

PH0012351

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE:
Florida

COUNTY:
Palm Beach

FOR NPS USE ONLY

ENTRY DATE
OCT 15 1973

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Jupiter Inlet Lighthouse

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Juncture of Loxahatchee River and Jupiter Sound

CITY OR TOWN:
Jupiter

CONGRESSIONAL DISTRICT:
Ninth District

STATE:
Florida

CODE:
12

COUNTY:
Palm Beach

CODE:
099

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <u>Lighthouse operable</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
U. S. Coast Guard - Seventh Coast Guard District

STREET AND NUMBER:
51 S. W. First Avenue

CITY OR TOWN:
Miami

STATE:
Florida

CODE:
12

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Palm Beach County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
West Palm Beach

STATE:
Florida

CODE:
12

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
N/A

DATE OF SURVEY:
 Federal State

DEPOSITORY FOR SURVEY RECORDS:

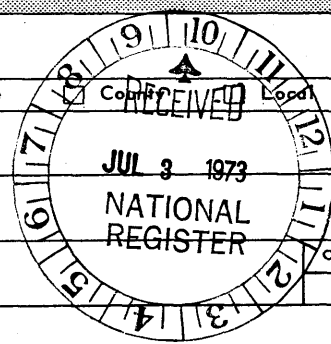
STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS



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7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Jupiter Inlet Lighthouse structure is a conical tower 105 feet in height. The original design called for a 90 foot tower, but the specification was altered to 105 feet before construction was completed. The brick tower is presently painted a flat red color; the natural brick was originally exposed unpainted and remained so for some time after its construction.

The walls taper in thickness from a measurement of 31½ inches at the base to 18 inches at the base of the lamp housing. Near the top of the brick tower is a catwalk in the form of a decahedron; presently there is a metal railing extending around its perimeter. An early photograph (1880's) indicates that another design of railing was formerly in use. The catwalk is supported by brackets at each of its ten angles. The lantern is three panes of glass high with metal ribs.

The entrance to the tower is at ground level on the south facade. Over the semicircular arch of the doorway is a radiating voussoir of brick, and the sides of the doorway are faced with brick also. The windows are of six over six sash construction.

The structure has undergone no major alterations since its construction; however, minor interior and exterior repairs have been made from time to time. In 1928, the light was converted to electricity.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|----------------------------------------------|--------------------------------------|----------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

In the Annual Report of the Lighthouse Board dated January 30, 1852, a recommendation was made for the construction of "a first-order lens light, with an elevation of 150 feet, near Jupiter Inlet, Florida." A first class light for "the vicinity of Jupiter Inlet, Florida," was authorized by Congress on March 3, 1853, "to serve as a seacoast light and also to guard mariners in approaching the dangerous shoal lying off that point." The sum of \$35,000 was appropriated for "preliminary steps ordered to be taken in regard to obtaining title to the proper site, plans to be prepared, etc." Difficulties in constructing the lighthouse were anticipated from the outset, for the authorization stated that "this point being inaccessible for all useful purposes by land and difficult to be reached by sea for want of harbors in its vicinity, some delay may ensue in making the proper site and obtaining a proper title to it. The act of Congress ceding swamplands to this and other states, without making reservations for light-house purposes, renders this duty complicated and causes delay."

The tract selected in 1853 after an examination of the coast in the Jupiter Inlet area was a part of the Fort Jupiter reservation established during the Seminole War period; the Lighthouse Board officially recommended the use of this site. Plans and estimates for the lighthouse were submitted for approval in 1854 or early 1855. The chief of administrative affairs for the Seventh Lighthouse District, which until 1890 included the Jupiter Inlet Light (transferred to the Sixth District in that year), was George G. Meade, then a lieutenant in the Bureau of Topographical Engineers and later a noted Civil War general. According to National Archives documents, the design for the lighthouse was submitted to the Lighthouse Board by Meade but was drawn and designed under Meade's instruction by John W. Nystrem. Construction arrangements until May 31, 1856, the date when Meade's appointment as chief administrator for that district ended, were supervised by Meade. This does not mean that he was constantly

