

United States Department of the Interior
National Park Service

1121



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Fowey Rocks Light
other names/site number Fowey Rocks Light Station

2. Location

street & number Offshore in Straits of Florida 6.3 mi SSE of Cape Florida on Key Biscayne not for publication
city or town Key Biscayne vicinity
state Florida code FL county Dade code 025 zip code 33149

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

[Signature]
Signature of certifying official/Title Chief, Office of Env Mgmt & EPO Date 20 SEPT 2010

United States Coast Guard
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Barbara C. Mattick, DSHPO for Survey + Registration Date 9/23/2010
Signature of commenting official

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register

other (explain:)

[Signature]
Signature of the Keeper

1/26/2011
Date of Action

Fowey Rocks Light
Name of Property

Dade County, Florida
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only one box.)

- building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1	1	structure
		object
1	1	Total

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

Light Stations of the United States

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation

Water-related

Current Functions
(Enter categories from instructions.)

Transportation

Water-related

7. Description

Architectural Classification
(Enter categories from instructions.)

Late Victorian

Second Empire

Materials
(Enter categories from instructions.)

foundation: Iron

walls: Exterior: Iron

Interior: Iron, wood

roof: Copper, Iron

other: Lantern: Iron, Glass

Fowey Rocks Light
Name of Property

Dade County, Florida
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

(see continuation sheets)

Narrative Description

(see continuation sheets)

Permalife
25% COTTON CONTENT

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Narrative Description

Summary

Fowey Rocks Light was established as a Federal aid to navigation in 1878 to mark a hazardous reef 6.3 miles south-southeast of Cape Florida on Key Biscayne in Dade County, Florida. It is located more than three nautical miles from land and is outside Florida state waters. Even so, this lighthouse is significant to the local history of Dade County. It is owned by the U.S. Coast Guard and includes one contributing resource and one non-contributing resource. The contributing resource is an octagonal, pyramidal skeletal tower lighthouse approximately 130 feet tall that stands in approximately 10 feet of water. The lighthouse's skeletal tower is supported by pilings and is painted brown. It supports a keepers dwelling and stair cylinder that are painted white. The superstructure component atop the skeletal tower and stair cylinder includes a service room, watch room and lantern. These are painted black. Fowey Rocks Light is operated as an automated beacon identified as number 920 on the regional light list. It is equipped with a modern optic that signals a flashing white light visible for 15 miles in clear weather, and a RACON radar beacon. The optic also displays two red sectors that mark areas of hazardous water to the north and south. The property's non-contributing resource includes a boat dock and walkway built in 1996. It provides a mooring for vessels and platform for transferring personnel, supplies and equipment. The dock's walkway connects with the lighthouse. Fowey Rocks Light is accessible by boat. It is not open to public visitation.

Setting and Resources

This lighthouse marks Fowey Rocks, an offshore coral reef 6.3 miles south-southeast of Cape Florida, which is at the south end of Key Biscayne in Dade County, Florida. It is situated more than three nautical miles from land and is outside Florida state waters. Fowey Rocks is on the western side of the Straits of Florida north of Key Largo. It is named for the *HMS Fowey*, a British warship that wrecked nearby in 1748. This location lies near an important shipping lane for vessels navigating between the Gulf of Mexico and the Atlantic Ocean. Fowey Rocks Light is a Federal lighthouse owned by the U.S. Coast Guard. It is identified as number 920 on the regional light list. This property is located on submerged land within the authorized boundaries of Key Biscayne National Park. It is surrounded by water and accessible by boat.

Contributing Resource: Lighthouse

The lighthouse at Fowey Rocks is approximately 130 feet tall and was established as a Federal aid to navigation in 1878. It is presently equipped with a modern automated signal light and a RACON radar beacon. The lighthouse structure includes an iron disk pile foundation and an iron octagonal pyramidal skeletal tower that has five horizontal tiers. The tower supports a keepers dwelling, stair cylinder, service room, watch room and lantern. The lighthouse's day mark coloration includes a brown skeletal tower, black lantern, white stair cylinder, and a white keepers dwelling.

