



Port Washington Light Station  
Name of Property

Ozaukee / Wisconsin  
County and State

**4. National Park Service Certification**

I hereby certify that the property is: Signature of the Keeper Date of Action

entered in the National Register.

See continuation sheet.

determined eligible for the

National Register.

See continuation sheet.

determined not eligible for the

National Register.

See continuation sheet.

removed from the National

Register.

other, (explain:)

Edson H. Beall

9/29/99

**5. Classification**

Ownership of Property Category of Property Number of Resources within Property  
(check as many boxes as apply) (Check only one box) (Do not include listed resources within the count)

		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>2</u>	<u>0</u> buildings
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u>      </u>	<u>0</u> sites
<input type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u>      </u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>      </u>	<u>0</u> objects
		<u>2</u>	<u>0</u> Total

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

n/a

Number of contributing  
resources previously listed in  
the National Register

0

**6. Function or Use**

Historic Functions  
(Enter categories from instructions)  
COAST GUARD FACILITY:lighthouse

Current Functions  
(Enter categories from instructions)  
RECREATION AND CULTURE:museum

**7. Description**

Architectural Classification  
(Enter categories from instructions)

Greek Revival

Materials  
(Enter categories from instructions)

foundation LIMESTONE  
walls BRICK

roof ASPHALT

other WOOD

CONCRETE

**Narrative Description**

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

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Port Washington Light Station  
Ozaukee County, WI

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**I. Introduction**

The Port Washington Light Station is a front-gabled, two- and one-half story brick residential-style building of predominately vernacular form with general Greek Revival and Italianate influences. Built in 1860 and significantly remodeled in 1934, the building is located on a bluff north of Port Washington's commercial center, overlooking the city's historic port and modern recreational marina. The Port Washington Light Station has three bays on its east-facing primary facade, which also features a datestone and elaborate brick cornice; the buildings east- and west-facades also have three bays each. The north-facing rear facade is dominated by a brick and frame two-story addition consisting of two bays, one protruding slightly beyond the other. Also on the property is a 1934 fog signal building, a side-gabled frame structure with Colonial Revival influences. The fog signal building has a center entry flanked by two-over-two windows on its southeast facade and multiple windows on the other facades. It sits north and to the rear of the light station, on a sloped portion of the property, allowing for two garage bays in its basement level opening onto the adjoining road.

The 1860 building originally served as a single-family residence and had a range light located on the roof's ridge. In 1934, the United States Light Service removed the light, which had not been in use since 1903, and extensively remodeled the building to serve as a two-flat residence for Service employees and their families. Although Port Washington's light did not require manual activation after 1924, the station was manned by the Light Service and later the U.S.Coast Guard until 1969, when the fog signal was also automated and the need for day-to-day maintenance was eliminated. From 1969 to 1991 the Light Station building was used as temporary Coast Guard housing; in 1994 the buildings were leased to a local historical society which maintains them as a museum. The construction of the fog signal building and almost all of the alterations to the light station building date from the 1934 renovation, and thus fall within the property's period of historic significance.

Although extensively altered during its historic career, the Port Washington Light Station retains substantial integrity, particularly to the station's primary facade and the historically significant 1934 alterations and construction. The alterations dating from 1934 fall within the historic period of the property; the resulting buildings, therefore, exhibit a high degree of integrity with regard to their use during the property's period of significance.

**II. Physical Context:**

The Port Washington Light Station is situated at the southeastern corner of a bluff which extends in a southeasterly direction and is located near and to the north of a mixed-use area lying between the historic central business district and a large marina. The Light Station is located one block southeast of St. Mary's Church (NRHP 1977), a prominent and highly visible landmark; both the church and the Light Station are located near the edge of the bluff in a predominately historic residential neighborhood. The Light Station is located on a triangular plot of land at the intersection of East Johnson and North Powers streets. The Light Station's primary facade faces south; an altered historic-era residence stands across the street and to the immediate southwest of the Station near the edge of the bluff. Immediately east of this house, and directly south of the Light Station's primary facade are the remains of a pedestrian staircase descending the bluff to the street below; this staircase dated from the early 20th century and was to a great extent demolished by violent rainstorms in June 1996.

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The Light Station is located about one-half mile distant from the historic harbor and present marina facilities, although the Light Station is no longer visible from the lakefront due to vegetation on the side of the bluff. The harbor and marina facilities consist of two dredged slips extending west and south from a channel near the mouth of Sauk Creek; a series of breakwaters extending from the shore into the lake; and a recreational marina located inside the breakwaters. The dredged slips date from the 1870s; they are approximately 100 feet in width, several hundred feet in length, and are now lined with corrugated steel sheets. The north slip is primarily used at present for recreational boat moorings; the west slip is used by both commercial fishing and recreational boats. Between 1870 and 1932 a pair of piers extending from the entrance to this harbor were gradually lengthened; by 1889 the northern pier was nearly 1000 feet long and had a lighthouse with a sixth-order red light at the end of the pier. This pier and the light on it were demolished in 1934; (1) this lighthouse was replaced with a range light on the remaining stub of the north pier. (2) The extant northern breakwater was built in 1934 with the intention of protecting the harbor, as described above; the pier terminates at a lighthouse tower built in 1935. This light is constructed entirely of reinforced concrete and is 71 feet tall. It is unoccupied and has no facilities for residence or office facilities; it has been automated since its construction. (3) The southern breakwater and the marina facilities were constructed during the early 1980s. (4)

**III: Exterior, Light Station: South-facing facade**

The Light Station's south-facing primary facade resembles its original appearance more closely than the building's other facades, having been less substantially altered by the 1934 Light Service renovations. The front gable rises two and one-half stories, and is crowned by a relatively elaborate cornice consisting of a set of fascia boards and a row of dogtooth course solid bricks running immediately under the fascia board around the circumference of the building. Both are believed to be original to the building, although few of the extant photographs show this portion of the building with any clarity. The roof originally had a modest overhang on all sides of the building; this overhang was cut off to nearly the wall surfaces during the 1934 renovation. (5)

The original light on top of the building was also removed in 1934, and the building's tin-shingled roof was replaced with asphalt shingles at this time. The original light had a square frame tower, which received tin shingles prior to 1909; (6) the shaft rose less than ten feet to an octagonal widow's walk that encircled an octagonal lantern room housing a fourth-order Fresnel lens. As previously mentioned, the light was deactivated

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1 Port Washington Pilot, August 23, 1934, p.1c.1.

2 Richard D. Smith, Out of the Past . . . Recollections of Port Washington's Maritime History. (Port Washington, Wisc.: LMN Publications, 1996), p.6.

3 Linda Nenn, Out of the Past . . . The Lights of Port Washington (Port Washington: LMN Publications, 1995), p.6.

4 Port Washington: 1835 to 1985 (Port Washington: Port Publications, Inc., 1985), p.9.

5 Blueprint series, "Remodeling of Dwelling: Port Washington Light Station: First Floor Plan Existing Situation of Present Building" (Office of the Lighthouse Superintendent, Twelfth District: Milwaukee, March 31, 1934). Copy in possession of Port Washington Historical Society. Unless noted, all extant alterations identified on the plans are presumed to have been conducted in November and December 1934 per Port Washington Pilot, November 1, 1934, p.1c.6.

6 Port Washington: 1835 to 1985 op.cit., p. 21; "Description of Buildings, Premises, Equipment, etc. at Port Washington Pierhead Light-Station, Port Washington, Wisconsin." (Milwaukee: Light-House Establishment, Twelfth District, Department of Commerce and Labor, December 4, 1909), p.13.

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in 1903;(7) there are no extant features relating to this light.

The building's attic is lighted by a single small, double-hung two-over two window with a flat stone sill and a slightly arched lintel consisting of a single row of soldiered bricks set flush with the surrounding wall. At present these arches are painted in a contrasting color. The sill and lintel are original features; this window, like all of the rest of the original windows, was replaced with approximately duplicate glazing in 1934. Immediately below this window is a stone block with the numbers "1860" in relief. The block has a slight cruciform shape due to its notched corners, and the outline of the block and the letters are at present painted in a contrasting color.

