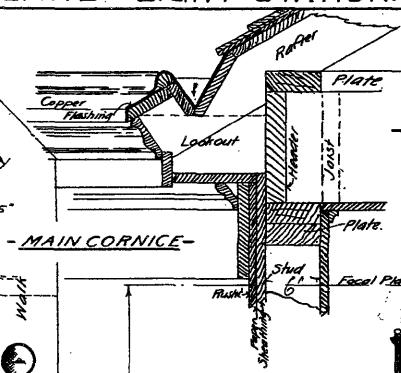
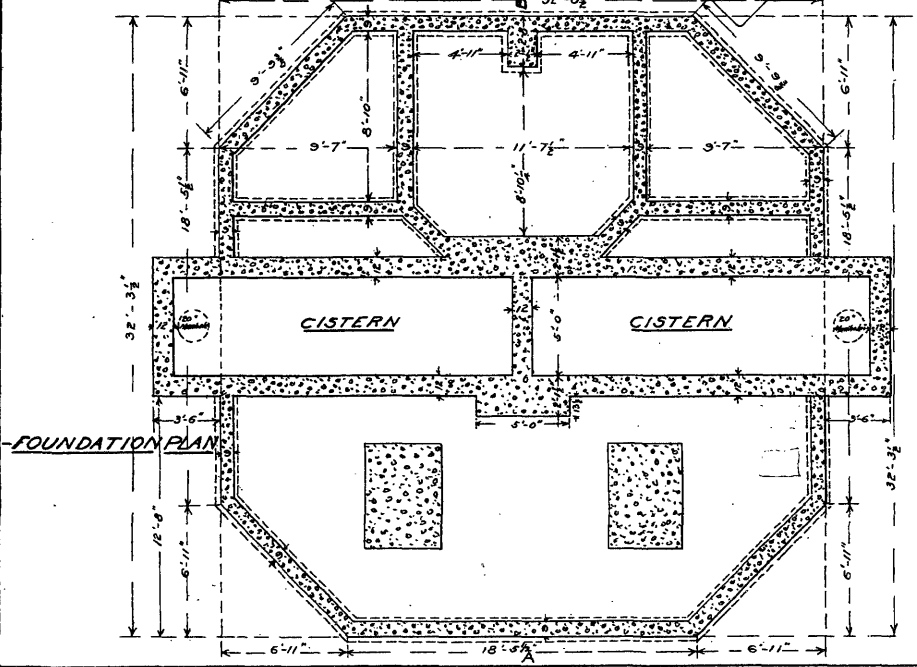
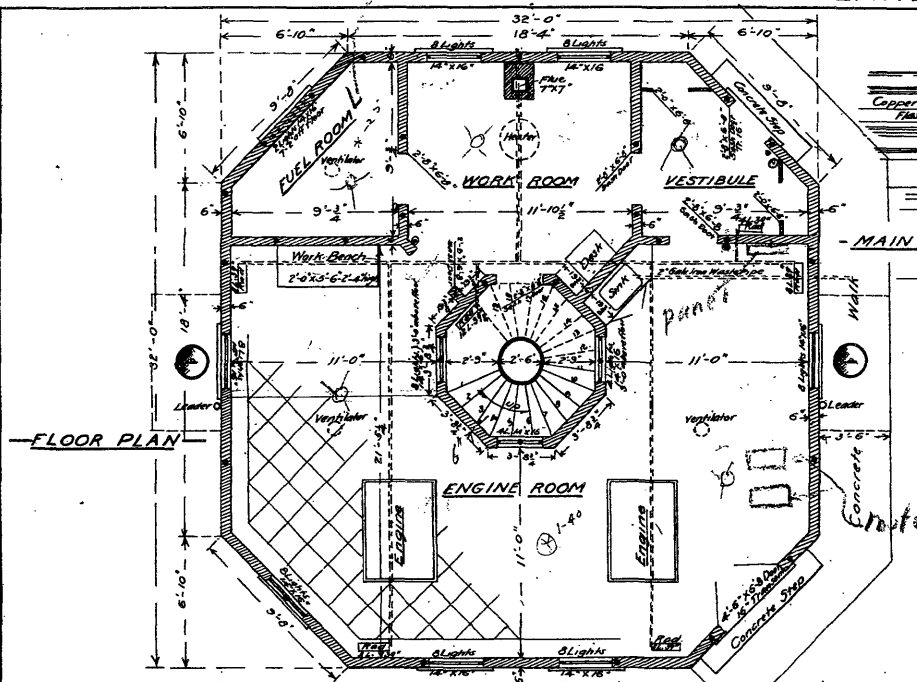
Engineer Office 138-L-M District
 Portland Oregon, Dec. 28, 1901
 Sent to Light House Board with letter
 of this date
W. S. Kimball
 Captain Corps of Engineers U.S.A.
 Engineer 138-L-M District

==== MARY ISLAND LIGHT STATION. ====
 >> ALASKA <<

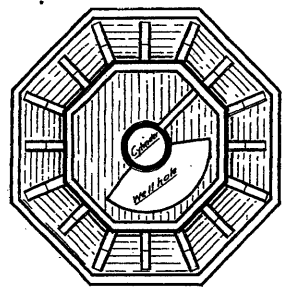
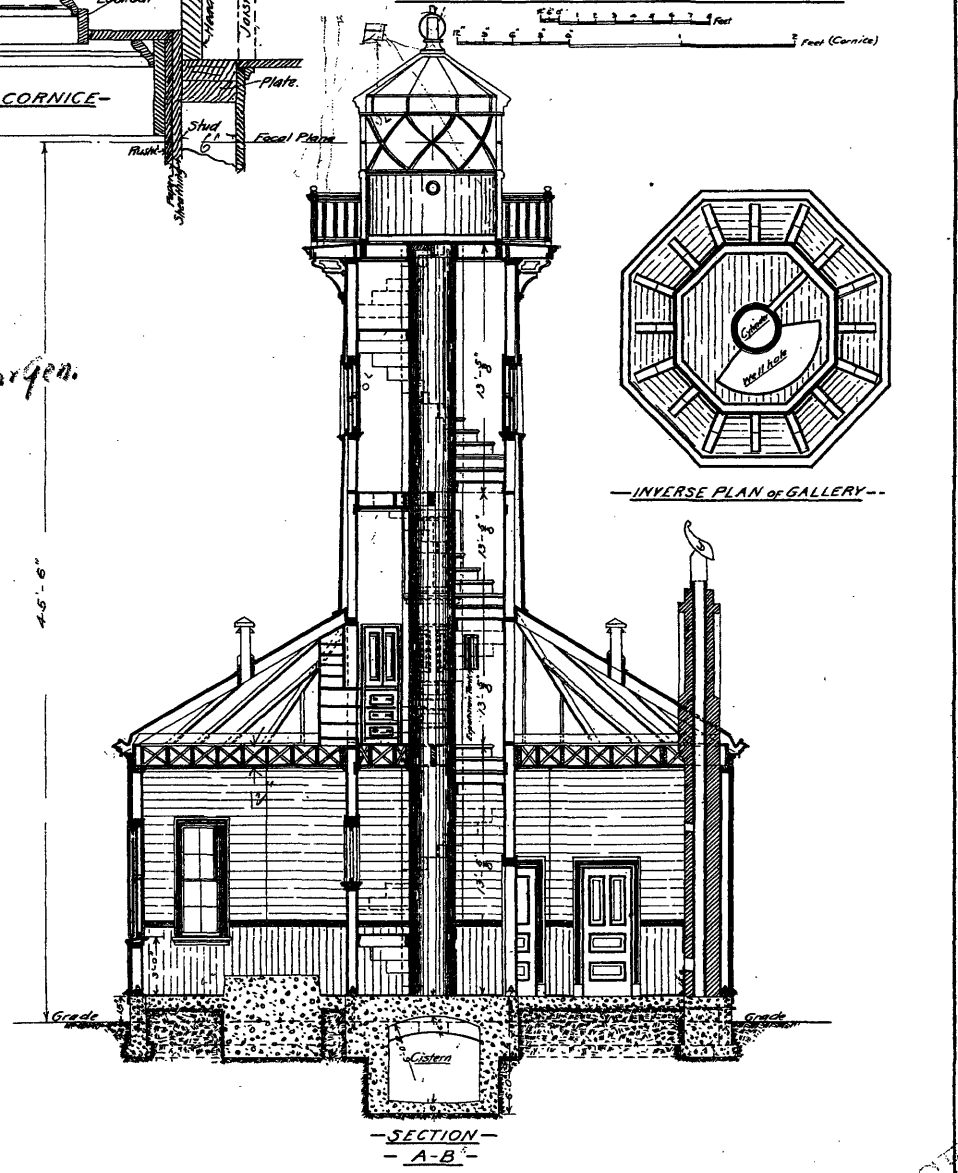
ALASKA

MARY ISLAND LIGHT STATION.

Battery Room



LIGHT & FOG SIGNAL BUILDING

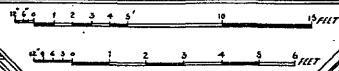


CLIXON

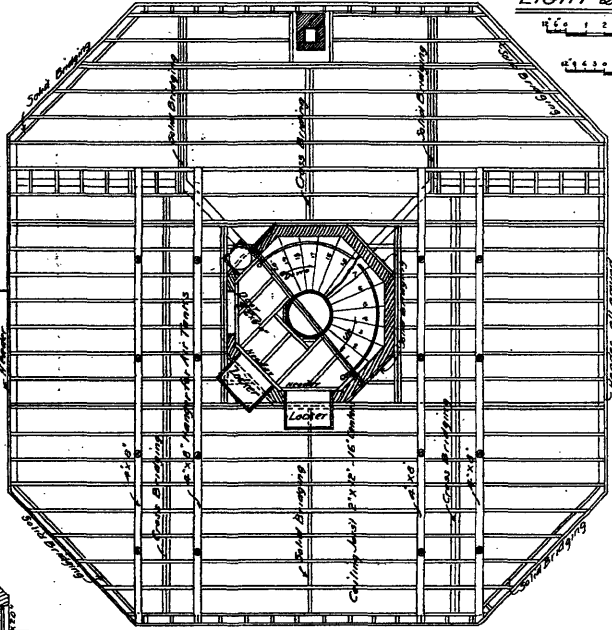
ALASKA

MARY ISLAND LIGHT STATION.