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Disk Pile Foundation

The lighthouse's foundation is 56 feet in diameter and includes a set of nine iron disk piles. Eight pilings are arranged in an octagonal configuration with the ninth positioned in the center. Each disk pile includes a 12-inch diameter wrought iron piling and a 7-foot diameter cast iron disk. The pilings are solid metal and 28 feet long with a pointed tip. They include a shoulder 11 feet, 4 inches from the tip that increases the piling's diameter. Each disk includes a 12-inch diameter center hole surrounded by a 2-foot tall collar. The collar is reinforced by radial ribs extending to the disk's perimeter, ending at a 6-inch tall rim. Each disk is positioned horizontally on a leveled area of the coral rock sea floor. The process to set a disk pile in its place used a pile-driver to pound a piling through the disk's center hole and into the coral rock substrate until the piling was approximately 10 feet deep and the piling's shoulder rested against the disk's collar (U.S. Lighthouse Board 1875, Plate No. 5). This served to disperse the piling's structural load over a wider area and provided for greater stability. An account of Fowey Rocks Light's construction describes how its foundation was built:

The lower series of piles were put in place in the summer of 1876. A working platform, about 80 feet square, was erected on the site, 12 feet above low water, on iron-shod mangrove piles driven into the coral. The disk for the central iron foundation-pile was then lowered into its place, and through this disk the first iron pile was driven. A perimeter disk was then located by a gauge, and then the first perimeter pile was driven through the center of this disk. After every blow of the pile-driver the pile was tested with a plummet, and the slightest deviation from the vertical was rectified. In locating the disk for the next perimeter pile two gauges were used to get the proper distance from the center pile, and to maintain it from the perimeter pile just driven. The disks were dragged along the bottom until the outer edges just touched the free edges of the gauges. Each pile was then driven through the center of its disk. When all were driven their tops were leveled by cutting off each to the line of the lowest. The piles were then capped with their respective sockets; the horizontal girders were inserted, the diagonal tension-rods were placed and screwed up, and the foundation series was completed.

The Modern Light-House Service, 1890

After the nine foundation piles were set into position, their tops were cut level with one another and capped with sockets. These sockets provide connection points for horizontal beams, vertical columns, and tension rods (cross-tie rods with turnbuckles). The tension rods are oriented diagonally, vertically and horizontally. They provide tension that pulls components of the foundation and the skeletal tower's column and beam framework together vertically, horizontally and diagonally. The foundation's pilings are connected with one another using horizontal beams extending to sockets at the top of neighboring pilings. They are also tied to sockets on neighboring pilings by tension rods. The socket atop the foundation's center piling includes 16 connection points. These provide joints for a vertical column, horizontal beams extending to the peripheral pilings, and tension rods extending upward and downward in a radial fashion to peripheral foundation pilings and columns and beams of the tower superstructure.

Skeletal Tower

The lighthouse's skeletal tower is octagonal in plan and pyramidal in elevation. It is built with a series of five structural tiers consisting of horizontal beams extending between the tower's peripheral columns. The first (lowest) tier includes the top of the foundation's nine vertical pilings and horizontal beams connecting them. At this tier, each perimeter piling supports a peripheral column that inclines inward towards the center in pyramidal fashion at approximately a 60-degree angle.

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The skeletal tower's eight peripheral columns are made with a series of column segments and iron sockets at each segment's upper and lower end. These sockets provide connection points for successive column segments as well as each tier's beams and tension rods. The inclined peripheral columns become narrower in diameter at higher tiers. The first tier's foundation pilings are 12 inches in diameter. The column segments rising to the second and third tiers are 10 inches in diameter. The column segments rising from the third to the fourth tier are 9 inches in diameter, while the segments extending from there to the fifth tier have a diameter of 8 inches.