Immediately below the datestone is a pair of narrow double-hung four-over-four windows with sills, lintels and replacement glazing as described above. This central pair is flanked on either side with a single standard-dimension window, with lintels and sills as previously described and six-over-six double-hung glazing as described above. Immediately under the center pair of windows is a Colonial Revival-style door hood, with a sloped roof supported by a single solid bracket on either side. This hood and the matching hood at the rear of the building were both added in 1934. The single door below the hood consists of a Colonial Revival-style door presumed to date from 1934, which is protected by a more recent aluminum storm door. These open onto a set of concrete steps with wrought-iron railings, which replaced an earlier set shown as extant on the 1934 plans. The date of this replacement is not known, but the concrete and style of the railings indicated a more recent date than the building's period of significance. To either side of the door, directly aligned with the standard-sized six-over-six windows described at the second floor above, are two windows identical to those on the second floor. The brick facade terminates in a slightly projecting watercourse of six bricks' height directly upon the limestone foundation, which at this facade rises from west to east from two to four feet in height as the site slopes to the northwest.

This south-facing facade is the Light Stations most public facade, and the facade that most closely reflects the building's original appearance prior to the historic-era 1934 renovations. Although alterations have taken place, including the removal of the light, the truncating of the eaves, and the replacement of the window panes, almost all of the alterations took place during the building's period of significance and reflect its changing use from single-family light station to multiple-family administration center. As such, the facade has substantial integrity.

#### IV: Exterior, Light Station: East-Facing Facade

The east-facing facade was also highly visible to the public during the building's historic period, and it also maintains a significant level of integrity. The brick portion of this facade stands nearly three full stories, due to the lower level of the ground surface on this side of the building. The brick portion of the building at this facade has three regular bays, three windows at each floor aligned directly over each other. The roof overhang, fascia boards and soldiered brick cornice are as described previously; the soldiered bricks, however, being interrupted by the three second-story windows, which terminated at the fascia boards.

The second-story windows of this facade and the west-facing facade were added in 1934. Historic photos and the 1934 renovation plans indicate that the second floor had only one functional window, located between the second and third bays and not aligned with the first floor bays. It is not known if this window was original to the building

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or added later to allow light and ventilation to one of the second floor bedrooms. The three bays of the second floor, where one may expect windows, had false windows consisting of a slightly recessed double-arched shape filled with brick and resting upon stone sills.<sup>(8)</sup> Since these false windows were wider than their extant first-floor counterparts, the stone sills were replaced with shorter concrete sills in 1934. The southernmost window and the center window at the second floor are identical to the six-over-six windows described previously on the south-facing facade; the northernmost bay has a smaller pair of six-pane casement windows set with its lintel in alignment with the other two. None of these windows have any lintel treatment, and there is no evidence of alterations later than 1934.

The first story windows at this facade also consist of two double-hung and one pair of casement type windows, but these have segmental-arched lintels identical to those on the south-facing facade. The southernmost and the middle window on the east-facing facade have double-hung windows with 6/6 lights; these also replaced nearly identical windows in 1934. The northernmost window also appears to be an original opening with 1934 replacement glazing, and although it is shorter and wider than the other two it is in proper proportion to its opening, lintel and sill. The window sills at this facade appear to consist either of a concrete replica of the original or a concrete skim over the original stone; the texture is smooth and no masonry marks are present, unlike the stone sills described at the basement level, below. It is not known when this alteration took place, but it likely to have been done during the renovation in 1934.

The basement level is indicated on this facade by three single-hung windows set into the foundation. The southernmost and middle windows have smaller six-over-six lights set under a segmented arch lintel, as described previously, immediately above the foundation in the water course. The glazing, as in the other windows, replaced earlier windows of the same dimensions in 1934. Both windows have stone sills of the same dimensions as the other sills, the stone being evidenced by masonry cutting marks across the face of the sills. The northernmost window is in all respects identical to the others, with the exception that this window is one-half the height of the others and only has three lights.

The original brick building with stone foundation is adjoined at the rear by a two-story wing added in 1934 to house an additional bedroom and porch for each of the two apartments. This wing may be viewed as two blocks consisting of one room over one room, with the larger block housing the two bedrooms and the smaller block housing the porches and stairs. The larger block, adjoining the northwestern corner of the original brick building, is described in following sections. The smaller block occupies the easterly portion of the wing, it has a shallow shed roof and rests on a concrete block foundation. According to the renovation plans cited previously, this wing was to be sided with Homasote, a composite material made of wood fiber that was used for a variety of purposes; in this case it was fashioned to resemble traditional clapboard siding.<sup>(9)</sup> This original siding still exists, but is covered with non-historic aluminum siding, which appears to have aided in the original siding's preservation. This wing has a ribbon window at both the first and second stories, each consisting of four six-light casements arranged in a row and surrounded by a simple wood frame. Two four-light windows mark the basement in similar surrounds.

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8 Blueprint series, *op.cit.*; unarchived photographs in possession of Port Washington Historical Society.

9 Blueprint series, *op.cit.*; existing Homasote siding verified by on-site examination.

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V. Exterior, Light Station: North-facing Facade:

The north-facing facade is dominated by the 1934 addition, generally described above. The brick and wood cornice details of the 1860 building, described previously, can be seen on this facade above the addition, and a small four-light window identical to the gable window on the south-facing facade is also extant. The smaller, easterly portion of the addition, as described previously, has a shed roof, while the larger, westerly portion has a gable one. The entire wing is also sheathed in aluminum siding, as described above, with the exception of the first floor of the westerly portion; this one room has brick load-bearing walls. Based on the appearance of the brick, and the presence in this portion of the watercourse and stone foundation evident on the rest of the original building. And also based as well on the appearance of a kitchen wing in this location on an 1871 plat of the property, (10) this wing is understood to be the original kitchen ell, as identified on the 1934 plans for the renovation.

The easterly, shed-roofed portion of the wing at this facade has two large casement windows consisting each of a pair of large casements, marking the location of the porches. These are the only windows on the Light Station without any muntins, and appear to be recent non-historic replacements. These windows are immediately east of a single grade-level door surmounted by a door hood identical to the one on the front facade; directly above this door halfway between the first and second floor is a double-hung six-over-six window in a simple wood frame. The westerly block of the wing is punctuated by only two windows, both identical to the last window described above. The window in the lower, brick portion is a 1934 replacement of an earlier window; the original window's appearance is not known. With the exception of the siding and porch windows on the easterly side of the facade, this addition is substantially unchanged since its 1934 construction and renovation.

VI: Exterior, Light Station: West-Facing Facade:

The west-facing facade is nearly identical to the east-facing facade, with the exception of slightly different fenestration. All three basement windows on this facade are identical to the shorter three-pane window described above at the basement level on the west-facing facade. All six first- and second-story windows in the main block portion of this facade are standard-sized double-hung six-over-six windows dating from 1934, with lintels, sills, and projection into the brick cornice detail as described previously. Pre-1934 photos showing this facade indicate that the three bays of the upper floor consisted of wider double-arched false windows as described on the east-facing facade, although there is no evidence in the plans or historic images of the irregular window described on the east-facing facade. The southernmost first floor window area was also non-functioning and filled with brick prior to 1934, presumably because it adjoined the staircase to the second floor; this false window, however, had the same dimensions as the adjoining, functional windows at that level. The rear wing of this facade is brick at the first floor level, as described above, and frame with aluminum siding at the second floor. This wing has two windows, one directly above the other, both with unadorned surrounds and double-hung six-over-six panes identical to those described elsewhere. This facade has remained substantially unaltered since 1934, and demonstrates a significant level of integrity.

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10 L. Townsley, Ozaukee County Surveyor, "Plat of Light House Lots, Port Washington, Surveyed [illegible] 1871." In possession of Recorder of Deeds, Ozaukee County.