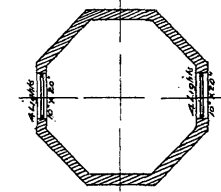
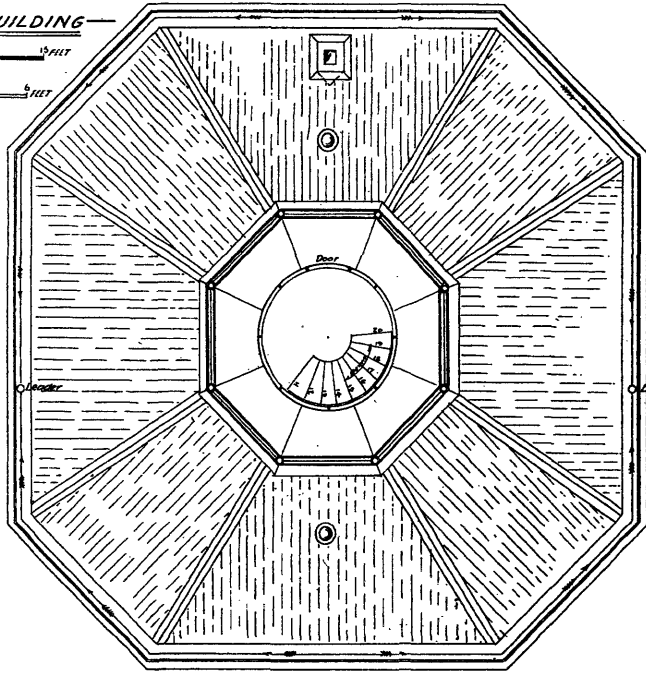
LIGHT & FOG SIGNAL BUILDING



WORK ROOM & CEILING FRAMING PLAN

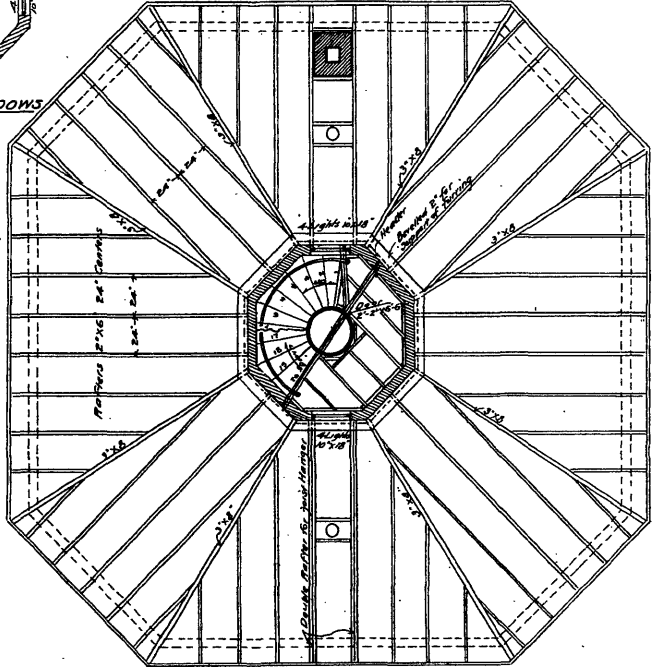


LANTERN FLOOR & ROOF PLAN

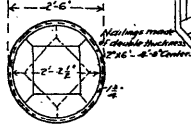


WORK ROOM WINDOWS

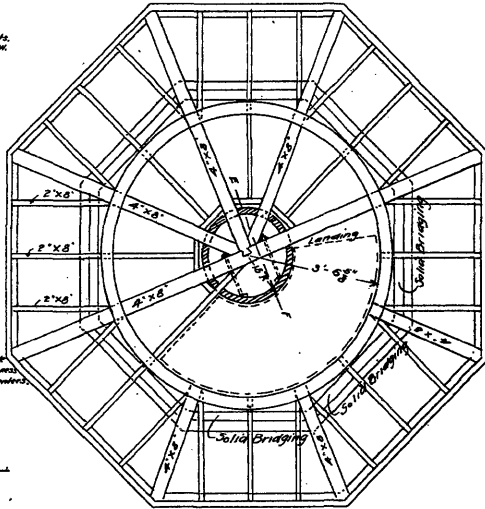
WATCH ROOM & ROOF FRAMING PLAN



SECTION E-F



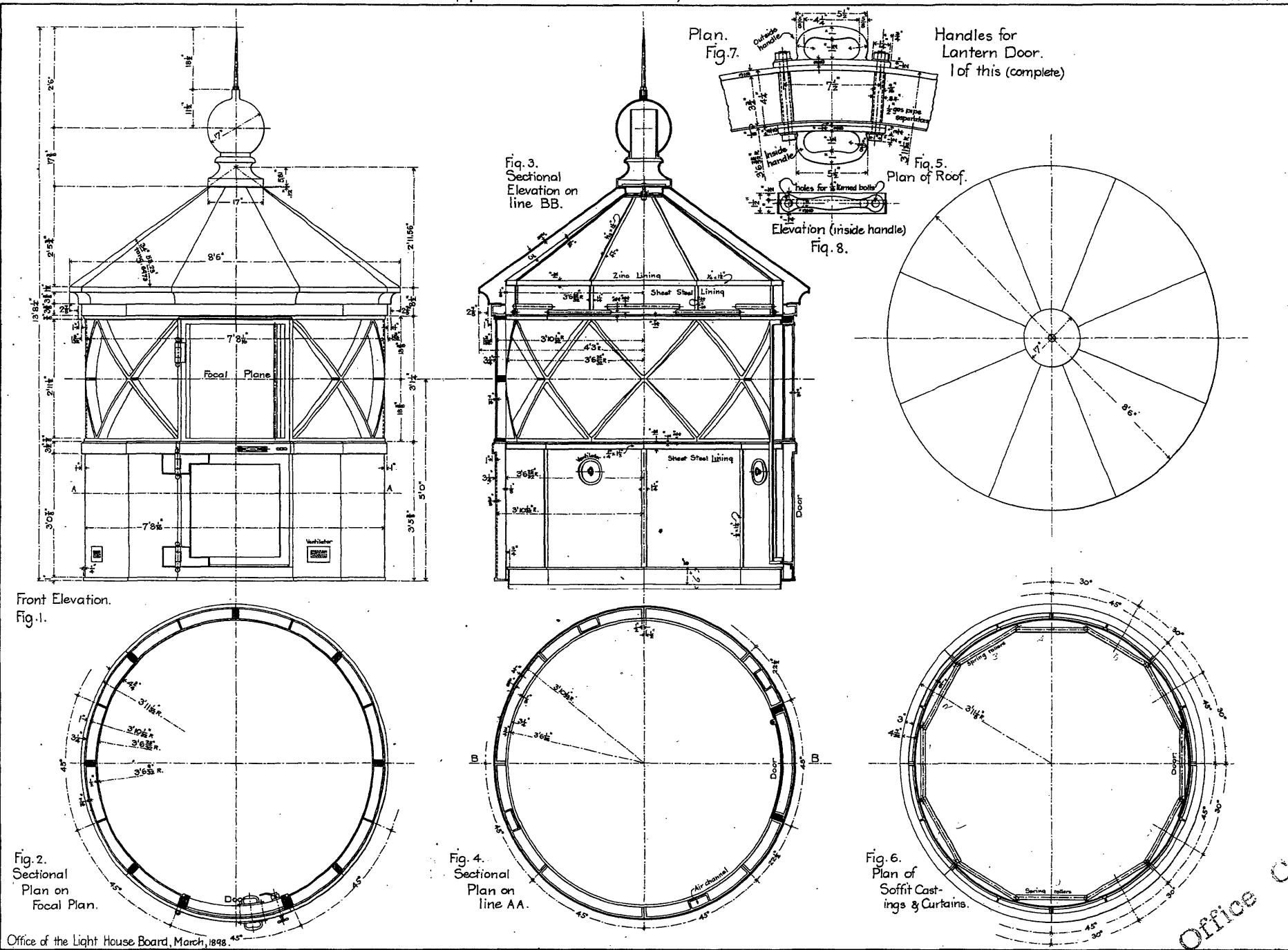
PLAN of CYLINDER



GALLERY FLOOR FRAMING PLAN

OPTION C

Lantern for Apparatus of the 4th, 5th and 6th Orders.



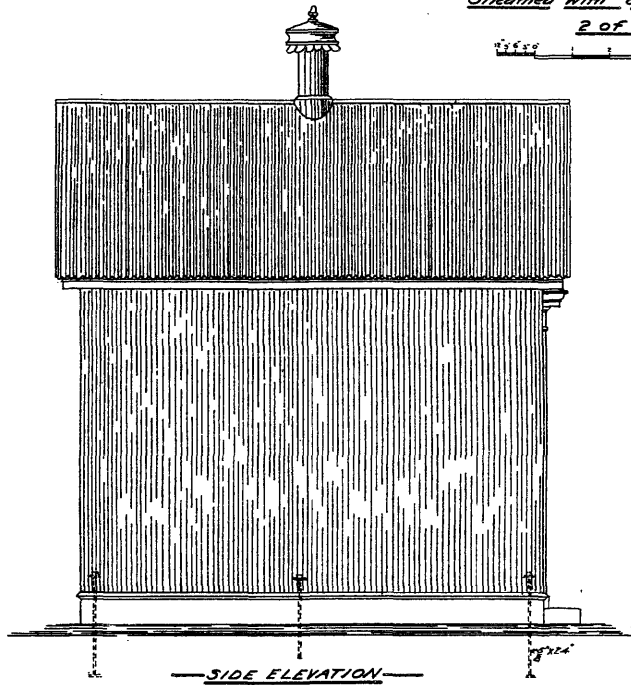
Office Copy

ALASKA

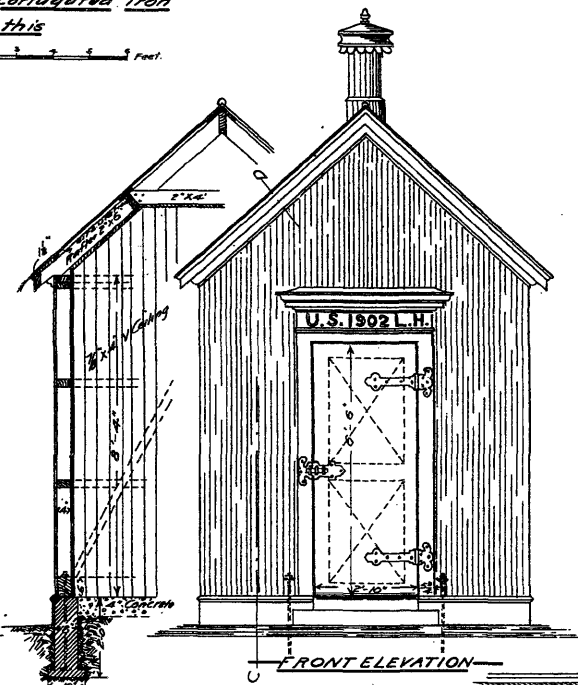
MARY ISLAND LIGHT STATION.