The tower's second tier includes an octagonal platform approximately 50 feet wide made with iron plates. This platform is supported by horizontal iron beams connecting with the second tier sockets atop the peripheral and central columns. The lighthouse's two-story octagonal keepers dwelling sits atop this second tier platform. Tension rods of the tower's third tier extend through the dwelling's walls and connect with the lower part of the lighthouse's stair cylinder, which is enclosed by the dwelling. The dwelling's roof is nearly level with the skeletal tower's third tier. The skeletal tower's third, fourth and fifth tiers include horizontal beams that extend between the peripheral columns and bands of sockets surrounding the stair cylinder. The fifth tier's horizontal beams support the service room, which is centered atop the stair cylinder.

Second Tier Platform

The tower's second tier platform is octagonal and made with iron plates cast with a diamond pattern for traction. Its south-southeast (SSE) and north-northwest (NNW) sides each include an original opening in the deck for a stairway that descended to a platform at the skeletal tower's first tier. The stairways and first tier platforms are no longer extant. The second tier stairway openings are now covered with steel plates. The second tier platform's SSE and NNW sides also include projecting 3-foot wide rectangular decks that formerly supported boat davits and lifting cranes that are no longer present. A deteriorated wrought iron guardrail encloses the second tier platform's perimeter. Its stanchions pierce the platform's supporting beams and are attached at the bottom to a decorative bracket beneath each beam. The guardrail section on the platform's SSE side has been removed where a non-original boom constructed of steel girders extends out over the water. In place of the missing railing, a chain is suspended between stanchions on either side.

Keepers Dwelling

The lighthouse keepers dwelling sits centered atop the second tier platform. It is octagonal in plan, two stories tall, and approximately 40 feet in diameter. The dwelling is painted white. Its design follows the Second Empire architectural style popular in the 1870s and includes a mansard roof.

The second story mansard roof is octagonal and made with ribbed iron plates. Each of the roof's eight vertical sides (facets) has a single window dormer that includes a surround with a cast iron hood and molding with decorative medallions at the corners. The second story windows are fitted with two-over-two double-hung sash with glass glazing. Several windows are covered on the outside with steel plates. The mansard roof includes decorative cast iron cornices extending along each roof facet at the slope transition above the second story windows, as well as along the roof eaves below them. The eave cornice includes a built-in rain gutter system.

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The dwelling's first story exterior wall includes eight sides (facets). These are clad with iron plates. The west-northwest (WNW) and east-southeast (ESE) facets include doorways flanked by a window on the right and a window on the left. The doorways both have the year "1876" cast into an iron wall plate directly above them. The ESE doorway's exterior is covered with steel plates. The WNW doorway is fitted with a steel door providing access to the interior. The other six first story facets are pierced with a single window each. All first story windows are wood-framed and fitted with six-over-six double-hung sash. Every first story window is covered on the outside with a steel plate. The ESE doorway's left side window is covered with a steel plate that is pierced by two ventilation pipes. These provide air and an exhaust outlet for a diesel generator inside.

The first story interior is divided by wooden partition walls into four rooms and includes a wooden circular partition wall at its center surrounding the lower part of the lighthouse's stair cylinder. The walls dividing the four rooms extend north-south and east-west from the stair cylinder. Each room's outer wall includes two facets of the dwelling's octagonal façade. A 7.5-inch-tall wooden baseboard runs along the bottom of each wall. Crown molding extends along the joints where the walls meet the ceiling. Each room's ceiling is made with tongue and groove wooden boards. The floors are covered with linoleum tile. The rooms connect with one another by way of partition wall doorways situated near the outer wall. The doors have been removed. An angled corner closet is built into the farthest clockwise corner of each first story room between an exterior window and the doorway leading to the adjacent room. The first story's northwest (NW) and southeast (SE) rooms include an outer facet pierced by an exterior doorway flanked by a window on both sides and an outer facet pierced by a window. Both doorways are fitted with steel doors; only the WNW doorway is operable. The first story's northeast (NE) and southwest (SW) rooms have two windows each.