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**VII: Interior, Light Station:**

The 1934 renovation of the building created two apartments, one on each floor, each of which has a living room, kitchen and enclosed porch with staircase in the easterly half of the building and three bedrooms, and one bath along a narrow hallway along the westerly half of the building. The primary staircase to the second floor apartment is enclosed and located adjacent to the front door and a small vestibule. In creating this configuration, Light Service removed and replaced nearly all of the interior walls, relocated the staircase, replaced the older heating vents with modern baseboard radiators, and replaced all interior flooring and interior wood trim. With the exception of some more recent alterations to the kitchens, the interior of the building has remained almost unaltered since 1934.

**VIII: Exterior, Fog Signal Building: Southwest-facing facade:**

The Fog Signal Building, constructed in 1934, has remained substantially unaltered. The building sits at the northeast corner of the site, and is one story in height at the southwest-facing, primary facade and two stories in height at the opposing facade due to the site slope. The building sits in close proximity to the northeast corner of the Light station; it has a side-gabled roof with almost no eaves and demonstrates relatively strong Colonial Revival stylistic influences. The building has aluminum siding identical to that on the rear wing of the 1860 building; clapboard-type Homasote siding is extant under the aluminum siding on this building as well. The southwest-facing facade has a single central entry with one small double-hung two-over-two window on either side of the door. The windows are approximately one-half the height of the door, and are aligned with the upper portion of the entry. The door is accessed by a small poured-concrete porch with a simple metal bar railing and four poured-concrete steps; the porch, railings and steps were constructed in 1994-95 and replaced the original narrow concrete block stairway which was located adjacent to the facade along the southerly portion of this facade. The foundation at this level is constructed of close-fitting smooth concrete blocks three courses in height; the frame portion of the building overhangs the foundation slightly and has Colonial Revival-style wood pendants projecting from each corner of the overhang.

**IX. Exterior, Fog Signal Building: Southeast-facing facade**

The southeast-facing facade rises from one to two stories in height as the site slopes to the east. The facade has a small one-pane window in a slightly pedimented surround in the gable and a four window group at the main floor level. This group consists of two pairs of double-hung two-over-two windows with storm windows, and is oriented in the center of the facade directly below the gable. The foundation of this facade is adjoined by a narrow concrete staircase located between the adjoining concrete retaining wall and the foundation. There is one utilitarian door within the foundation wall at the base of this staircase; portions of its surround are constructed of brick-sized blocks that appear to be made of the same material as the larger blocks. This facade has undergone no known alterations.

**X. Exterior, Fog Signal Building: Northeast-facing facade**

The northeast-facing facade is a full two stories in height and features two single-car garage doors at the ground level immediately adjoining the roadway along the edge of the bluff. The center pier and the vertical portions of

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both doors surrounds are constructed of the brick-like blocks described previously. The frame portion of the building slightly overhangs the foundation and has wood pendants at the corners as described previously. The second story of this facade is punctuated by a window group in a plain wood surround consisting of six double-hung two-over-two windows with matching storm windows, as described previously.

XI: Exterior, Fog Signal Building: Northwest-facing facade:

The northwest-facing facade is dominated by a straight-sided external brick chimney, which terminates above the ridge line in a pair of tile flues, the northerly flue being slightly taller than the other. On either side of the chimney shaft are a small gable window and a double-hung two-over-two window, each individually identical to those described on the southeast-facing facade. The foundation at this facade has no staircase and is adjacent to a poured concrete retaining wall delineating the northerly border of the property.

XII Interior, Fog Signal Building:

The interior of the fog signal building has historically consisted of open garage space at the ground level, a single room with a reinforced concrete floor at the main floor, and a small utilitarian attic in the gable. The main floor room housed the electric equipment used to operate the fog signal and was used as an office and observation station to determine when the fog signal was needed. All of the equipment was removed from the building following the automation of the fog signal in 1969; the main electric panel does still exist. With the exception of the panel and the windows, which dominate the room's wall space, the interior of the fog signal room has no historically significant features.

XIII Conclusion:

The Port Washington Light Station Building and Fog Signal Building substantially represent both the property's continued consistent historic use and the changes in technological requirements that took place during the property's period of significance. Although the Light Station has undergone considerable alteration from its original 1860 appearance, almost all of these alterations date from the building's 1934 renovation and thus reflect the changing needs of light station administration during its period of significance. The Fog Signal building also remains substantially unaltered from its original 1934 appearance. Those few alterations that have taken place since the property's period of significance have not adversely impacted the buildings' overall integrity, and do not significantly detract from the property's significance as Port Washington's Light Station between 1860 and 1946.

Port Washington Light Station

Name of Property

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8. Statement of Significance

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1860-1946  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

N/A  
\_\_\_\_\_

Significant Person

(Complete if Criterion B is marked above)

N/A  
\_\_\_\_\_

Cultural Affiliation

N/A  
\_\_\_\_\_

Architect/Builder

Unknown  
\_\_\_\_\_

Narrative Statement of Significance

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

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Ozaukee County, WI

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**I: Introduction**

The Port Washington Light Station is eligible for the National Register of Historic Places under National Register Criterion A due to its locally significant association with the history and development of maritime commerce in Port Washington, Wisconsin. Built in 1860 and remodeled in 1934 to accommodate changes in technology and staffing practices, the Light Station played a significant role in Port Washington's harbor activity and maritime development. It served as the administrative and personnel center for the local navigational aids and activities of the U.S. Lighthouse Service and later, the U.S. Coast Guard. As the only large-vessel harbor between Milwaukee and Sheboygan, Wisconsin, the relatively small Port Washington harbor had a significant impact on the community's development and commerce, and played a small but significant role in the maritime activity of lower Lake Michigan. The Light Station contributed significantly to the development, maintenance and operation of the harbor, and played an important role in the integration of Port Washington's harbor into the Great Lakes navigational system. The lighthouse is significant at the local level.

Although the location and magnitude of the primary light changed several times, commencing with a relatively dim light on the gable of the light station building and concluding with the present light at the terminus of the port's north breakwater, maintenance and administration of the lights was based at the Light Station from its construction in 1860 until well past the property's period of significance. The 1934 renovation of the property, in which the main building was substantially remodeled and the original gable light removed, did not change the purpose or use of the property, but did reflect the evolving requirements of navigational aids administration and staffing. The fog signal building, constructed in 1934, also reflects the changing requirements of navigation, and added significantly to the station's responsibilities. The Light Station property has been little altered since 1934, and as such represents a historically significant element of the development of Port Washington's maritime navigation.

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**II: Historical Context: Great Lakes Light Stations**

The Lighthouse Service, Department of the Treasury, was authorized to administer the country's navigational aids in 1789. At that time, the U.S. had a total of twelve lighthouses, all located along the Atlantic Coast. (11) By 1820, two lighthouses had been erected on Lake Erie and Ontario, and by 1877 the Lighthouse Service administered 655 lights on oceans and lake coasts throughout the U.S. Of these, nearly one-third were located on lake coasts, the vast majority being located on the Great Lakes. (12) Oversight of the Lighthouse Service was transferred to the new Department of Commerce and Labor in 1903, and in 1910 the Lighthouse Service was reorganized as the Bureau of Lighthouses. In 1939 this entity was absorbed into the U.S. Coast Guard, which had formed in 1915; lighthouses, fog signals and other navigational aids have continued as the responsibility of the Coast Guard since that time.

Although the Service, as it continued to be called after 1910, went through several administrative changes at the federal level, in practice the location of the Service within the federal bureaucracy had little bearing on day-to-day administration of individual stations. Prior to the establishment of a predominately military oversight body, known as the Lighthouse Board, in 1852, little standardization existed in the Service's practices, and the quality of light stations across the country varied from excellent to essentially useless, depending on local personnel and resources. Following 1852, the Service's standards for personnel, performance and maintenance were standardized, put in writing and enforced at a relatively uniform level. As a result of these practices and regular improvements in lights and other aids technologies, the quality of navigational aids in the United States improved steadily over the late 19th and early 20th centuries, until by the early 20th century the U.S. was generally considered to have one of the best systems of navigational aids in the world. Although civil service reforms, extended to the Lighthouse Service in 1896, helped lessen the military cast of the Service, the organization continued to demand high standards and exemplary performance throughout its existence. Lighthouse keepers after 1939 were predominately Coast Guard personnel, although many civilian employees of the Service remained

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11 T. Michael O'Brien, Guardians of the Eighth Sea: A History of the U.S. Coast Guard on the Great Lakes (U.S. Coast Guard, Ninth District: Cleveland, Ohio 1976) p. 13.