OIL HOUSE
Sheathed with corrugated iron
2 of this

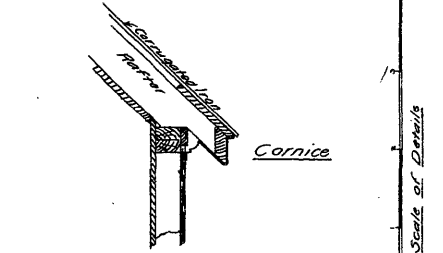
Scale of Details



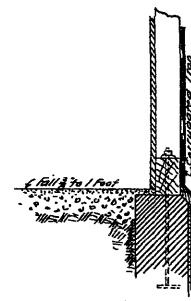
SIDE ELEVATION



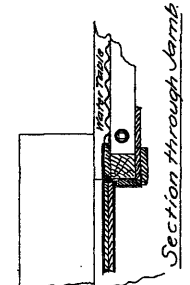
FRONT ELEVATION



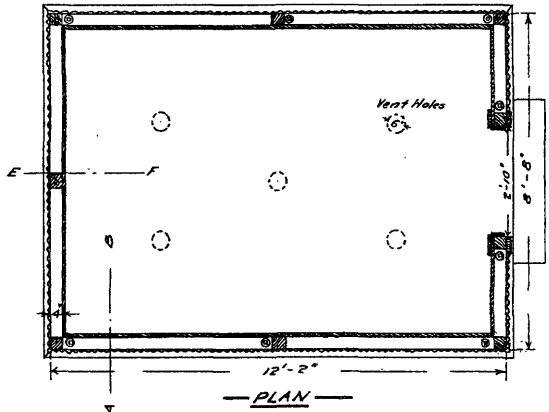
Cornice



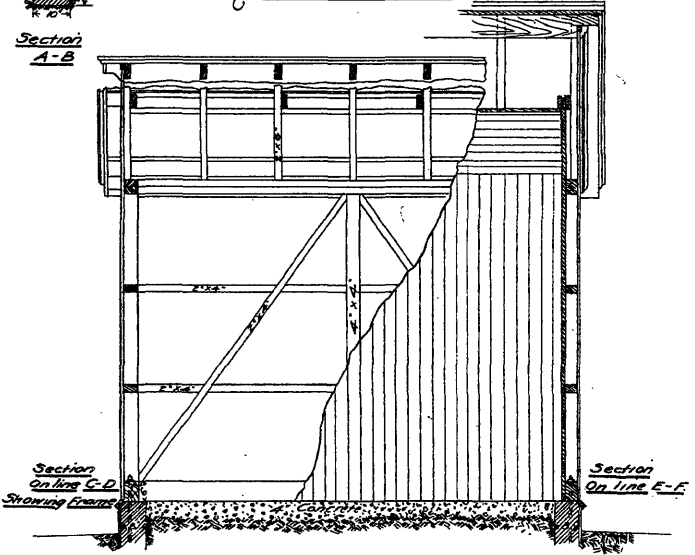
Water Table



Section through Window



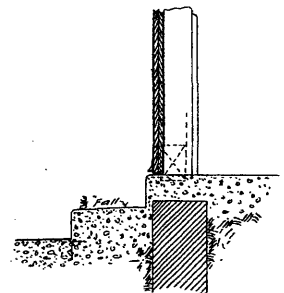
PLAN



Section A-B

Section on line C-D showing frame

Section on line E-E



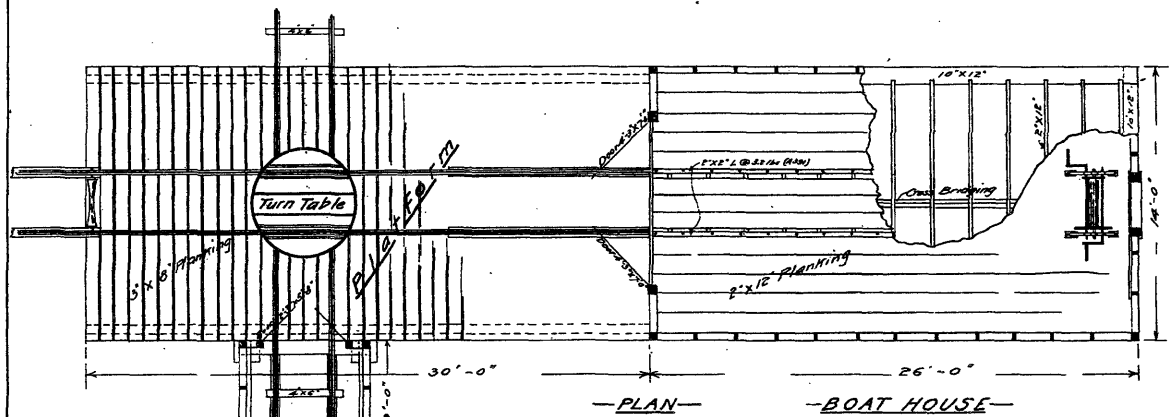
Section through Door

Engineer Office 13th L.H. District
Portland Oregon, Dec 12, 1901
Sent to Light House Board with letter of
this date.
W. Langford
Captain Corps of Engineers, USA
Engineer 13th L.H. District

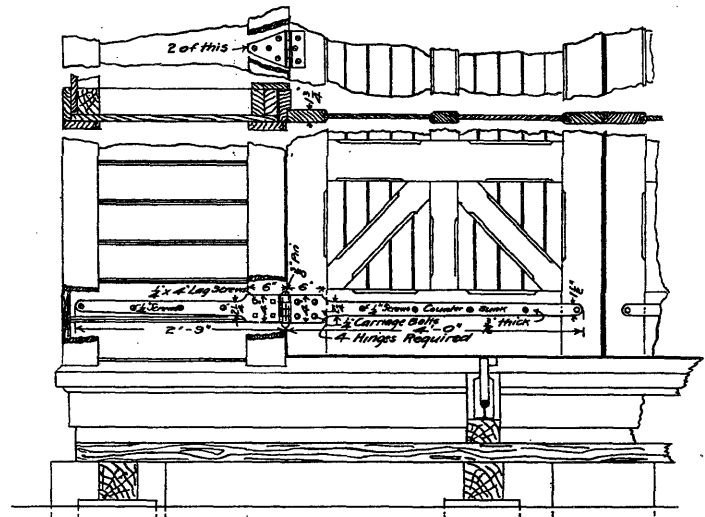
STAMP

-BOAT & CAR HOUSES-

Scale for Details 1/8" = 1' feet

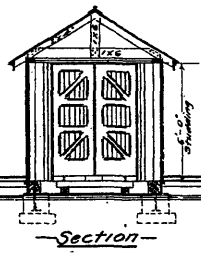


-PLAN- BOAT HOUSE

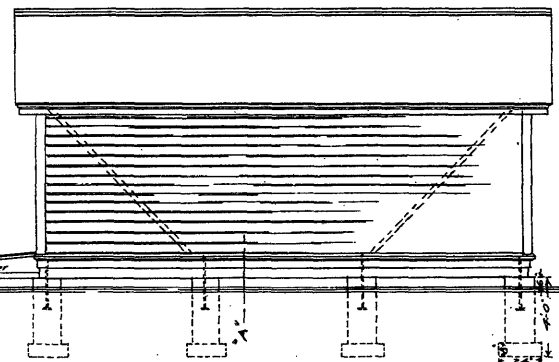


-Detail of Door and Hinge-

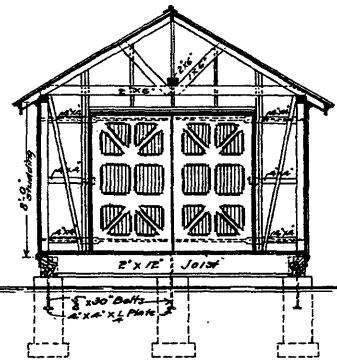
-CAR HOUSE-



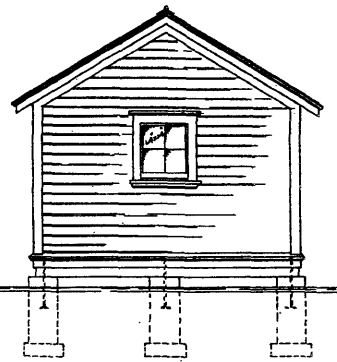
-Section-



-SIDE ELEVATION-

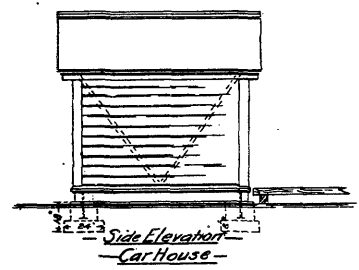


-SECTION A-

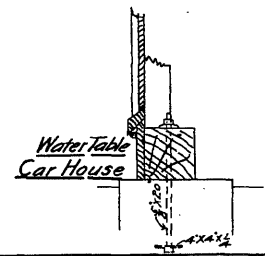


-END ELEVATION-

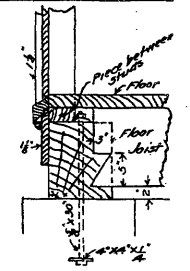
-BOAT HOUSE-



-Side Elevation Car House-



Water Table Car House



-Detail of Framing and Water Table-

OFFICE

ALASKA

MARY ISLAND LIGHT STATION.

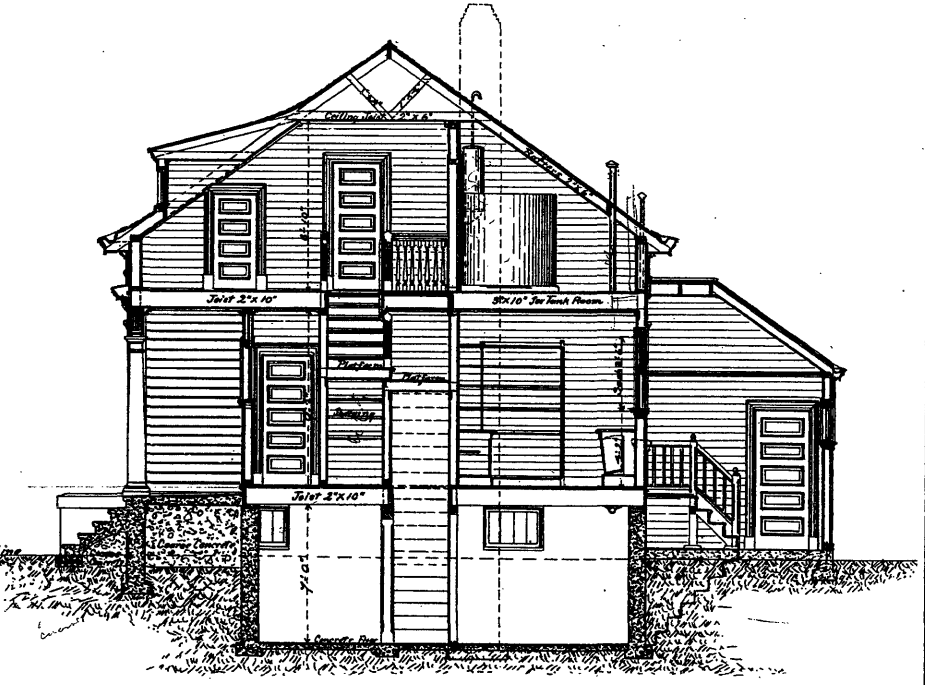
KEEPERS DWELLINGS

Scale of Feet.

A A



FRONT ELEVATION



TRANSVERSE SECTION-A-B

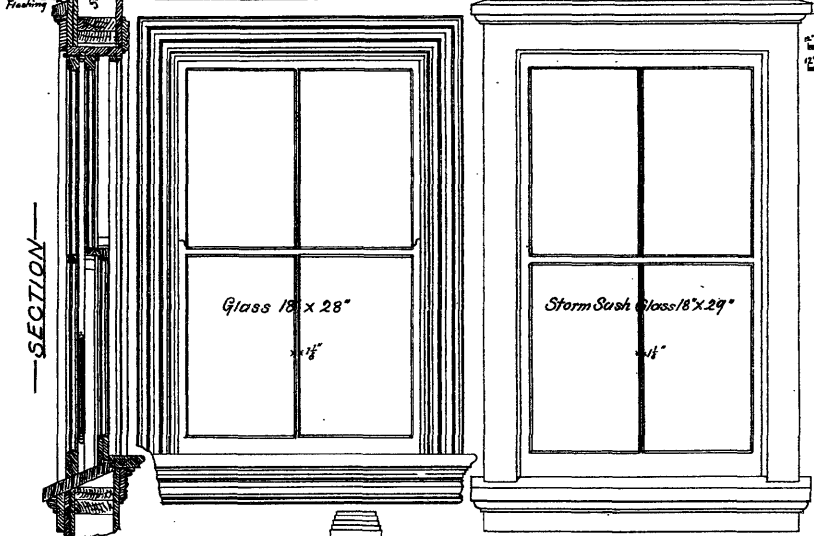
OFFICE C
S.W. Leitch
Architect

ALASKA

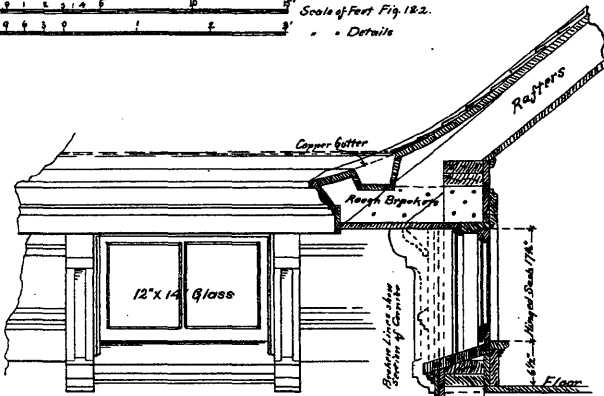
MARY ISLAND LIGHT STATION.