(Con't)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE ATTACHED SHEET

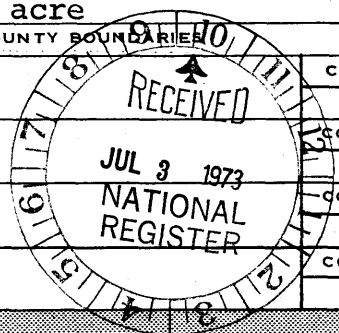
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	N26°	56'	50"
NE	°	'	"	°	'	"	W80°	04'	47"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Mildred L. Fryman, Graduate Assistant

ORGANIZATION: Division of Archives, History, & Records Mgt. DATE: 2/5/73

STREET AND NUMBER: Department of State, The Capitol

CITY OR TOWN: Tallahassee STATE: Florida CODE: 12

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Robert Williams

Title State Liaison Officer

Date June 26, 1973

I hereby certify that this property is included in the National Register.

Carmit A. Connolly
 Director, Office of Archeology and Historic Preservation
 Associate Director
 Professional Services

Date OCT 15 1973

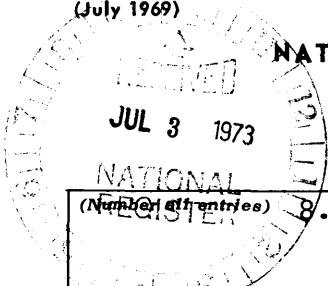
ATTEST: Wm. H. ...
 Keeper of The National Register

Date 10-9-73

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in attendance on the site, however; his duties included administering two lighthouse districts (the Seventh and the Fourth) and his office was in Philadelphia. Whether or not Meade actually visited the site while the Jupiter Inlet Lighthouse was under construction is not documented.

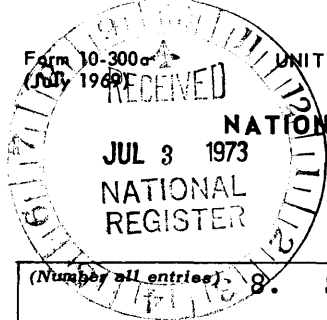
61.5 acres of the reservation were reserved by the executive order of President Franklin Pierce signed October 22, 1854. (In 1925, a topographical survey indicated that the lighthouse reservation had not been properly located; the new area of the reservation was fixed by Executive Order on June 12, 1925, at 121.95 acres). All was in readiness for construction to begin, but it would be almost six years before the Jupiter Inlet Lighthouse was ready for operation.

A major reason for this delay was the fact that Jupiter Inlet was sanded shut in 1854, forcing the use of an alternative route for transporting building materials to the site. The pattern of opening and closing of the entrance to the intercoastal waterway areas by drifting sand had often been repeated over the years. The Inlet was open briefly in 1853, but soon reclosed. In 1855, the commander of Fort Jupiter, a Major Haskins, made an unsuccessful effort to open it; however, in the next year, Captain Capron of the same installation did open the inlet. For roughly a decade it remained open, but in the period between 1853 and 1856, the problem of access to the lighthouse site was a difficult one.

In spite of the inconveniences presented by the situation, construction of the lighthouse progressed. Supplies had to be sent down the Indian River and Jupiter Narrows, a procedure which involved some overland carriage and lightering of around five hundred tons of construction materials. The expenses mounted and in 1856, Congress appropriated another sum (\$19,522.90) for purposes of "continuing and completing Jupiter light."