12 Treasury Department, Office of the Light-House Board, Annual Report of the Light-house Board to the Secretary of the Treasury (Washington: Government Printing Office, 1877), p.3.

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at their posts until they retired or chose to leave.

Although most light stations prior to automation were built next to or as a physically integral part of the primary beacon, the form and general use of stations, as well as the responsibilities of its occupants, varied little regardless of a given station's proximity or distance from its light. A light station was generally designed to accommodate the particulars of the location, including the size and navigational importance of the beacon; the amount of staffing required; the location's relative isolation or proximity to a city or village; and the number and complexity of auxiliary navigational aids for which the station was responsible. Except for major stations in large cities, most moderately sized station buildings resembled slightly larger and often more substantial versions of typical houses of that era. Wherever possible, light stations on the Great Lakes tended to be constructed of brick or stone, with frame buildings seldom seen after the Civil War except in remote locations such as Old Mission Point in Grand Traverse Bay, Lake Michigan. (13)

Station buildings constructed in the years immediately preceding and following the Civil War tended to have gabled forms and often displayed diluted versions of popular architectural styles, including the Greek Revival/Italianate hybrid often seen on houses from the mid-19th century in the Great Lakes region. By the last quarter of the century a trend toward more architecturally detailed buildings evolved, leading to more stylistically developed light station buildings in Queen Anne or Shingle styles, such as the Sherwood Point Light Station (NRHP 1984), at the mouth of Sturgeon Bay on the Door Peninsula in Wisconsin. Except for those in the largest cities, most light stations consisted of a residence for the keeper and the keeper's family; quarters for assistants, if any; an office located in the front of the building near the front door (in what would be a parlor in a private house); and a watch room on the upper floor facing the water. Regardless of the orientation of the adjoining streets, a light station's primary facade often faced the water, and the building was situated on the highest point of land beside that occupied by the primary light.

Administering a light station in the late 19th and early 20th centuries required a high tolerance for monotony, an adherence to detail and sense of duty, and the ability to react successfully in occasional dangerous situations, such as storms. Regardless of the station's location, size or prominence, the light station keeper's primary responsibility was to operate and maintain the light, and associated navigational aids, such as fog signals. Prior to automation in the first quarter of the twentieth century, and before gas lamps and later electric lights became common, a lighthouse keeper's primary purpose was to light all of the necessary lamps in a given light (depending on the light's order of brightness, most had several individual lamps), see to it that the lamps remained lit throughout the night, extinguish the light after daybreak, and prepare all of the lamp's equipment and materials for the following evening's work. Depending on each light's age, sophistication and level of importance to navigation, preparation for the following night light might include such things as replenishing lamp oil or other fuel supplies and trimming the lamps wicks. It also might include cleaning and polishing every part of the lantern, from the glass panes in the lantern to the brass fixtures on the lamps to the floor underneath the apparatus.

The lens itself received particularly careful attention, since its ability to magnify and concentrate the faint light from the lamps was the most essential piece of equipment. After 1855, nearly every light on the Great Lakes was equipped with a Fresnel lens, a beehive-shaped collection of glass prisms precisely arranged to maximize the light

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from the lamps and direct it where needed. Although a great improvement over previous methods, the Fresnel lens' hundreds of facets tended to trap smoke from the lamps, in addition to dust, pollen and any other airborne pollutant, all of which detracted from the lens' prismatic qualities. As a result, every facet had to be polished daily, and cleaned with alcohol every two months. (14) Keepers were also responsible for ensuring that the station had a specified number of replacements for each part, all regularly checked to ensure their good working order in the event of damage to the light's active equipment. Reserve supplies were carefully monitored, and the keeper was expected to rotate lenses, lamps and other equipment at regular, specified intervals in order to stretch his equipment as far as possible.

Much of the light station keeper's maintenance responsibility, however, was intended as much to enhance the Light Service's image as to facilitate the light's function. After the institution of the Lighthouse Board in 1852, periodic sets of written instructions were issued to all light station personnel that described in minute detail the tasks that keepers and assistants were expected to perform. Although most of these tasks involved preparation and maintenance of the light equipment, many, such as the daily cleaning of the walls of the lantern room and sweeping of the stairways, did not directly affect the light's performance and appear to have been well beyond the usual standards of nineteenth-century domestic cleanliness. (15) Minor maintenance as needed and painting on a regular schedule completed the keeper's range of typical duties; major repairs and renovations were generally performed by specialized crews maintained by the District Superintendent's office. A military - style uniform for male keepers, prescribed in 1884, was also intended to demonstrate discipline and duty to both keepers and the public.

During the first quarter of the twentieth century light station keepers frequently became caretakers of automated lights, made possible by high-intensity electric lights and timers. By this time, however, other aids to navigation had become prevalent, some of which required manual attention, and which required that most light stations maintains at least minimal staff through the 1950s. Since the 1960s on-site light station keepers have become increasingly rare, with most inspections and maintenance performed by regional coast guard crews dispatched from district headquarters. For a few, usually isolated stations, such as the Cana Island light in northern Door County (NRHP 1976) civilians may be hired or staff assigned to live at the station in order to provide a modicum of oversight

## **II: Historical Context: Port Washington Maritime History**

Like many small settlements on the western Great Lakes, Port Washington's development has been heavily influenced by its ability to participate in the Great Lakes shipping trade. Founded in 1835 as Wisconsin City and incorporated in 1849 as Port Washington, the fledgling community developed around the mouth of Sauk Creek, whose shallow harbor could not be navigated by the lake-going ships of that era. Due to this natural limitation, lake commerce in pre-Civil War Port Washington relied upon three privately-owned piers, each of which extended far enough into the water to reach a depth sufficient to accommodate most lake-going vessels' draft. (16) However, reliance on piers to attract and access lake shipping was a less than ideal arrangement, since the piers provided no

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14 Francis Ross Holland Jr., America's Lighthouses: Their illustrated history since 1716 (Brattleboro, Vermont: The Stephen Greene Press, 1972), p. 45.

15 *Ibid*, p. 54.

16 Port Washington 1835 to 1985. (Port Washington, Wisconsin: Port Publications, Inc. 1985), p.8.

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safe harbor and ships moored to them were hit with the full force of storms or heavy seas. In most circumstances, ships with business at the Port Washington harbor chose to ride out heavy seas at anchor, rather than risk pounding on the piers; since riding at anchor in a storm is a dangerous choice it itself, several ships off Port Washington's piers met their demise at sea or on nearby sand bars when anchor lines failed during a storm. The wrecks of the schooner *Bohemia* and the steamer *Toledo* within a month of each other in the fall of 1856 exemplified the dangers of Port Washington's harbor and added to the growing perception of the harbor's limitations; both wrecks resulted from anchoring failures in high seas within sight of Port Washington. (17) As a result of these limitations, Port Washington's commercial growth was, not unexpectedly, soon outstripped by towns on the southwestern side of Lake Michigan with more accommodating harbors, such as Chicago, Milwaukee and Sheboygan.