WINDOWS
—INSIDE VIEW—

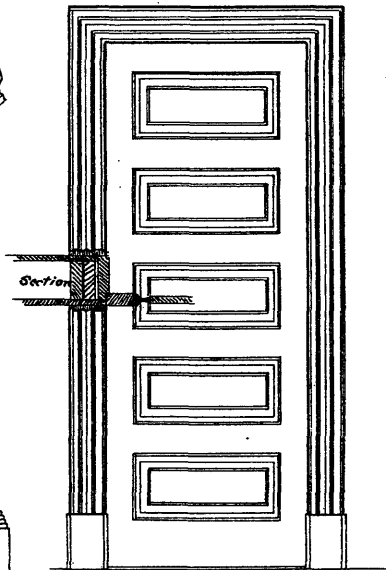
KEEPERS DWELLINGS
—OUTSIDE VIEW—



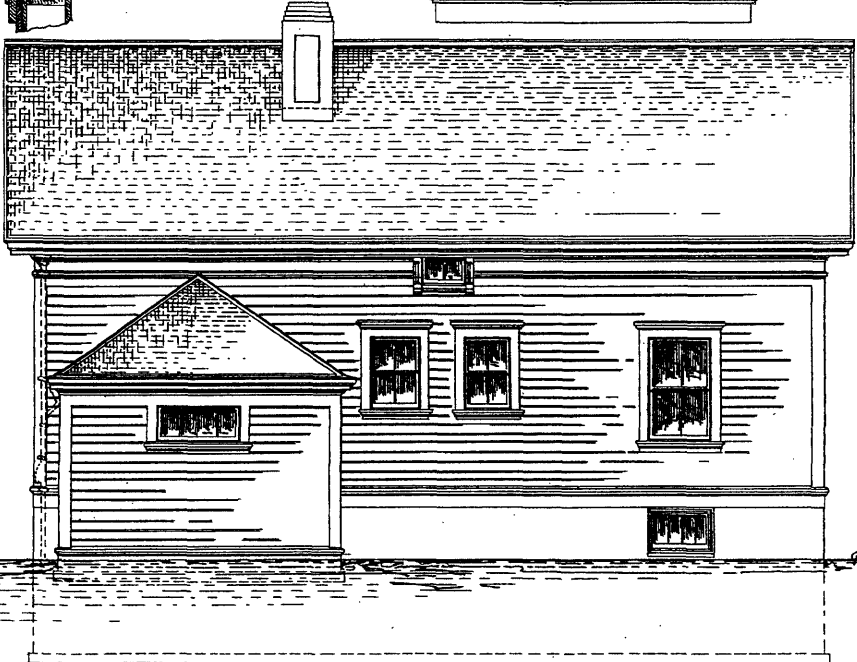
Scale of Feet Fig. 182.
Details



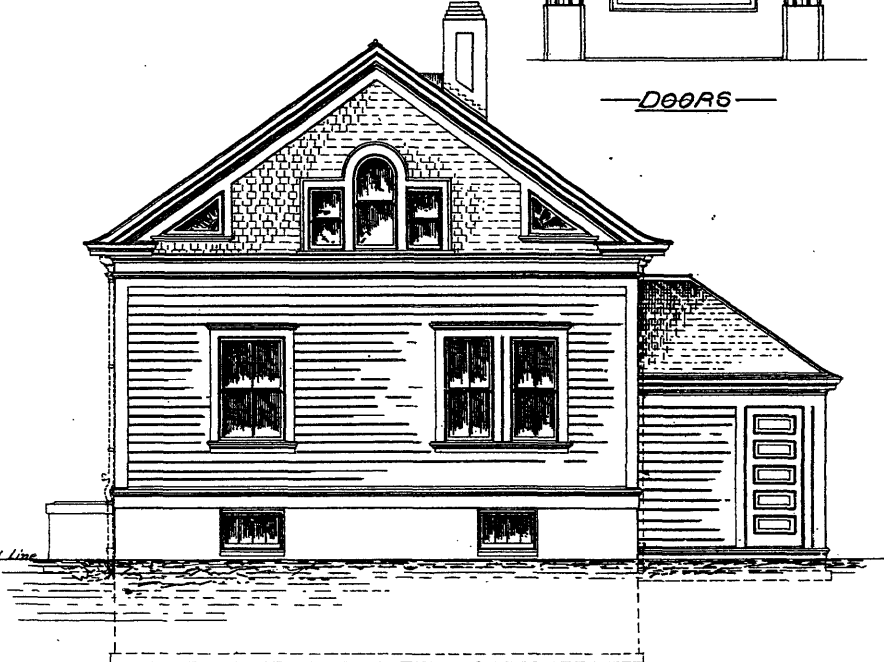
ELEVATION
SECTION
TANKROOM WINDOWS



DOORS



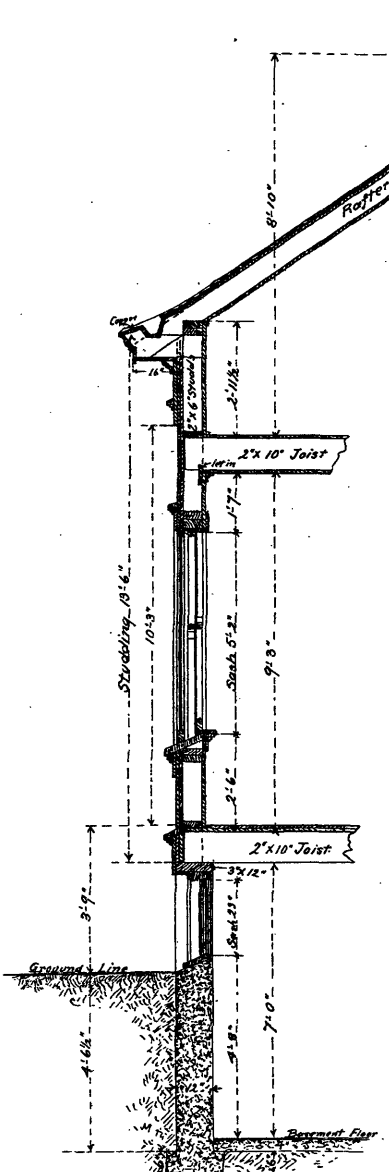
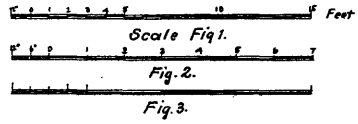
REAR ELEVATION — Fig. 1 —



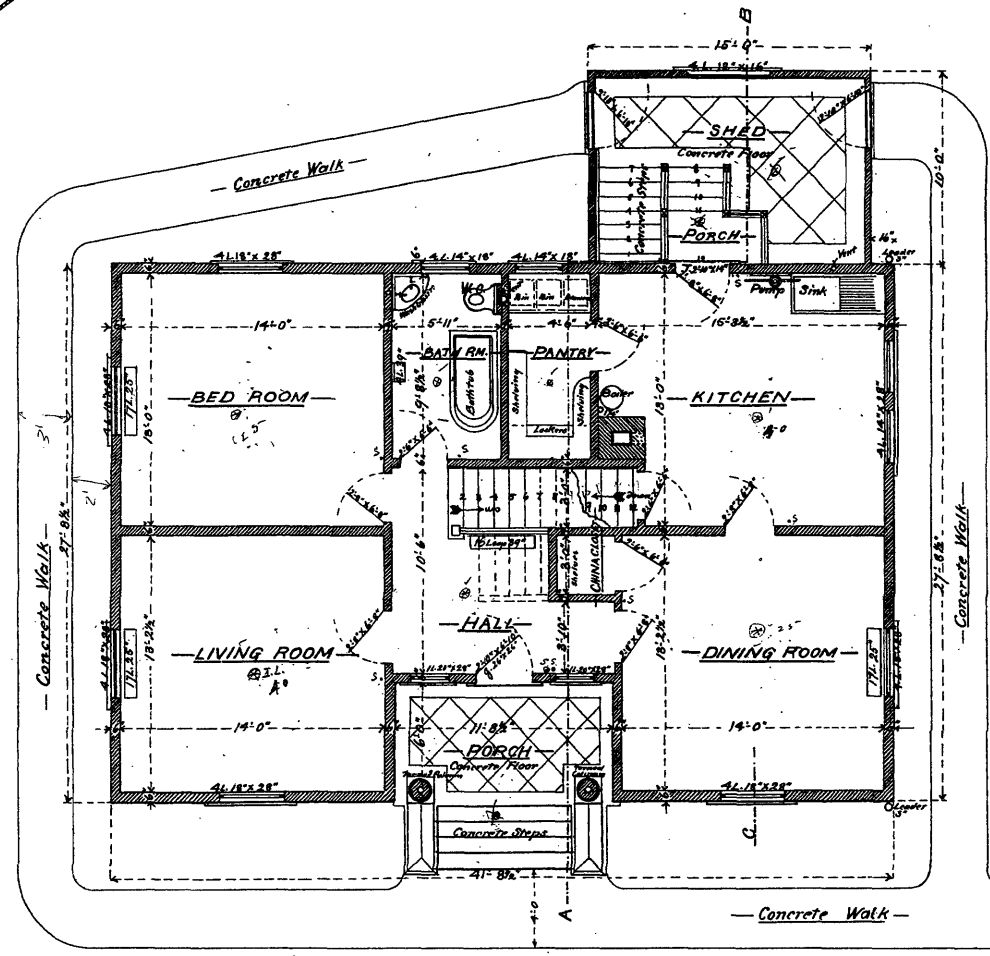
SIDE ELEVATION — Fig. 2. —

OFFICE

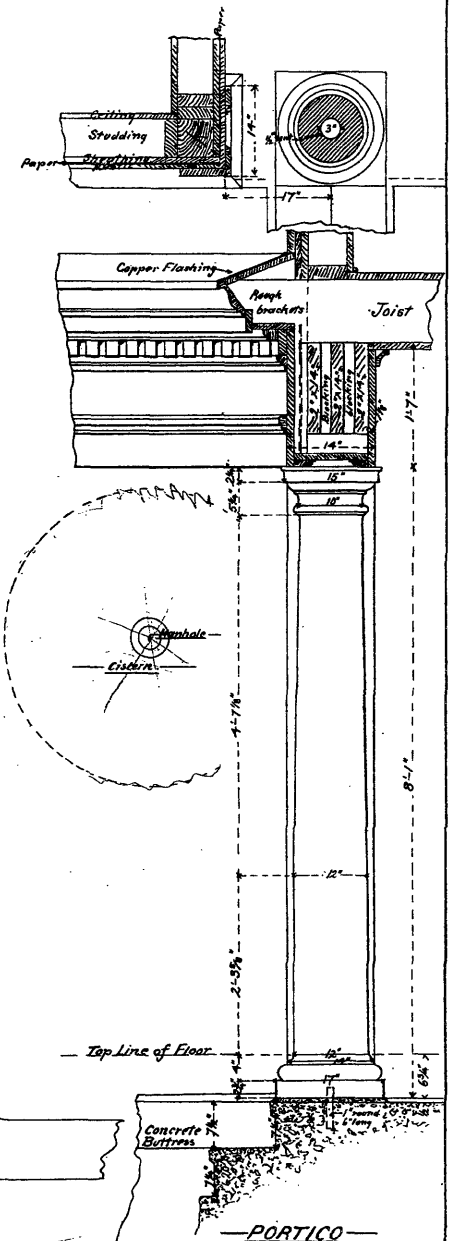
KEEPER'S DWELLINGS



SECTION-C Fig. 2



FIRST STORY PLAN Fig. 1



COLUMNS & ENTABLATURE Fig. 3

OFFICE

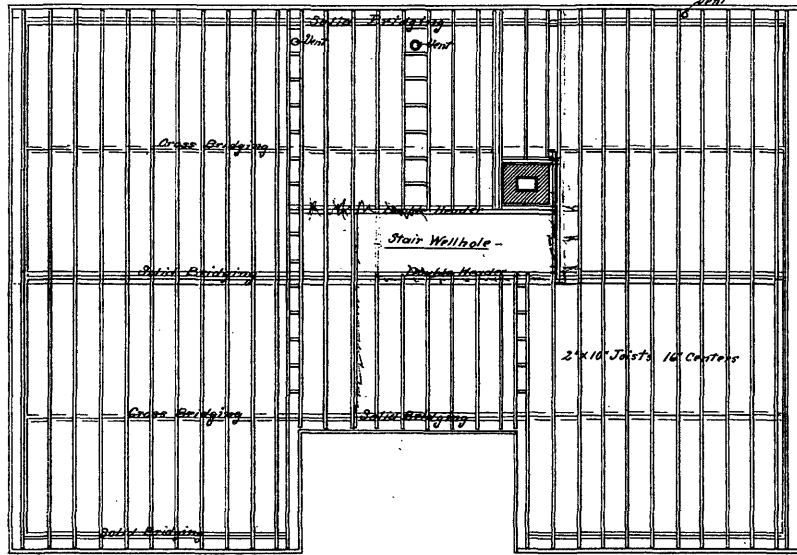
ALASKA

MARY ISLAND LIGHT STATION.