The NE room includes a wooden shelf in the northern corner between the doorway and a window. There are cabinets and a kitchen counter with sink next to the outer wall between the room's two windows. A modern florescent light is attached to the middle of the ceiling and electrical conduit is attached to the walls. The SE room contains a diesel engine. It is mounted in the center of the room atop a steel plate supported by steel girders. Fuel supply piping pierces the floor. Conduit for the engine's air and exhaust pierce a window next to the room's non-operable exterior doorway. The walls of this room are clad with paneled fireproof material. Electrical conduit extends along the walls and ceiling. A rack with four fuel tanks is attached to the SE room's eastern partition wall. The first story entry to the lighthouse's central stair cylinder is located in the NW room directly opposite the WNW entrance doorway. The cylinder's spiral stairway provides access to the dwelling's second story northwest and southwest rooms.

There are four second story rooms. Each has linoleum tile flooring, 29-inch tall vertical board wainscoting with chair rail molding below plaster walls, and tongue and groove board ceilings. A 7.5-inch tall wooden baseboard extends along the outer and partition walls. Each room's outer wall slants inward toward the ceiling, conforming to the angle of the mansard roof. The northwest, northeast and southeast rooms are interconnected with doorways that pierce the northern and eastern partition walls near the stair cylinder. The outer upper corner of these two doorways is clipped where a tension rod extends from the skeletal tower to the stair cylinder. Additional vertical tension rods are located adjacent to the stair cylinder in each room. The second story's southwest room is accessible by way of its stair cylinder doorway, only.

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The second story's NW, NE and SE rooms each have a closet in the clockwise corner between the window and adjacent partition wall, similar to the first story. The northeast room includes a bathroom built into the eastern corner. It is made with a partition that extends from the outer wall between the two windows. This connects with a second partition extending from the eastern interior wall. The second partition includes a doorway fitted with a wooden door. The bathroom contains a pedestal sink, toilet and shower stall. The second story's southwest room includes a large L-shaped closet that fills the room's eastern half. This closet extends north-south along the southern partition wall, and east-west near the room's outer wall. A doorway pierces the closet's north-south wall. A horizontal window opening with no glass pierces the closet's east-west wall. Various irregular-shaped openings have been cut into both closet walls.

Stair Cylinder

The lighthouse's vertical stair cylinder is 50.5 feet tall and seven feet in diameter. It is made of curved cast iron plates that are 0.25-inch thick. The cylinder contains a cast iron spiral stairway with a central column that leads up from the dwelling's first story to the service room atop the skeletal tower. The stairway's iron treads are cast with a diamond pattern. There are four landings made with cast iron plates. An iron handrail is bolted to brackets on the cylinder's interior wall. The handrail ends at each landing and resumes where the stairway continues. The stair cylinder's lower entrance is inside the dwelling's first story and faces west-northwest. It has a wood-framed doorway 6 feet, 8 inches tall by 2 feet, 9 inches wide fitted with a wooden door. This door has two-over-two lights above three panels arranged vertically. The stairway ascends to its first landing where there are two wood-framed doorways providing access to the dwelling's second story northwest and southwest rooms. Both doorways are fitted with a wooden door having two-over-two-over-two lights above two side-by-side panels.

Higher up, the stair cylinder is pierced with three window openings that are 5 feet, 4 inches tall by 2 feet, 6 inches wide with a cast iron sill and surround. These windows are covered by steel plates; no sash remains. The lowest window opening is at the stairway's second landing, a short distance above the dwelling's roof. It faces west. The second window opening is located at the stairway's third landing and faces north. The third window opening is at the fourth landing and faces east.

Service Room

The lighthouse superstructure's service room, watch room, and lantern sit atop the skeletal tower and stair cylinder. The lower component is the service room which is octagonal, 16 feet in diameter and approximately eight feet tall. It is constructed of iron plates. The service room is accessed by way of a semi-circular opening centered in its floor at the top of the stair cylinder's spiral stairway. A wrought iron guardrail extends around this opening. Each of the service room's eight sides is pierced by a window fitted with double-hung sash in an iron frame. These windows are made with a two-light, fixed upper part and a four-light, movable lower part. All eight windows are covered on the exterior with steel plates. The service room ceiling is octagonal and made of iron plates. It is supported by two parallel iron beams extending across the room's center, crossed by a single perpendicular beam. These beams are supported by a circular perimeter girder that sits atop eight iron columns, one each at the room's eight wall corners. A steep, curving iron stairway with a wrought iron handrail leads up from the service room to an opening in the ceiling. This provides access to the watch room, above.