Concern over Port Washington's fair-weather harbor was not limited, however, to local business concerns. The approximately sixty miles of unprotected water between the harbors of Milwaukee and Sheboygan created a hazardous situation for all lake-bound vessels, which risked being unable to reach a safe harbor in the face of an oncoming storm. As a result, in 1870 the U.S. Congress authorized funds for developing an artificial harbor at Port Washington. The initial project resulted in the dredging and widening of the mouth of Sauk Creek, continuing several hundred feet inland to create a narrow rectangular harbor, known today as the West Slip. (18) This improvement, however, provided little actual protection; high seas from the northeast were unimpeded by the mouth of the harbor and frequently washed out the harbor's banks and surrounding land. A subsequent federal appropriation financed construction of the present North Slip, a similar harbor intersecting the West Slip near its mouth and extending from the channel several hundred feet north; this slip was intended to dispel destructive wave actions and make both slips safer. (19)

Several locally and federally funded attempts followed, each attempting to eliminate the slips amplifying effect and protect them from incoming waves. The most recent large-scale attempt came in 1934-35, when federal relief efforts led to the construction of breakwaters north and south of the harbor channels, improvements to the harbor, the demolition of the old pier and light, and the construction of a new lighthouse, described below, at the end of the north breakwater. Although they continued to be prone to turbulence, the two original slips remained the center of Port Washington's boating, shipping and fishing industries until the 1980s, although general shipping activity declined steadily after World War II.

Despite the harbor's limitations, lake-going vessels provided Port Washington's primary means of transporting goods, supplies and people, particularly prior to the arrival of a rail line in the 1870's. This rail line was not located near the downtown or the developing lakeside manufacturing district, however, and its impact on the community's economy was not as significant as in many more rail-dependent locations. As early as the 1850s, before the construction of the harbor and just prior to the replacement of the original light, the small community received two to three steamers at its piers daily during the navigable season. (20) Throughout the steamer era of the mid-to-late nineteenth century, a mix of steamers and schooners docked at Port Washington, carrying an array

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17 Richard Smith, Out of the Past: Recollections of Port Washington's Maritime History (Port Washington, Wisconsin: LMN Publications, 1995) p.p. 6-7, 12.

18 Port Washington: 1835 to 1985, *op. cit.*, p.8.

19 *ibid.*, p.8.

20 Sr. M Jane Francis Price, SSND, History of Port Washington and Ozaukee County, Wisconsin (Masters dissertation, Department of History, DePaul University, 1943), p. 40. Copy available at Port Washington Public Library.

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of cargo, from lumber to railroad parts to immigrants bound for Port Washington and other Wisconsin locations. Although many of the vessels stopping at Port Washington did so to replenish supplies, intending to do most of their business elsewhere, Port Washington's businesses benefited greatly from the traffic, which not only gave them an opportunity to supply visitors' needs but gave them more affordable access to materials and markets outside of the immediate area. Large manufacturing companies like the Wisconsin Chair Company, founded in 1888 and located immediately next to the North Slip, often relied on the lake traffic for obtaining wood and other materials and for shipping their finished goods.

Commercial fishing establishments also relied heavily on the harbor's facilities and played a significant role in the community's economy, harvesting perch, whitefish, herring and other varieties for sale in Milwaukee and elsewhere. The success of fishing operations out of the Port Washington harbor also helped foster a growing tourist trade beginning prior to the turn of the century, as day visitors from Milwaukee and other surrounding communities began to visit Port Washington to purchase fish or enjoy fresh fish dinners locally. (21) In the years surrounding the turn of the century a sizable portion of Port Washington's day visitors came via steamer directly into the harbor. The Goodrich steamer line, one of the largest on Lake Michigan, ran daily excursions to and from Port Washington as late as the 1930s, as did the Pabst Whitefish Bay Resort, popular with Milwaukee area residents.(22) For general-purpose commercial lake vessels, Port Washington's harbor provided a refueling location and small market for their services: for Port Washington business, manufacturers and fishers the port facilities provided an essential link to the markets, suppliers and visitors that drove much of the community's economy. As an important aspect of the port's functioning and safety, the navigational aids administered from the Light Station contributed significantly to the harbor's impact on Port Washington.

### III: History: Port Washington Light Station

The present light station was built in 1860, replacing a light and dwelling on the same location built in 1849. Designed to house one keeper and family, the light station building had an office on the first floor and a watch room on the second, immediately below the light placed above the building's gable peak. (23) The range light, a general-purpose beacon directed to ships at a distance, was located in a small cupola on the gable ridge and had a fourth-order Fresnel lens, which produced a light that could generally be seen for up to 20 miles. (24) (Fresnel lens were ordered from first to sixth based on their relative reflectivity; a higher-order lens generally resulted in a less-bright light). Located on a bluff overlooking the harbor that became known as Light House Hill, the light station was located in one of the city's established neighborhoods, in close proximity to the downtown and the harbor. As a result, the keepers and their families at this station did not suffer from the isolation that often plagued more removed locations. Since this light was the only federal navigational aid at Port Washington at that time, the keepers and their families were responsible only for the maintenance and oversight of the building and the light on the gable. Between 1860 and 1874 the station had several keepers in succession, as was typical for the Light Service at that time. In 1874 Charles Lewis, Sr. was appointed keeper of the light; he died in 1880 and was succeeded briefly by his wife, who soon resigned in favor of the Lewis' son, Charles Lewis Jr. The junior Lewis

21 "Port Washington Centennial: 1835 to 1935" (Port Washington: Port Washington Centennial, Inc. 1935), p. 24.

22 Smith, *op.cit.*, p. 13-14; Port Washington: 1835-1985. *op.cit.*, p. 12.

23 Blueprint series, "Remodeling of Dwelling: Port Washington Light Station: First Floor Plan Existing Situation of Present Building" (Office of Lighthouse Superintendent, Twelfth District: Milwaukee, March 31, 1934).

24 Linda Nenn, Out of the Past: The Lights of Port Washington. (Port Washington: LMN Publications, 1995), p. 2.

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was the only keeper to man the light for more than a few years; his tenure of over 40 years lasted until 1924, when the primary light at that time was automated. He remained in the station as a retired custodian until the light station building was reconfigured and the fog signal established in 1934. (25)

The sole light at Port Washington remained on the station's gable until 1889, when a new light was built at the end of the north pier projecting from the mouth of the harbor. The new light, which had a watch room in the tower but otherwise no office or dwelling, was a pyramid-shaped wooden frame tower with clapboard siding and a sixth order red Fresnel lens. (26) Both the low order of brightness and the red color indicate that this light was intended to assist mariners in navigating between the piers into the harbor; a red light was known then, as at present, to indicate the right-hand side of a navigable channel. The fourth-order light at the gable continued to function as a more general beacon until 1903, when it was discontinued. (27)

The pierhead light was located approximately one-half mile from the light station, a walk which led to the installation of a staircase descending the hill in front of the light station in the 1890s. The new pierhead initially received a gasoline-powered light, instead of the oil lamps that still functioned in the gable light and that were still common on the Great Lakes. As a result, the pierhead light could be lit at dusk and left alone for the night, with the keeper returning in the morning to extinguish it, instead of requiring someone to monitor the light in person throughout the night as was necessary with any kind of lamp. This arrangement permitted one keeper to continue to manage both lights, despite their distance from each other, but did little to make the keeper's life easier. The increasing demands of the position resulted in the hiring of a part-time assistant light keeper in 1894, (28) a local fisherman who appears to have continued to live in his family home elsewhere in the city. The pierhead light was electrified and received an automated timer in 1924, (29) which effectively eliminated the need for a keeper for any purpose beyond caretaking and minor maintenance.

In March 1934, in response to the harbor improvements underway and the new breakwater light planned, as discussed previously, the Lighthouse Superintendent for the western Great Lakes' Twelfth District approved plans to extensively remodel the light station building and build a new garage and fog signal building on the site of the station's small stable. (30) Remodeling started in December of 1934, (31) and was completed before the end of the year. The light station's interior was remodeled into two identical three-bedroom apartments, one on each floor, which would house the keeper, his assistant and their respective families. This remodeling, completed five years before the Coast Guard assumed responsibility for navigational aids, reflects the developing professionalism and lifestyle expectations of Service keepers, who were increasingly full time, professionally-trained career employees who often transferred to the station from other areas and expected modern living quarters and equipment. Another traditional expectation, that the spouse and children of the keeper would function as unpaid assistants in managing

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25 *ibid*, p. 5; Port Washington Pilot November 1, 1934 p.1 c.5.