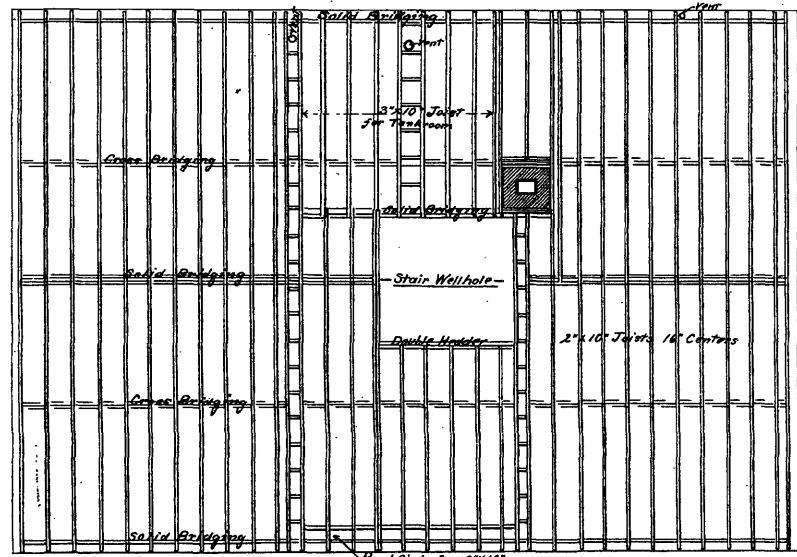
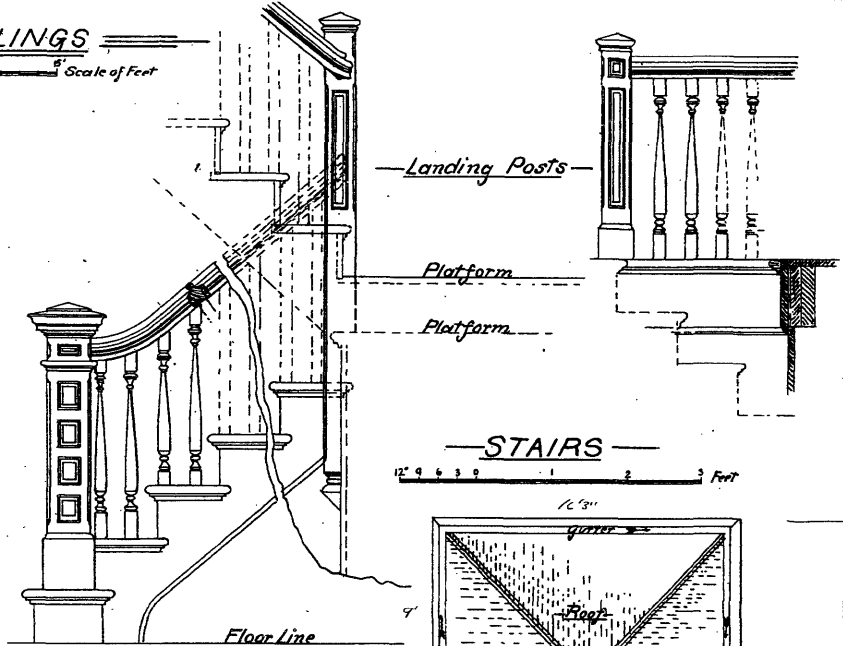
Plate 9

KEEPERS DWELLINGS

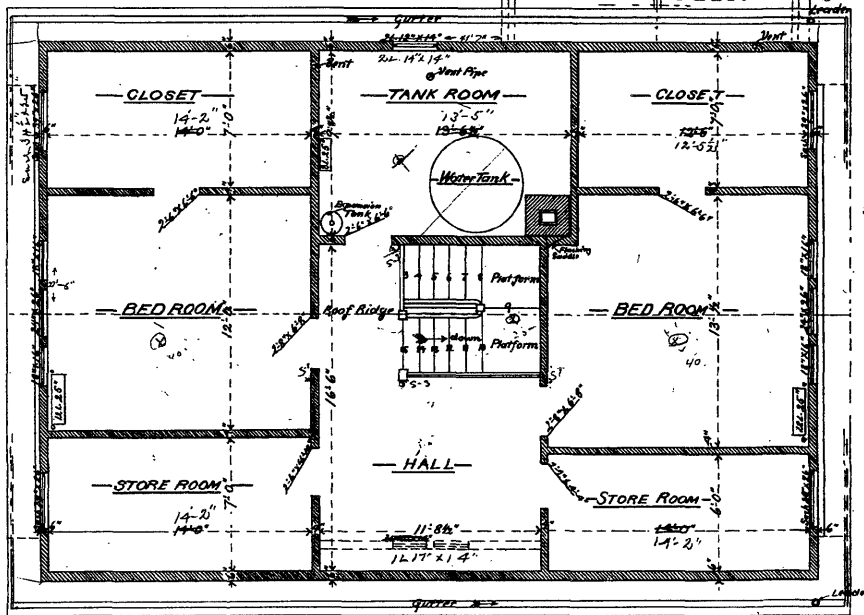
Scale of Feet



FIRST FLOOR FRAMING PLAN



SECOND FLOOR FRAMING PLAN

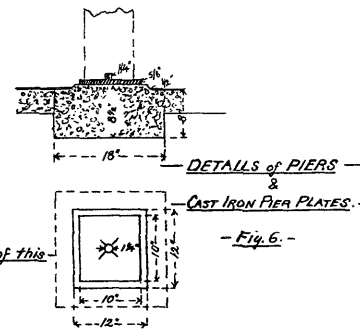
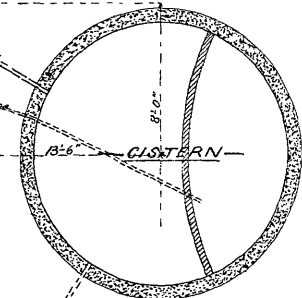
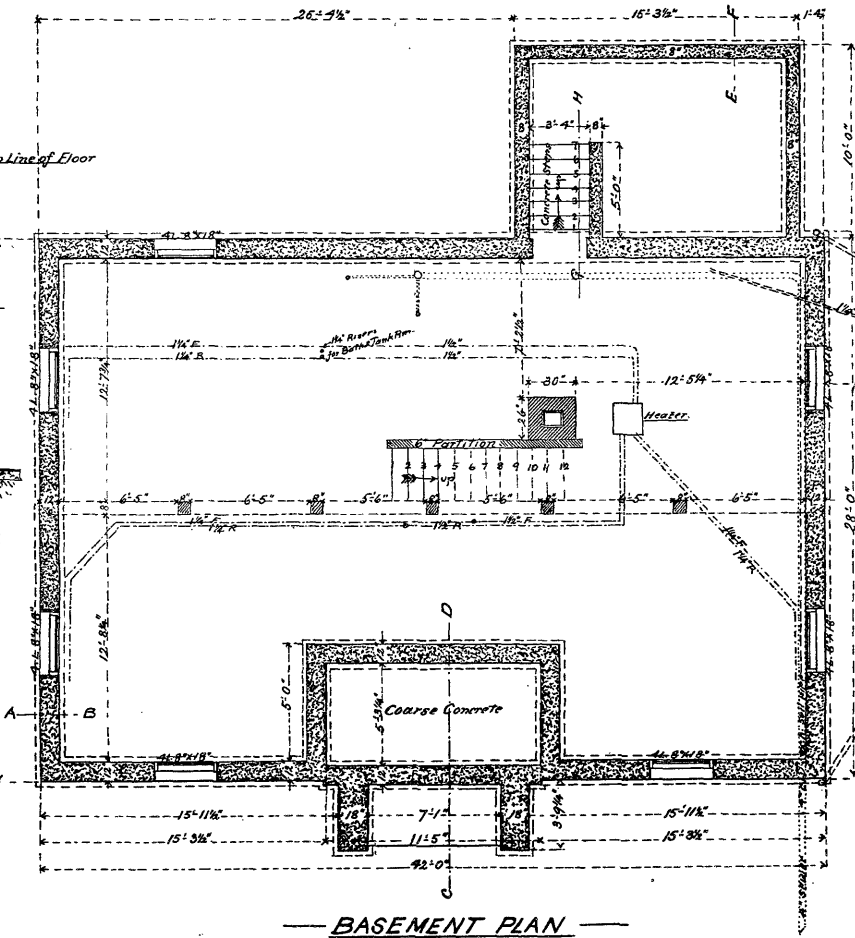
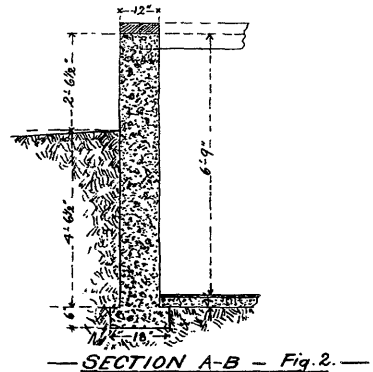
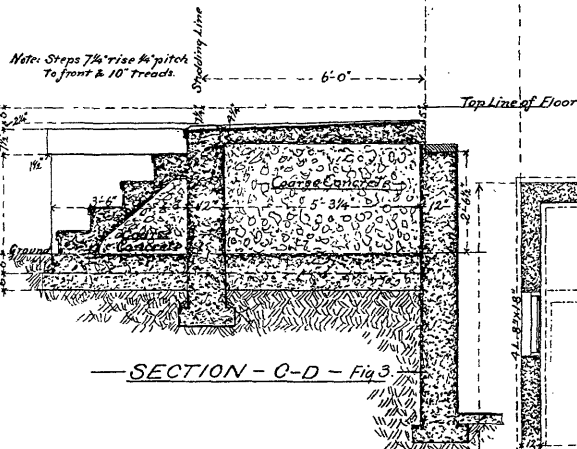
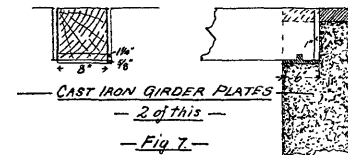
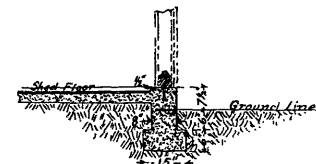
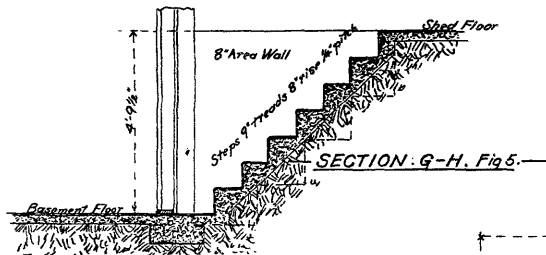
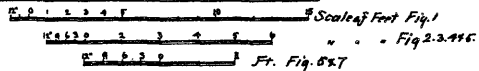