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Watch Room

The service room's ceiling forms an octagonal platform that supports the watch room, which is circular, 14 feet, 6 inches in diameter, and made of iron plates. The watch room includes a large circular overhead opening to the lantern room, instead of a ceiling. This opening was necessary to accommodate the lighthouse's original first order Fresnel lens with pedestal and rotation mechanism; an assembly approximately 14 feet tall altogether. The overhead opening is surrounded by the lantern room's two-foot wide circular catwalk. This catwalk is constructed of 14 sectional plates supported by decorative iron brackets. Each plate includes a circular floor light made with small hexagonal openings grouped in a honeycomb pattern. A steep, curving stairway rises from the watch room floor to the lantern room catwalk. It is similar to the stairway providing access to the watch room from the service room. A curving partition wall next to the lantern room stairway encloses a small closet. Another partition beneath the lantern room stairway encloses the stairwell leading up from the service room and includes a foyer with doorways to the watch room interior and the exterior open-air gallery. These partition walls are curved to conform to the watch room's circular configuration. The cast iron pedestal for the lighthouse's original first order Fresnel lens sits centered on the watch room floor. It includes a column decorated with bands of molding that supports a broad circular platform with radial ribs on the underside.

The watch room gallery is octagonal and four feet wide. Its cast iron deck has a diamond pattern. A deteriorated wrought iron guardrail made with eight straight segments surrounds the gallery's perimeter. It is supported by stanchions attached to brackets underneath the deck. An iron ladder rises from the deck to the gallery surrounding the lantern, above. A solar panel array is attached to the watch room gallery's southern side. It is used to recharge batteries that power the lighthouse's electrical equipment. A RACON radar beacon is attached to the gallery's eastern side. Its identification signal is the letter "O" in Morse code. A National Oceanographic and Atmospheric Administration (NOAA) automated C-MAN weather station antenna is bolted to the gallery deck's northern side. It transmits air temperature, wind speed and barometric pressure data.

Lantern

The lighthouse's lantern sits atop the watch room. It is circular, 11.5 feet in diameter, and approximately 12 feet tall. The lantern's exterior includes glazing approximately six feet tall extending from its base at the lantern room catwalk to the dome roof overhead. This glazing consists of 48 two-foot by two-foot glass panes held by astragals, arranged in three tiers of 16 panes each. Two red lexan panels of floor-to-ceiling height are held by aluminum frames mounted on the north and south interior sides of the lantern's glazing. These give a red color to the lighthouse's light beacon when viewed from those directions, indicating hazardous areas. The lantern's dome roof springs from a soffit above the glazing. It is made of cast iron plates that rise steeply to form a bell-like shape. The roof plates meet at an apex topped with a vent ball and lightning rod. The lantern is surrounded by an outdoor gallery two feet wide. It is accessed by way of the iron ladder that rises from the watch room gallery. A non-original, simple steel handrail supported by steel rod stanchions surrounds the gallery's perimeter. It is painted white. The wide opening in the lantern room floor is occupied by the circular pedestal that formerly supported the lighthouse's original first order Fresnel lens. Three metal columns 27 inches tall are affixed to the pedestal's center. They formerly supported an incandescent oil vapor (IOV) lamp installed in 1914 to light the Fresnel lens (USCG 1914).

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A modern pedestal made with metal pipe is affixed atop the IOV lamp pedestal. This supports the lighthouse's existing optic, a modern automated VRB-25 marine beacon installed in 1997. The VRB-25 signals a white flash every 10 seconds and is visible to the north and south for 15 miles in clear weather. The red lexan panels inside the lantern change the beacon's color to a flashing red light visible towards the north and south for 10 miles in clear weather. The northern red sector covers an arc from 359 to 20 degrees magnetic. The southern red sector covers an arc from 180 to 188 degrees magnetic. They mark areas containing hazardous reefs and shallow water.