26 Nenn, *op.cit.*, p 4.

27 *ibid*, p.4.

28 *ibid*, p. 6.

29 *ibid*, p. 5.

30 Blueprint series, "Remodeling of Dwelling: Port Washington Light Station: First Floor Plan Existing Situation of Present Building," *op.cit.*

31 Port Washington Pilot, November 1, 1934 p.1 c.6.

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the light and property, had also steadily eroded by this time, with the result that even a small station's operations required two full-time, career federal employees, as well as housing for their dependents.

On the interior of the building, all of the walls, floors, staircases and moldings were removed and replaced, necessitated in part by the need to changes room configurations to allow for indoor bathrooms, bedrooms on the first floor, and living quarters on the second floor. Baseboard radiators were installed, and the kitchen on the first floor was moved from its former location to the rear portion of the former living room. A frame addition with Homasite composite siding was built at the rear of the building, incorporating the former kitchen wing and permitting an additional bedroom, staircase and screened-in porch at the rear of both apartments. The final product of the interior renovation were two completely modern apartments, designed to house professional staff and their families in a manner that would encourage them to stay. (32)

Although the primary intent of the remodeling of the light station was to convert it to residential use by the keeper, his assistant and their families, many of the exterior alterations to the 1860 building conducted at the same time reflected more than simply changing use. The light on the gable, which had not operated since 1903, was removed when the roof was re-shingled, and both front and rear doors received small Colonial Revival-influenced hoods similar to those common on new houses of that time. The second floor, which originally had three blind, arched window openings and a smaller off-center window on each side elevation, was completely reconfigured, the arched openings being closed and window matching those on the first floor being installed. Despite the speed with which renovations were completed, the work was done so carefully as to make the alteration nearly imperceptible. Perhaps most interestingly, the building's renovators went to the difficulty of cutting off the roof's modest overhang on every facade of the building, resulting in a close-fitting roofline similar to those found on builder's Colonial Revival cottages of the 1930s. The resulting exterior has a markedly 1930's-era Colonial-style profile, which may have been intended to modernize the building's appearance and make it more appealing to public architectural tastes.

Following the renovation, the office function of the light station primarily moved to the new fog signal building, which was also one of the primary reasons for maintaining staff at this light station following the construction of the automated breakwater light. Although lights could be set to timers to turn on and off automatically at specified intervals, automated fog signals were not feasible until the late 1960s. As a result, a keeper or assistant was still required to be on call at all times to watch for developing fog and activate the fog signal, a horn powered by an electric generator whose building was located at the base of the bluff. Other administrative requirements, such as inventories of equipment and correspondence with the District Superintendent, were also relocated to the fog signal building. With this additional task, the light station continued to function in virtually the same fashion throughout the transition from Light Service to Coast Guard administration, and the keepers and their assistants continued to be responsible for routine examinations and administrative tasks pertaining to the lights and fog signal system until the late 1960s. Following automation, the fog signal building was used predominately for storage and the 1860 building as auxiliary housing for Coast Guard personnel based in Milwaukee until 1995, when the property was leased by the local historical society for use as a museum.

Through several periods of change, the Port Washington Light Station served the city and harbor of Port

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Washington for a large portion of the community's history as the center of administration for the city's navigation lights and other aids to navigation. From its construction in 1860 through the historic era, the Light Station housed the staff and offices and served as the base of operations for all activities relating to the lights, whether the primary light was located on the building, on the north pier or on the north breakwall. By providing this little-noticed but essential service, the Light Station's staff played a significant role in Port Washington's development as a center of commerce and as a Great Lakes port. Regardless of the level of activity or the sophistication of the technology involved, Port Washington's lights and fog signal required on-site administration throughout the historic period, and the Light Station provided a continuous locus for these activities.

**V: Context: Navigation-related resources, Port Washington.**

Although Port Washington's maritime activity has changed dramatically during the past century, several extant historic resources in addition to the Light Station also illustrate the port's development. As will be seen, the Light Station is a related but distinct element of the overall maritime context; it is the property in this vicinity most directly associated with the administration and management of the navigational aids that helped make Port Washington harbor safe and economically viable.

The following resources are directly relevant to the navigation of the Port Washington harbor and were administered from the Light Station; as such they constitute the structures with the strongest contextual historic relationship to the Light Station. Both structures represent a particular era in the harbor's development, and neither are pertinent to administration and management of the harbor's collection of navigational aids to the extent evident in the Light Station .

**Breakwater Light, North Breakwater.**

Built in 1935 , this 71-foot reinforced concrete structure remains the primary navigational light at Port Washington. Visible at a distance of 14 miles, (33) the structure is similar in structure and form to other Great Lakes lighthouses from the mid-20th century, such as the Keweenaw Waterway Upper Entrance Light near Hancock, Michigan. (34) The Port Washington lighthouse marks the seaward terminus of the breakwater, and is accessible only by boat or by walking the length of the breakwater, which has no pedestrian railings or other protections for the final several hundred feet. The light has no living quarters and has never been occupied for administrative or dwelling purposes for any extended period of time.

**Channel Light, harbor.**

The starboard or right-hand channel marker at the mouth of the original harbor was erected in 1934 on the remaining stub of the former north pier, following the demolition of the 1889 light. This red-and white cylinder is approximately 30 feet tall and eight feet in diameter and has a small, unsheltered red beacon on top of it, making it a typical example of such close-range shore aids in Great Lakes harbors.

In addition to these navigational aids, other historic maritime-related resources are extant in the Port Washington harbor area. These are identified below; as will be seen they represent an aspect of the community's maritime

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33 Nenn, *op. cit.* P. 8.

34 Penrose, *op.cit.*, p. 39

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development, which is clearly distinct from the Light Station's area of significance.

**West and North Slips, original harbor.** As discussed previously, both slips were dredged by the federal government in the 1870s. (35) Both slips have been repeatedly dredged, rebuilt and altered since that time, primarily in order to maintain commercial viability and to repair or try to prevent damage from high seas. Private mooring owners in the mid-1930s lined the slips with corrugated steel, (36) and the area surrounding the slips was renovated in the mid-1980s. Throughout the period of Port Washington's significant lake commerce activity, which dwindled after World War II, these slips were the primary docking areas for ships visiting Port Washington. In 1889, the channel leading from the lake to the two slips was marked by a pier several hundred feet long and a light house, described previously, at its terminus. The pier and light were demolished in 1934. (37)

**North and South Breakwater.**

Work on the north breakwater was begun in 1934 and completed in early 1935. (38) This massive structure extends from the shore just southeast of the light station to a distance of more than one-quarter mile into Lake Michigan. A shorter breakwater was built in 1939, extending northeast from the south edge of the harbor channel's mouth, in order to partially close the channel into the harbor and try to lessen the effects of high seas. (39) Both breakwaters have been repaired but little altered since their construction.

Within the context of other resources related to historic commercial navigation in the Port Washington harbor vicinity, it may be seen that the Port Washington Light Station is an important and distinct element of this aspect of the community's history. The Light Station represents the administrative headquarters and an important location of federal participation in the harbor's development throughout the historic period of all of the other resources identified. The Light Station is not in itself a navigational aid such as the breakwater or channel lights; it does, however, represent an essential element of the harbor's development as a commercial port.

**VI: Conclusion**

The Port Washington Light Station served the city and harbor of Port Washington for a large portion of the community's history as the center of administration for the harbor's navigation lights and fog signal. As such, it is eligible for the National Register of Historic Places under Criterion A as a significant resource pertaining to the history of maritime navigation at Port Washington. From its construction in 1860 through the historic era, the Light Station housed the staff and offices and served as the base of operations for all activities relating to the lights, whether the primary light was located on the main building, the north pier or the north breakwall. By providing this essential service, the Light station's staff played a significant role in Port Washington's viability as a Great Lakes commercial harbor and its development as a participant in Great Lakes commerce, and quietly but significantly facilitated the harbor's safety, desirability and development throughout a majority of the community's historic existence. The property's alterations over time resulted from technological and administrative

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35 Port Washington 1835-1985, *op.cit.*, p. 8

36 Port Washington Pilot, March 28, 1935, p.1 c.2.

37 Port Washington Pilot, August 23, 1934, p.1c.1.

38 Port Washington Pilot, November 29, 1934, p.1c.6.

39 Smith, *op.cit.*, p.6.

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developments over much of the history of the U.S. Light Service, and help demonstrate the impact of this evolution on individual light stations. The Port Washington Light Station's significance stems as well from its continuity of use over time; this continuity and its administrative function are represented uniquely in this property when considered within the context of other historic navigation-related resources in Port Washington.