SECOND FLOOR PLAN

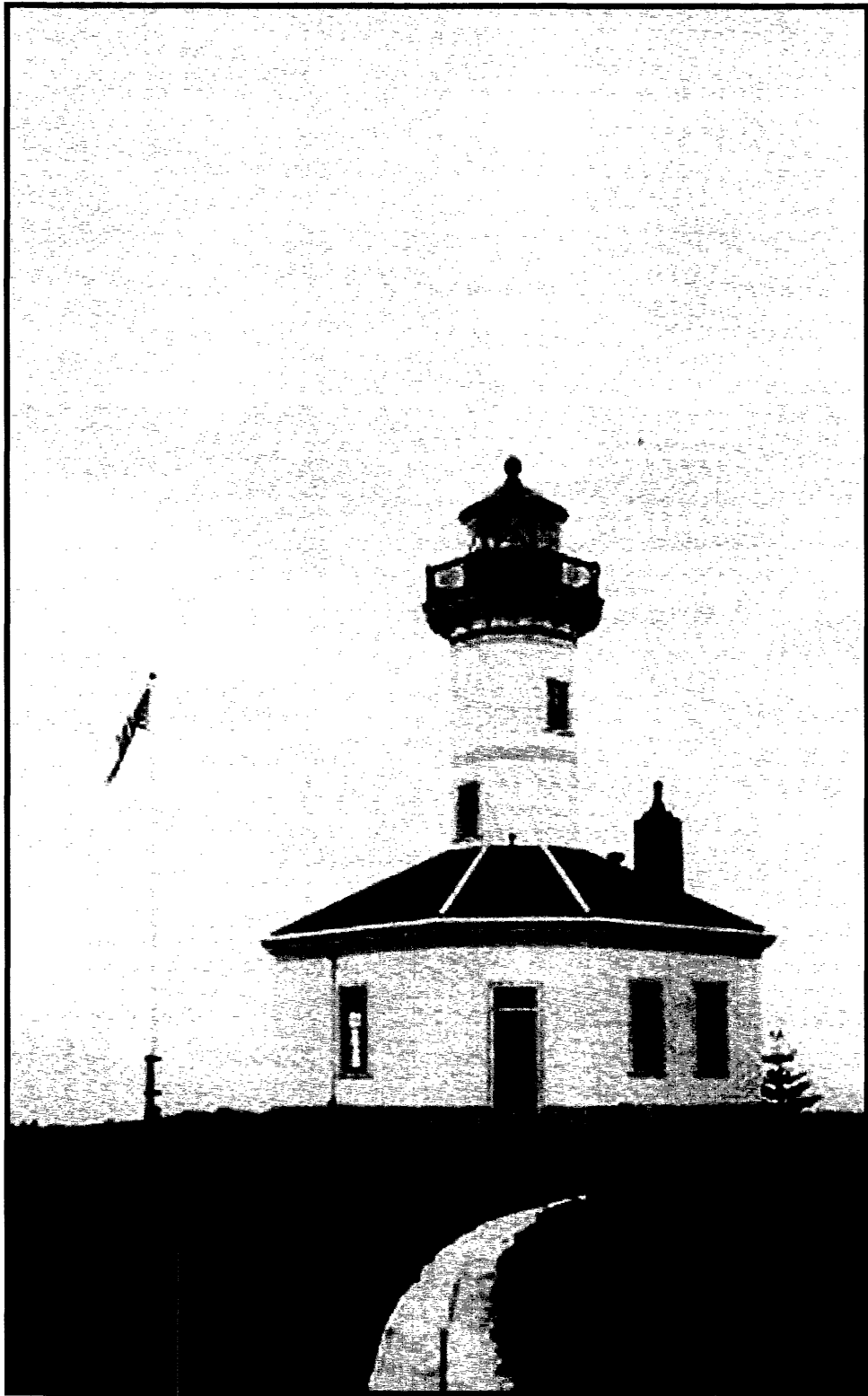
85
11
20

CHAS. L. ...

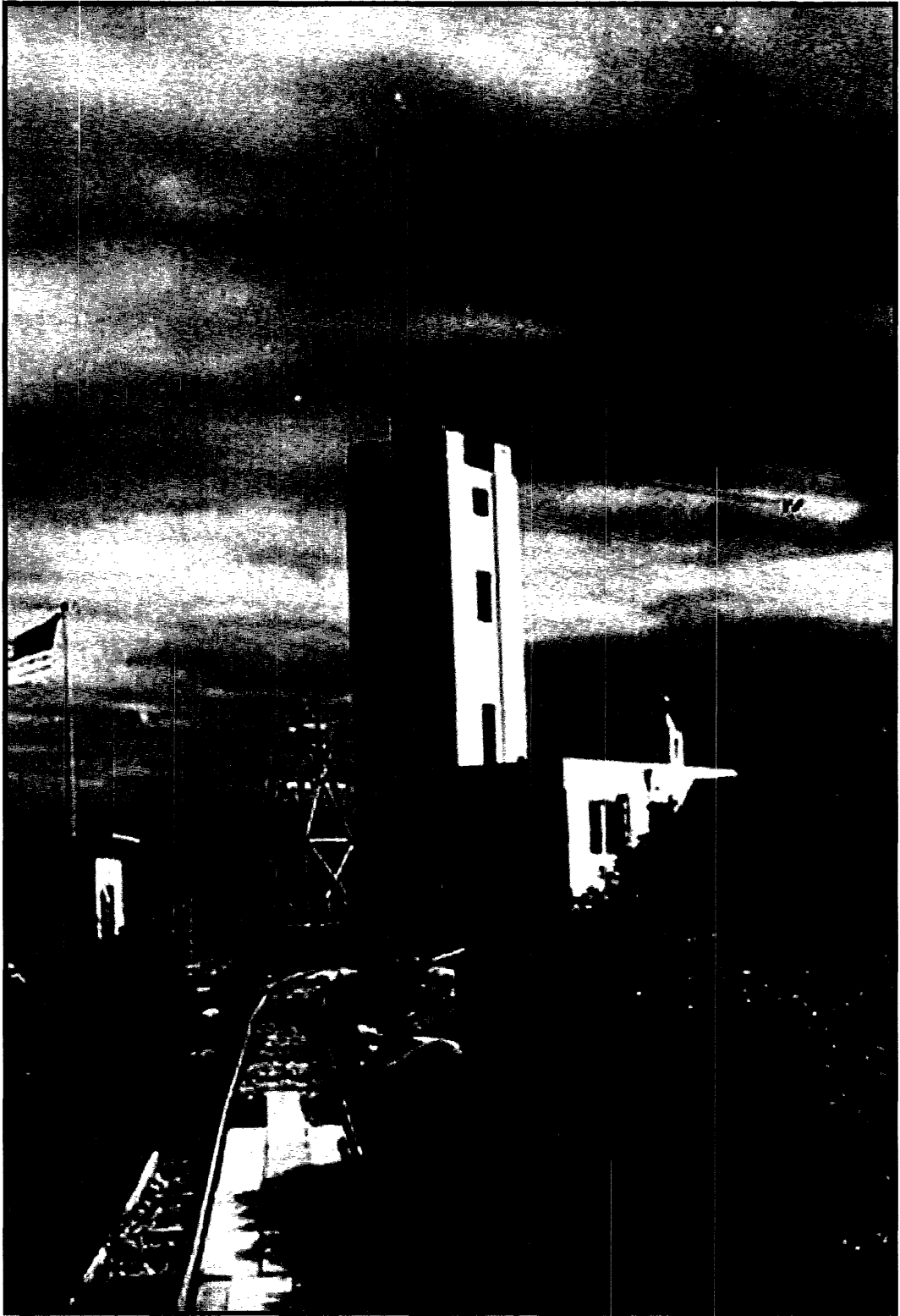
KEEPERS DWELLINGS



No 1931
C. W. Louch
S. D. C.



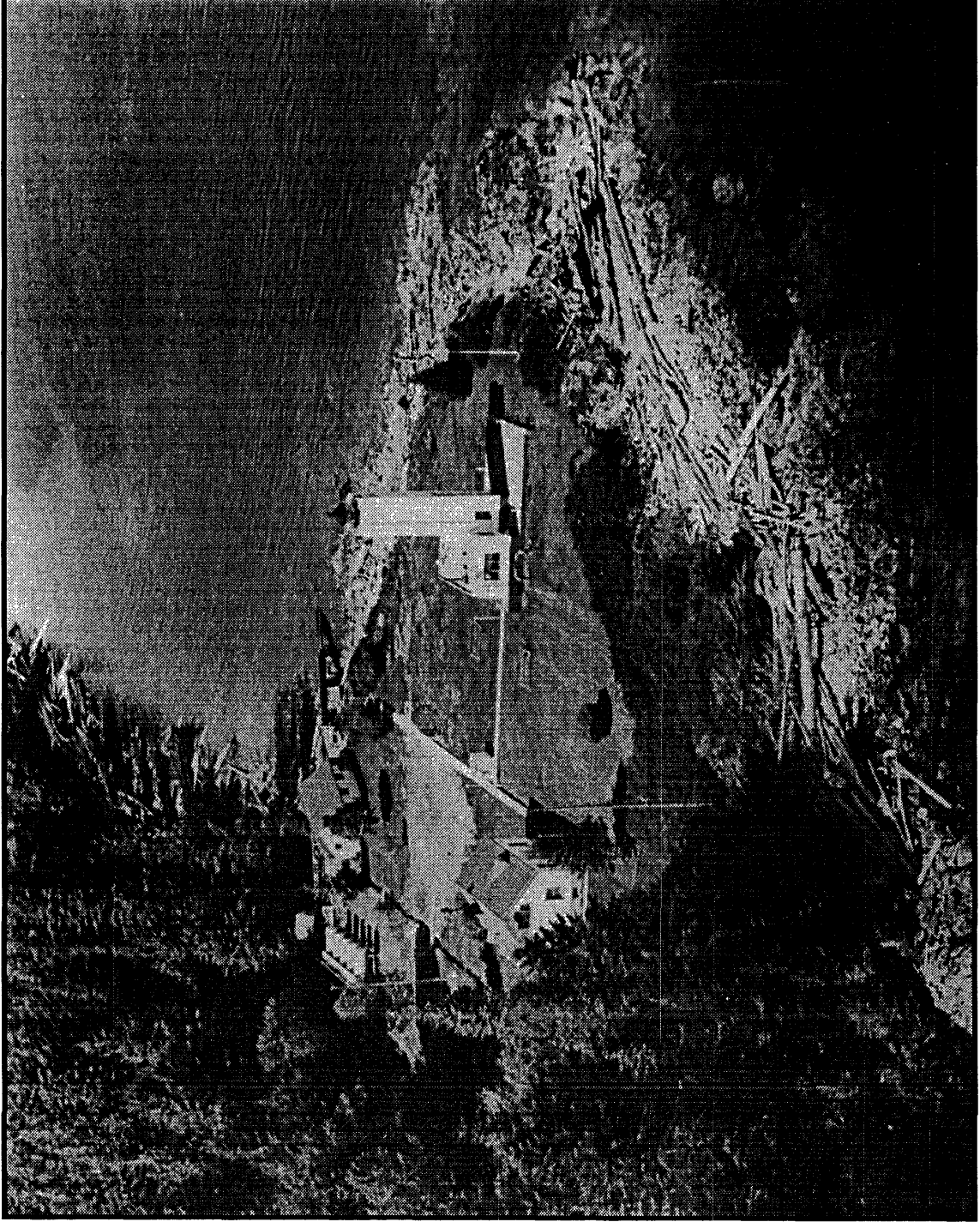
Original Mary Island Light and Fog-Signal Building shortly after Construction in 1903