Non-Contributing Resource: Boat Dock and Walkway

The principal feature of the property's non-contributing resource is a rectangular boat dock approximately 30 feet long by 30 feet wide. It stands approximately 30 feet southwest of the lighthouse and is supported by steel pilings. The dock's flat deck is approximately 15 feet above water level. Another feature of this resource is a steel walkway approximately 30 feet long extending from the dock to the skeletal tower's first tier. This walkway has wooden floorboards and guardrails on each side. A steel ladder with a vertical circular safety cage rises from the walkway's lighthouse end to a trapdoor that pierces the tower's second tier platform next to the keepers dwelling. This boat dock, walkway and ladder were constructed in 1996 to provide for vessel mooring and a landing place for transferring personnel, equipment and supplies.

Changes in Physical Appearance and Overall Integrity

Fowey Rocks Light remains largely unaltered from when its construction was completed in 1878. Its foundation, skeletal tower and superstructure components are virtually the same as when they were built. The changes that have occurred relate generally to routine maintenance, replacing and upgrading equipment, and measures for securing the property that began in 1974 when the lighthouse was automated and its resident keepers departed.

The property's changes in physical appearance include modifications affecting access to the lighthouse. The structure's original configuration included two iron stairways that led up to the keepers dwelling platform from two landing platforms supported by the skeletal tower's first tier. Iron ladders descended from these landings to water level. One stairway and landing were on the lighthouse's northern side. The other set was on the southern side. The keepers dwelling platform includes rectangular projections on the north and south sides where boat davits were originally installed directly above the first tier landings. In 1927 a large section of wooden decking was installed atop the skeletal tower's first tier. This decking was washed away during the great hurricane of 1935 and subsequently rebuilt. The first tier's wood decking was removed in 1991.

The two iron exterior stairways and boat davits were removed circa the late 1970s in conjunction with the lighthouse's automation. These were not character-defining elements of the lighthouse and their absence does not significantly change the structure's appearance. (Illustrations showing this are provided in the additional documentation). The iron stairways and boat davits could be replaced using in-kind materials if desired.

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Another change from the lighthouse's original configuration was tanks for water storage were installed circa the end of nineteenth century. These tanks were suspended beneath the keepers dwelling. In 1898, a lamp oil storage unit suspended below the dwelling platform was added as well. These features were removed after the lighthouse was automated in 1974. Maintenance work on the property included repairs in 1949 to stabilize one of the skeletal tower's foundation disks. A modern rain gutter system with downspouts was installed on the keepers dwelling exterior in 1991. This replaced the original gutter system that drained rainwater through the dwelling's interior walls and into a cistern storage tank.

Changes to the keepers dwelling include replacing its original wooden doors with steel ones. Measures to secure the property include installing steel plates to cover the first story windows, several second story windows, and one entrance door. The dwelling's interior retains much of its original wall finishes. The original wood flooring was covered with linoleum tiles during the twentieth century. The first story's SE room has been modified by installing an equipment platform that supports a diesel generator, and covering the room's walls with fire resistant materials. Two second story rooms have been modified to include a bathroom and modern kitchen cabinets, counter top and sink.

The lighthouse's lantern retains its original character except for changes in equipment. Its original first order Fresnel lens was automated in 1974 by the installation of a battery-powered automatic lamp changer. A windmill generator for charging the beacon's lamp batteries was installed in 1975 for testing as an alternative power source. It proved to be unreliable and was replaced in 1982 with a battery-powered flash tube array optic. Its batteries were charged using a solar array installed at that time on the watch room gallery. The flash tube array optic made the lighthouse's first order Fresnel lens unnecessary and it was removed. The Fowey Rocks Light first order Fresnel lens is presently on display in the Aids to Navigation Classroom Building at the U.S. Coast Guard Training Center in Yorktown, Virginia. The flash tube array optic was found to be unreliable and was replaced in 1983 with a 300-millimeter acrylic optic. The 300-mm signal light did not produce the desired range for the lighthouse's beacon, and it was replaced with a rotating 190-millimeter acrylic optic. The 190-mm optic was removed in 1997 when the existing VRB-25 automated marine beacon was installed.