Congressional records indicate that little of this new sum was expended in 1857 and 1858; the major expenditures did not come until 1859. The cause of this gap in progress was the hostilities accompanying the Third Seminole War. The Annual Reports of the Lighthouse Board of those years refer to Indian troubles in 1856 and 1857 which continued into the winter working season of 1858. The 1857 Report anticipated that work would begin at the end of 1858 and be completed by 1859; this was not the case. In 1859 work had to be halted because of the problems of heat, moisture,

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and insect molestation. However, the work was completed during the 1859-60 working season as was predicted in the 1859 Annual Report. Before the work was finished, more money for the project had to be found; funds totaling \$6336.08 were transferred from balances remaining from appropriations made for other lighthouses. The combined expenditure for the Jupiter Inlet Lighthouse from 1854-1859 amounted to \$60,858.98.

The Jupiter Inlet Lighthouse was first placed in operation on July 10, 1860. The events of the Civil War in the area precipitated an action on the part of civilians in the area in 1861. The coast of Florida was patrolled by ships of the U.S. Navy whose duty was to blockade the coast and prevent supply ships from reaching the Confederate shores. The Jupiter Inlet, which was open at the time, was a useful point of entry for blockade runners; although the lighthouse was useful to the Confederates in locating the inlet, it was even more useful to the federal ships whose task it was to intercept the blockade runners. In order to make it more difficult for the U.S. Naval force to apprehend the Confederate supply ships, a group of men from the Jupiter Inlet area, in August of 1861, rendered the Jupiter Lighthouse inoperable by removing and carrying away its lighting apparatus so that the light could not be used to aid U.S. Naval patrols on the coast of Florida. The Lighthouse Board Report of that year reported that "lawless persons visited the Jupiter Inlet Lighthouse on the coast of Florida and removed therefrom the illuminating apparatus."

The Jupiter Inlet Lighthouse has continued to function since 1866 with its routine activities enlivened occasionally by events at sea. A Life Saving Station was established there in 1886, after which rescue activities occurred in the area as would be typical for any coastal lookout and rescue unit. Shipwrecks occurred in the area before and after the Life Saving Station was put into service. During World War II, enemy activities off the Atlantic coast of the U.S. resulted in a submarine alert in which the Jupiter Inlet Lighthouse was involved; American vessels were torpedoed off nearby Hobe Sound in 1942.

The decision to establish a lighthouse at Jupiter Inlet Sound in the 1850's was made as part of a general plan for lighting the Florida reef on the east coast as an aid to commerce and transportation. The determined efforts to complete the lighthouse at great cost of effort and money indicates that it was thought to be essential to the

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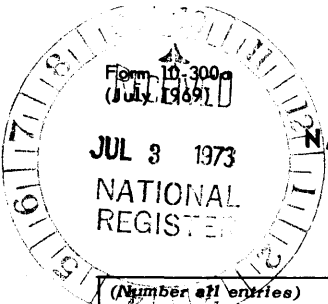
(Number all entries) 8. SIGNIFICANCE

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protection of naval commerce and transportation in that area. The difficulties which beset the construction of the lighthouse, with the exception of the Indian hostilities which ceased to be a major problem after the Third Seminole War, are illustrative of the kinds of problems continually faced in the development of the south Florida area.

Since so much of the activity in Florida during the Civil War centered on the question of naval control of access by water to Florida, the local civilian action at Jupiter Inlet Lighthouse indicated the degree to which this was of concern to the residents of Florida. The later activities at the lighthouse typify the value of a coastal station to transportation and commerce. All of these points illustrate the significance of the Jupiter Inlet Lighthouse.





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(Number of entries) 9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Meade, George. The Life and Letters of George Gordon Meade. Ed. by George Gordon Meade. In 2 vols. Vol. I: New York: Charles Scribner's Sons, 1913.

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_____. 34th Congress. 1st Session, 1856. Statutes at Large and Treaties of the United States. Vol. XI. Chapter CLX.

_____. 39th Congress. 1st Session. House of Representatives. Executive Documents. No. 3. "Report of the Secretary of the Treasury on the State of the Finances for the Year 1865. Report of the Lighthouse Board, October 26, 1865."

_____. 2nd Session. House of Representatives. Executive Documents. No. 4. "Report of the Secretary of the Treasury on the State of the Finances for the Year 1866. Report of the Lighthouse Board."

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