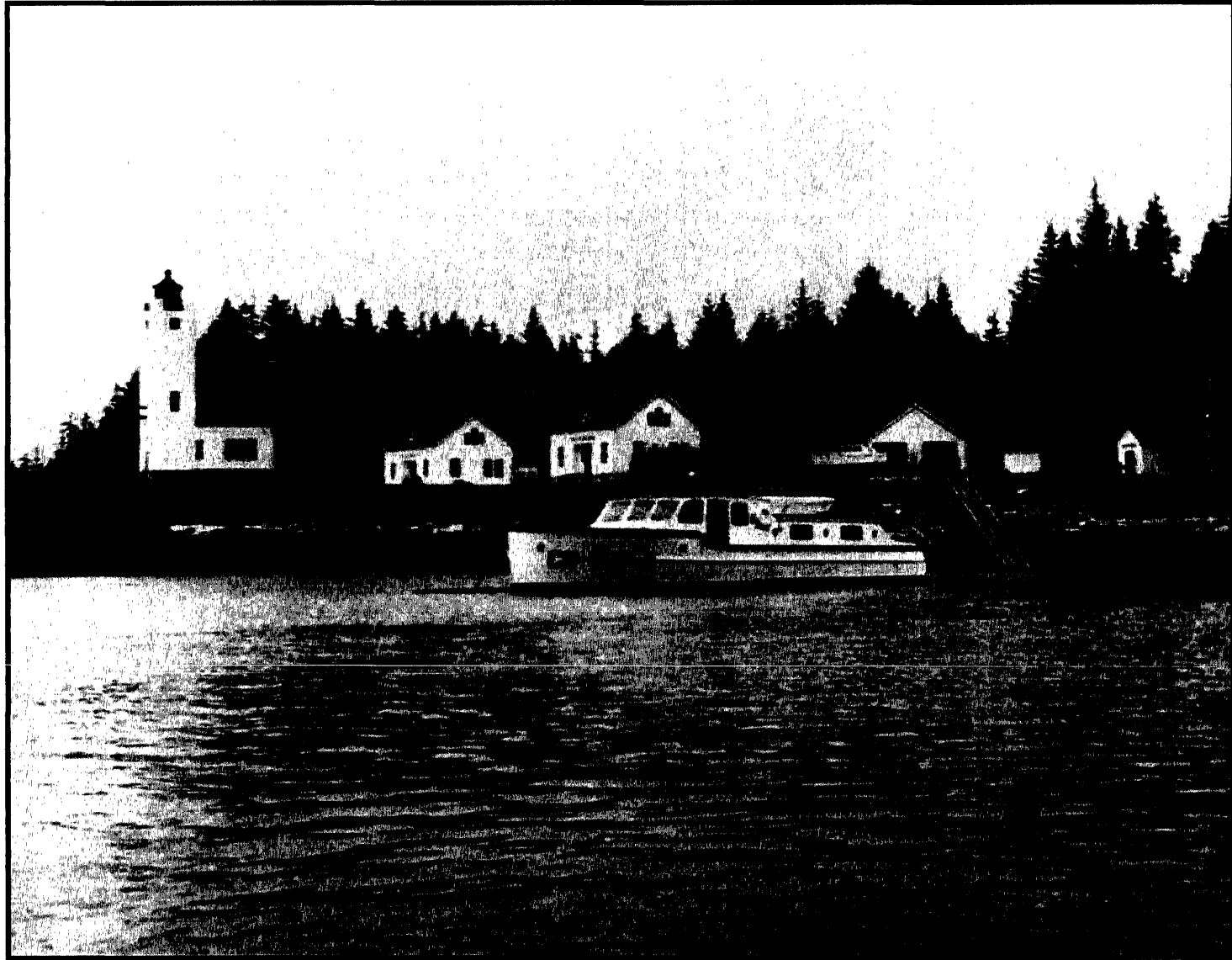
Mary Island Light Station in 1937 looking Southeast