**VII: Archeological Significance**

No known archeological resources relating to prehistoric or historic habitation have been discovered on this site. The property in question was occupied by Light Service and Coast Guard personnel almost continually from 1849 until the recent past; archeological resources pertaining to this use may be extant but are not likely in large amounts due to the small numbers of people and limited physical development on the site throughout its historic period.



Port Washington Light Station

Name of Property

Ozaukee / Wisconsin

County and State

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A USGS map (7.5 or 15 minute 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 City of Port Washington, Attention: Mary Kay Buratto, Director of Planning and Development  
street & number PO Box 307 telephone \_\_\_\_\_  
city or town Port Washington state WI zip code 53074

**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 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Boundary Description:

The nominated property is defined as follows:

All of Lots 1, 26, 27 and 28 of Block 2, Northeast Addition, City of Port Washington, Ozaukee County.

Boundary Justification:

The above boundaries incorporate all the property associated with the buildings in question during the historic period

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PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking north.

Photo #2 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking east.

Photo #3 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking west.

Photo #4 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking west.

Photo #5 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking south.

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Port Washington Light Station  
Ozaukee County, WI

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Photo #6 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
Interior, looking northeast.

Photo #7 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
Interior; view looking north.

Photo #8 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
View looking south

Photo #9 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
Fog signal building; view looking northeast.

Photo #10 of 13  
PORT WASHINGTON LIGHT STATION  
City of Port Washington, Ozaukee County, WI  
Photo by D.G. Rucker, Sept. 18, 1996  
Negative at State Historical Society of Wisconsin  
Fog signal building; view looking northwest.

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Port Washington Light Station  
Ozaukee County, WI

Section Photos

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Photo #11 of 13

PORT WASHINGTON LIGHT STATION

City of Port Washington, Ozaukee County, WI

Photo by D.G. Rucker, Sept. 18, 1996

Negative at State Historical Society of Wisconsin

Fog signal building; view looking southwest.

Photo #12 of 13

PORT WASHINGTON LIGHT STATION

City of Port Washington, Ozaukee County, WI

Photo by D.G. Rucker, Sept. 18, 1996

Negative at State Historical Society of Wisconsin

Fog signal building; view looking northwest.

Photo #13 of 13

PORT WASHINGTON LIGHT STATION

City of Port Washington, Ozaukee County, WI

Photo by D.G. Rucker, Sept. 18, 1996

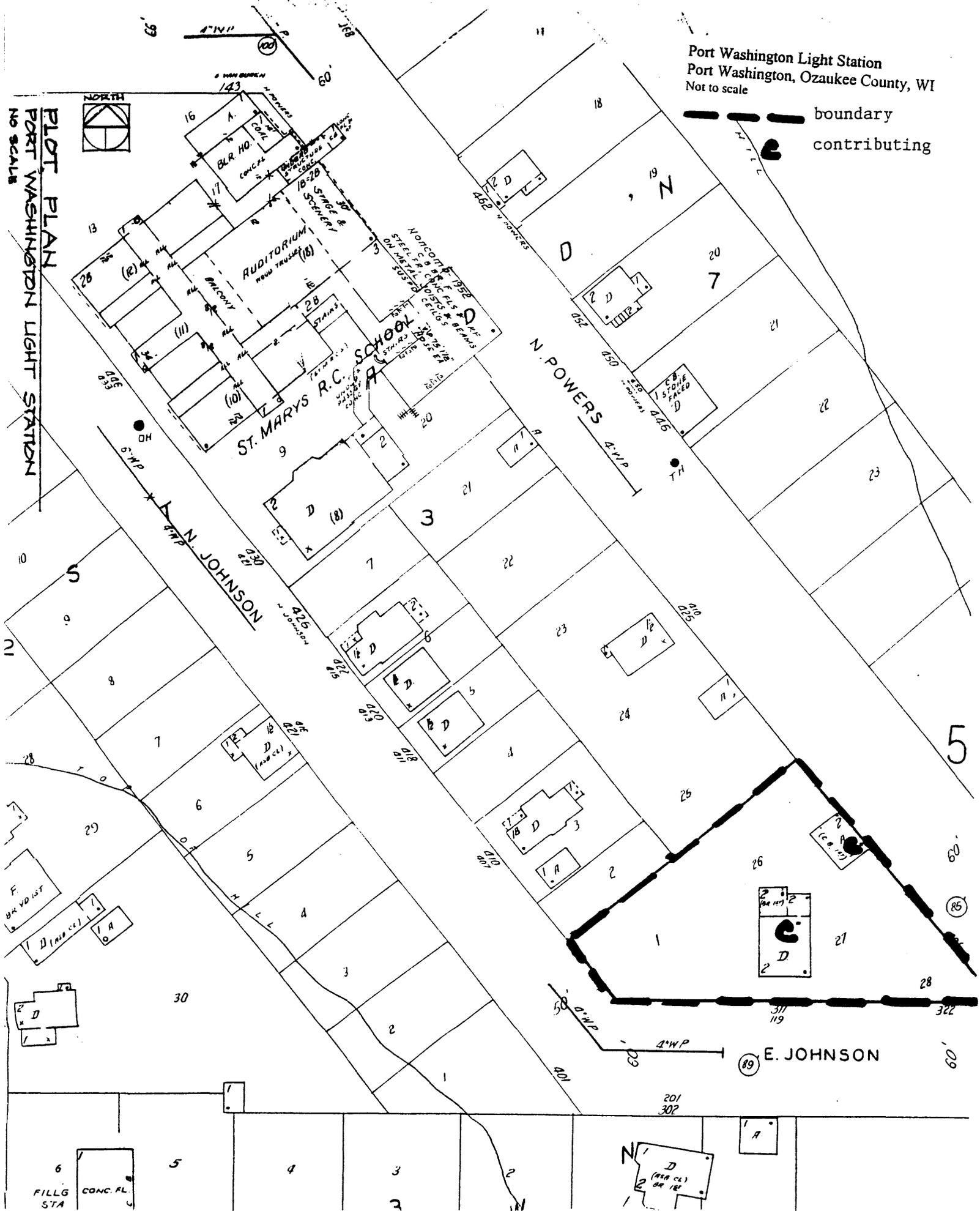
Negative at State Historical Society of Wisconsin

Fog signal building, interior; view looking northeast.