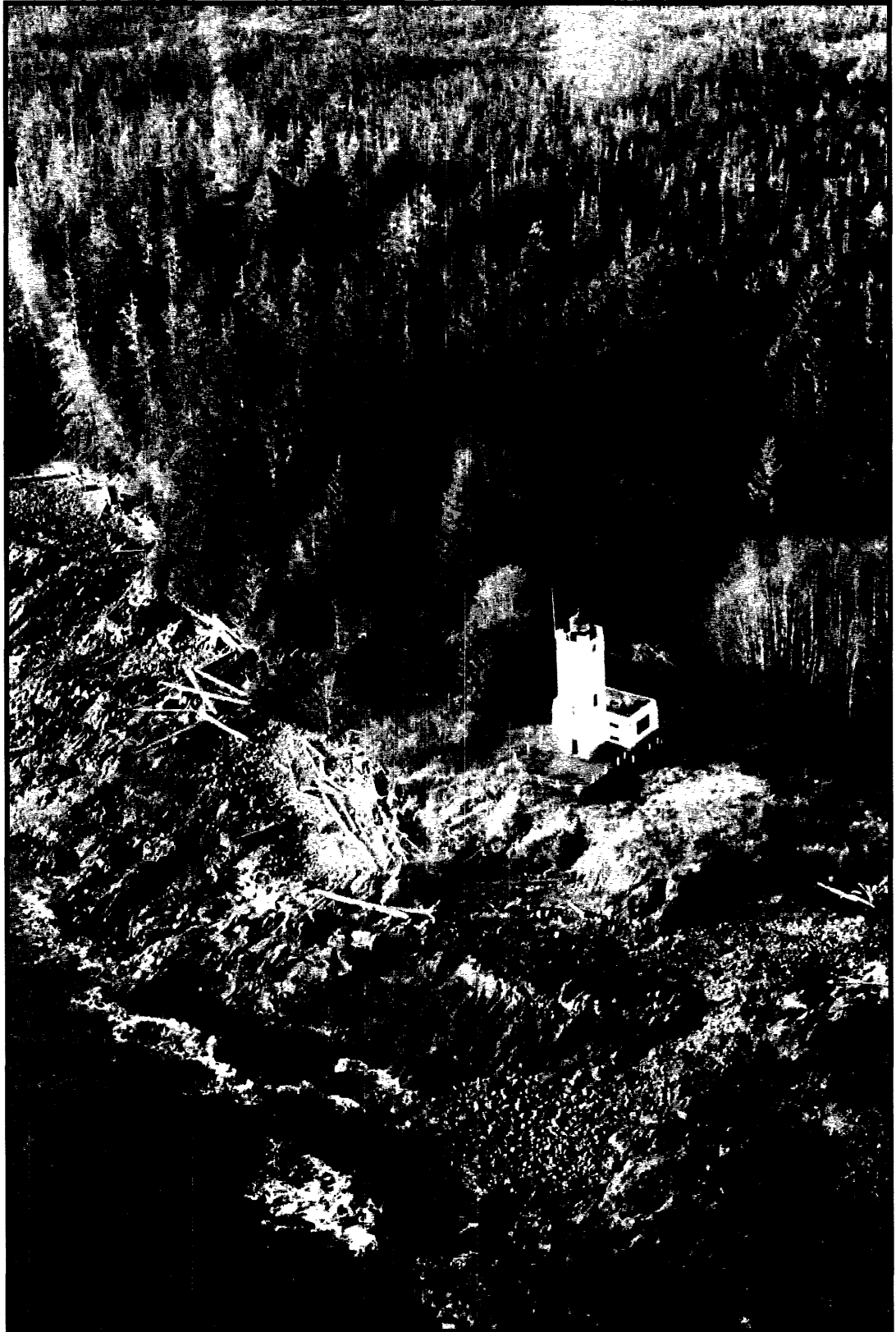
Mary Island Light Station ca. 1960



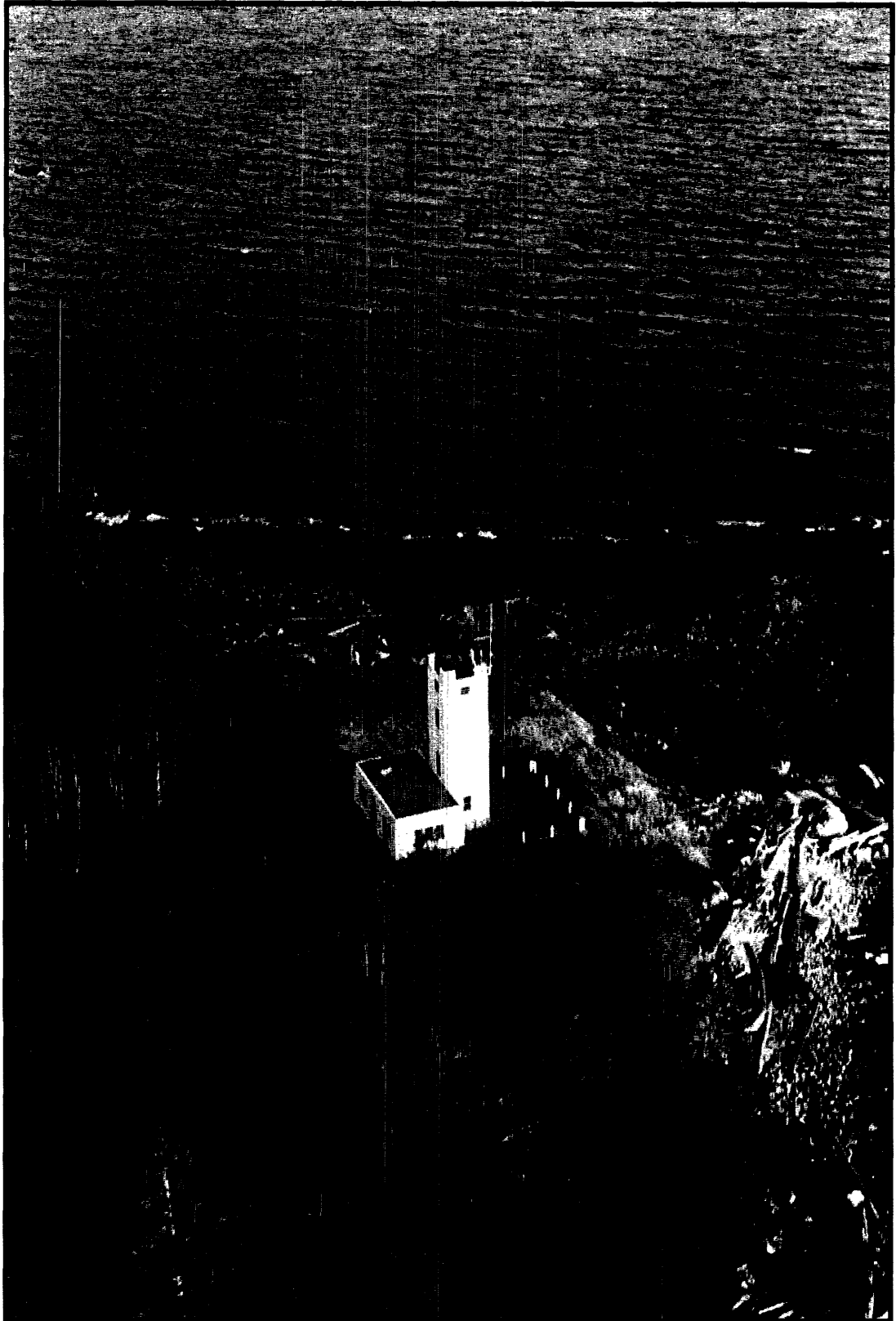
Mary Island Light Station ca. 1965



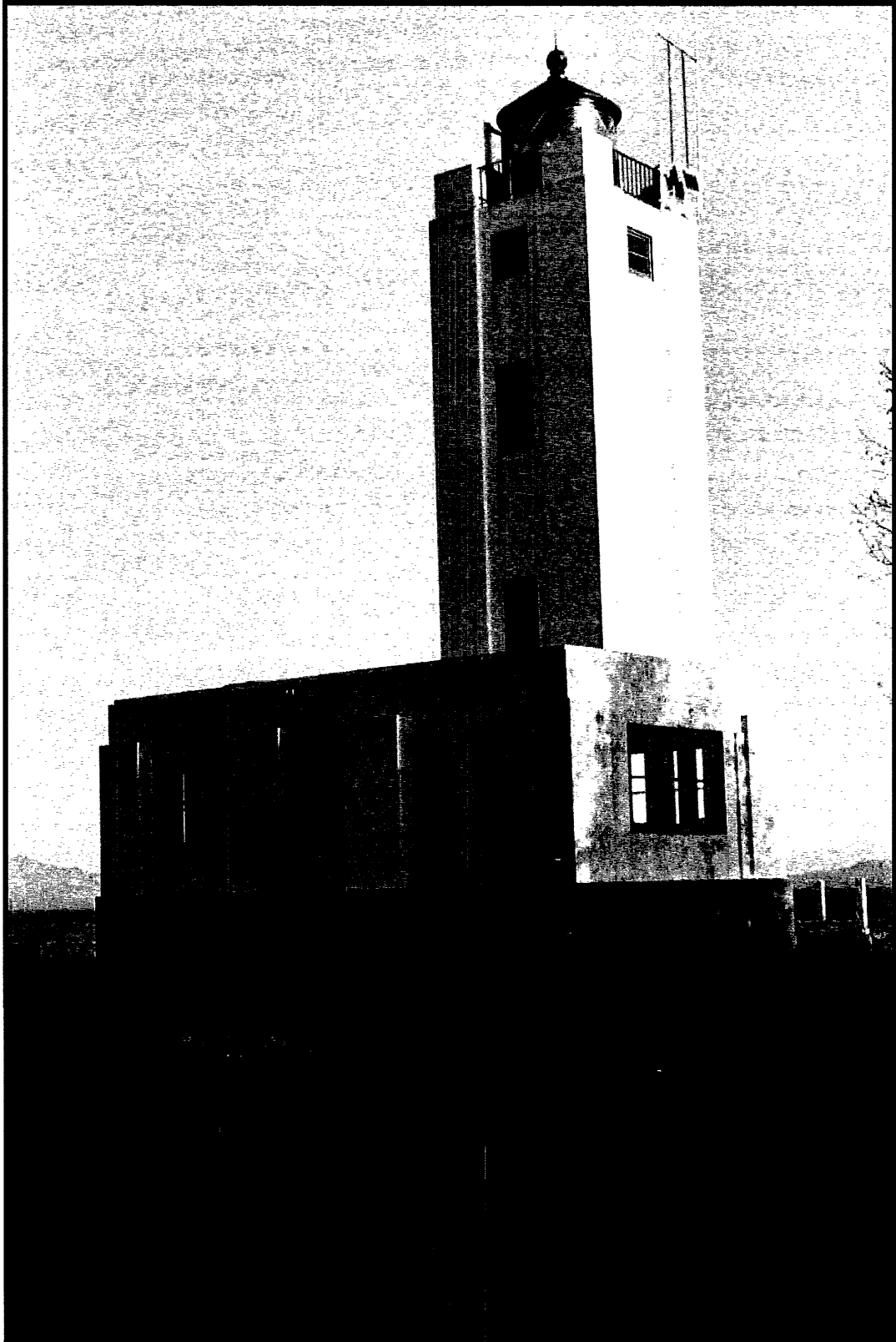
Mary Island Light Station in the Late 1940s



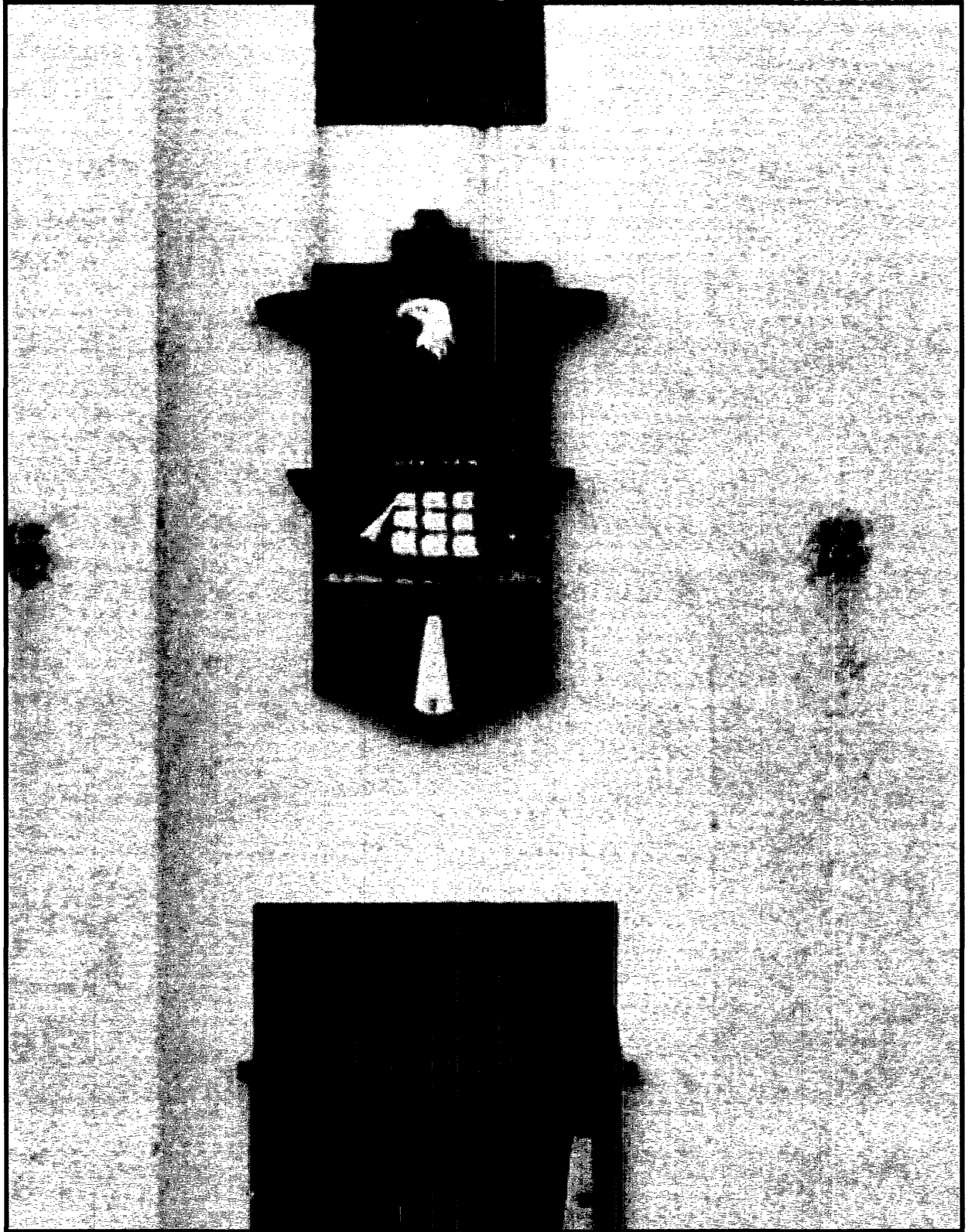
Aerial View of Mary Island Light and Fog Signal Building Looking SW



Aerial View of South and West Elevations of Mary Island Light and Fog Signal Building



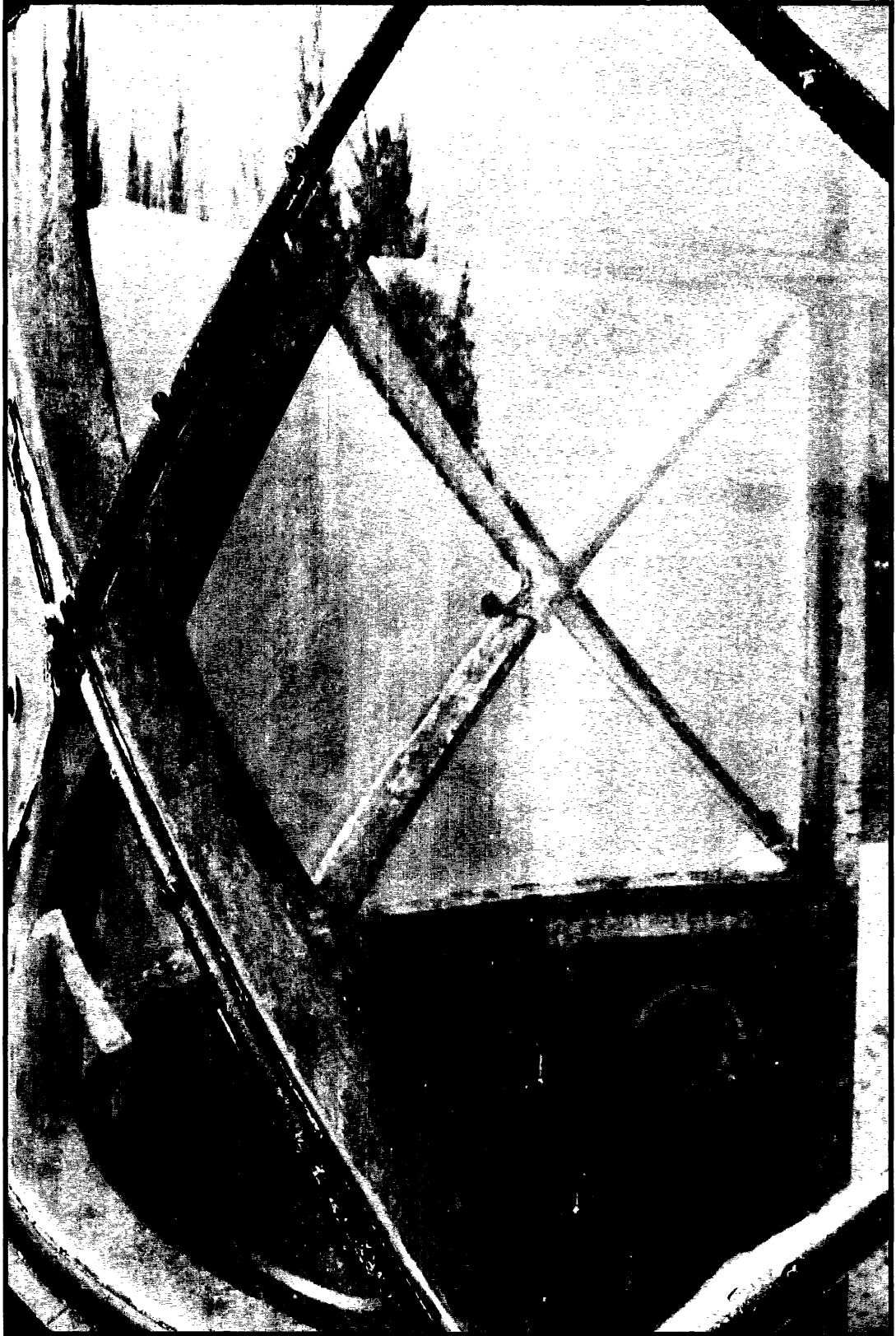
South and West Elevations of Mary Island Light and Fog Signal Building



Lighthouse Service Medallion over Front Door, Mary Island Light and Fog Signal Building



Front (east) Base of Light Tower, Mary Island Light and Fog Signal Building



Detail of Lantern House Glazing at Mary Island Light and Fog Signal Building



Discarded Column from Housing in South Dump Area at Mary Island Light Station



Pierce Child Grave at Mary Island Light Station