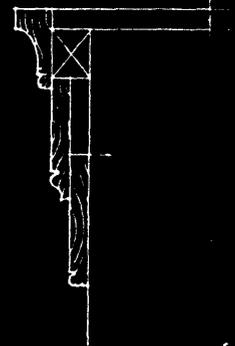
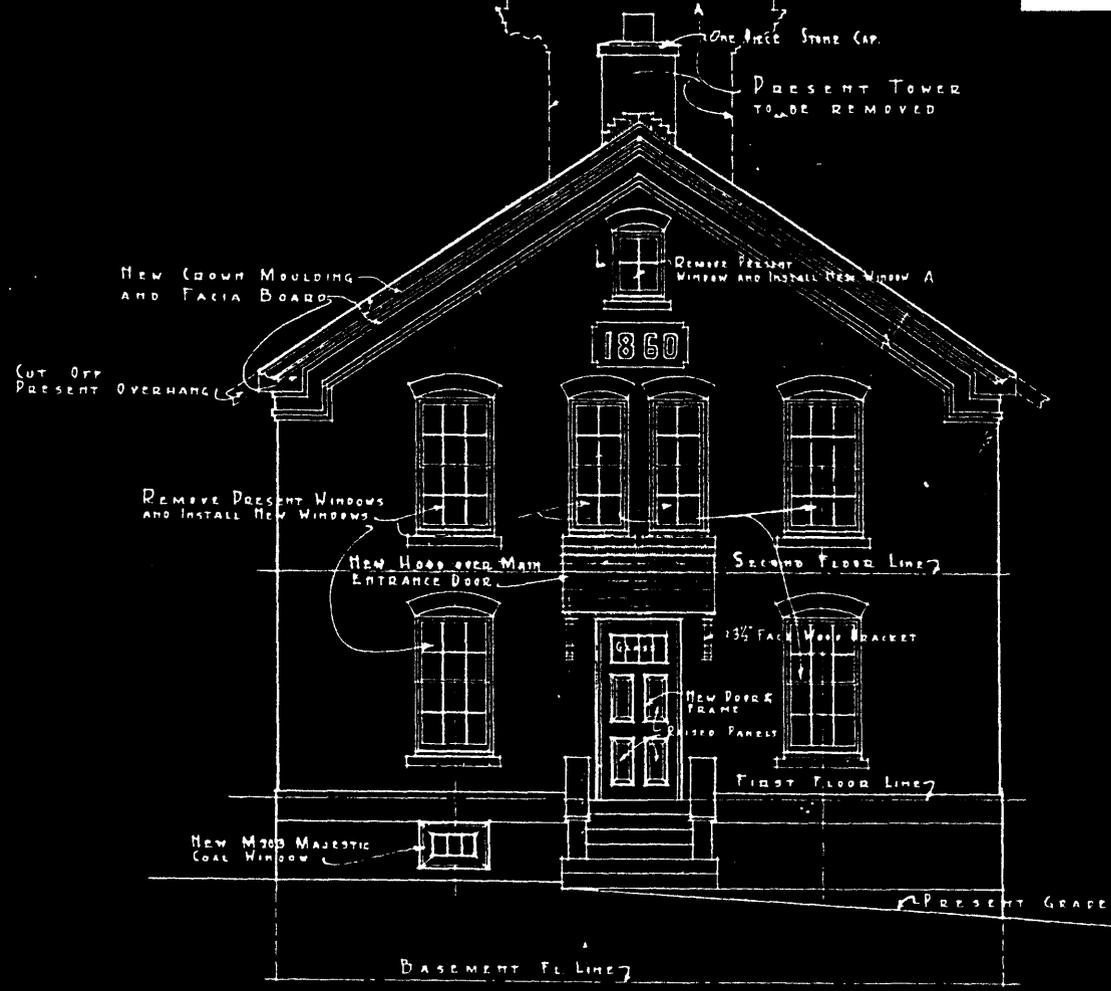
Port Washington Light Station  
Port Washington, Ozaukee County, WI  
Not to scale

--- boundary  
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PLOT PLAN  
PORT WASHINGTON LIGHT STATION  
NO SCALE



Port Washington Light Station  
 Port Washington, Ozaukee County, WI  
 Not to scale

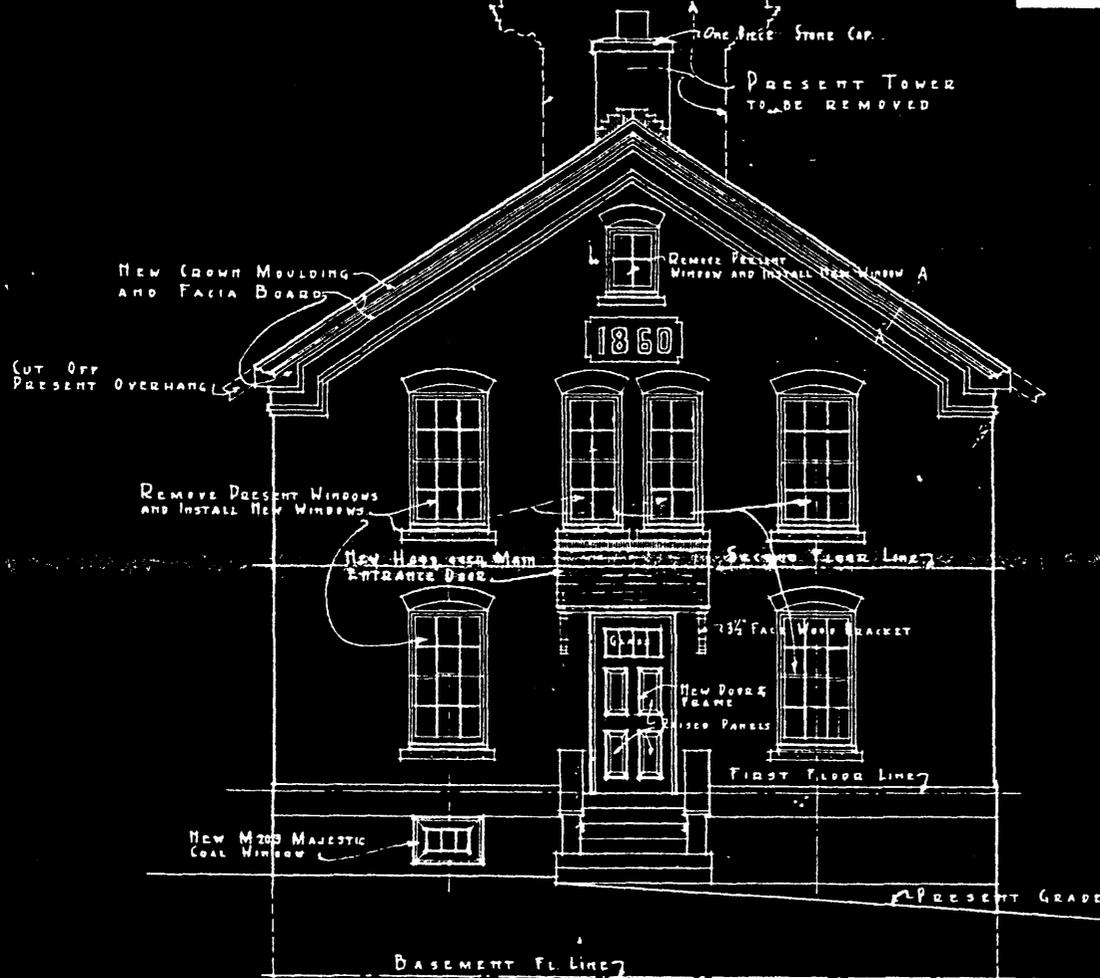


SECTION THRU GABLE FINISH  
 ON LINE AA  
 SCALE 3" TO 1 FOOT

SOUTH ELEVATION  
 SCALE 1/4" = 1 FT.

OFFICE OF THE LIGHTHOUSE SUPERINTENDENT  
 TWELFTH DISTRICT MILWAUKEE  
 REMODELING OF DWELLING  
 PORT WASHINGTON LIGHT STATION  
 APPROVED MARCH 31, 1934  
*N. M. Bonke* C. H. HUBBARD  
 ASST. SUPERINTENDENT SUPERINTENDENT  
 DRAWN BY ROP  
 TRACED BY ROP  
 CHECKED BY  
 34053-1

Port Washington Light Station  
 Port Washington, Ozaukee County, WI  
 Not to scale



SECTION THRU GABLE FINISH  
 ON LINE AA  
 SCALE 3" TO 1 FOOT

SOUTH ELEVATION  
 SCALE 1/4" = 1 FT.

OFFICE OF THE LIGHTHOUSE SUPERINTENDENT  
 TWELFTH DISTRICT MILWAUKEE  
 REMODELING OF DWELLING  
 PORT WASHINGTON LIGHT STATION  
 APPROVED MARCH 31, 1934  
*N. M. Wanka* C. H. HUBBARD  
 1ST ASST SUPERINTENDENT SUPERINTENDENT  
 DRAWN BY E.O.P.  
 CHECKED BY E.O.P.  
 34053-1