Navigation equipment changes included the installation of a radio beacon in 1943. The radio beacon's electronics were set up inside the keepers dwelling and its transmission tower was mounted atop the lighthouse's lantern. This radio beacon was eventually replaced by a RACON radar beacon mounted on the watch room gallery. The radio beacon transmission tower was removed from atop the lantern in 1996. During the same year, the lantern gallery's original iron handrail was replaced with a steel handrail. Other work during the 1990s included installing an aluminum radio mast on the watch room gallery for a NOAA C-MAN automated weather station. The lighthouse's coloration was altered slightly in 1991 by painting the lantern and its roof black rather than brown. However, this minor change did not significantly alter the appearance of the lighthouse's distinctive day mark.

Today, Fowey Rocks Light retains a high level of integrity regarding its location, setting, design, workmanship, materials, feeling, and association. It continues to occupy its original offshore position atop Fowey Rocks, a hazard to navigation several miles from shore. The property's integrity has been impacted to a limited degree. However, these changes have not significantly altered the lighthouse's appearance and are reversible. The significant character-defining features of Fowey Rocks Light remain largely unaltered. These include its skeletal tower, keepers dwelling, stair cylinder, service room, watch room and lantern.

Fowey Rocks Light
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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 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.

Areas of Significance

(Enter categories from instructions.)

Maritime History

Transportation

Engineering

Period of Significance

1878 to 1960

Significant Dates

1878

Criteria Considerations

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

Property is:

A Owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years old or achieving significance within the past 50 years.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Architect: Office of the Lighthouse Board

Builders: Paulding Kemble of Cold Spring, NY, and
Pusey, Jones & Company of Wilmington, DE

Period of Significance (justification)

The period of significance begins with the establishment of Fowey Rocks Light as a Federal aid to navigation in 1878 and continues to 1960, the most recent year of its operation 50 years before the present.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

(see continuation sheets)

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

(see continuation sheets)

Developmental history/additional historic context information (if appropriate)

(see continuation sheets)

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Narrative Statement of Significance

Summary

Fowey Rocks Light is the most northern of the six famous Florida Reef Lights, a series of offshore skeletal tower lighthouses constructed along the Florida Keys during the middle to late nineteenth century. It is located more than three nautical miles from land and is outside Florida state waters. This lighthouse is significant in the local history of Dade County, Florida. Fowey Rocks Light embodies Dade County's nineteenth and twentieth century maritime heritage while continuing to serve as an important navigational aid. The property's period of historic significance begins in 1878 when it was established as a Federal lighthouse and ends in 1960, the most recent year of its operation 50 years before the present. Fowey Rocks Light is eligible for the National Register under Criteria A and C. It is significant in terms of Criterion A for its association with the efforts of the Federal government to provide for safe maritime transport in Florida state waters. This property exemplifies how the U.S. government long-term program for establishing an integrated system of navigational aids throughout the United States was manifested offshore of Dade County. Fowey Rocks Light is also significant under Criterion C because it represents and embodies late nineteenth century lighthouse architecture and engineering. It exemplifies design and construction methods characteristic of offshore skeletal tower lighthouses during that time period, and retains integrity in terms of location, setting, design, materials, workmanship, feeling and association. The existing structural condition of Fowey Rocks Light attests to the lasting value of its design, as well as the high quality of its materials and construction. Changes made to the property have been limited and are largely reversible. The lighthouse's character and appearance remain essentially the same as during its period of historical significance. Fowey Rocks Light has been an operating lighthouse for more than 130 years and is widely recognized as a local landmark for mariners. Today, it continues to guide vessels and warn of hazardous waters in the vicinity, and evokes feelings recalling the dedication to duty characteristic of United States lighthouse keepers throughout the country's history.

This NRHP registration form is submitted as an individual listing under the overarching *Light Stations of the United States* multiple property documentation form (MPDF). The specific historic contexts that apply are *Establishment of the U.S. Lighthouse Board (1852-1910)*, *Bureau of Lighthouses and the U.S. Lighthouse Service (1910-1939)*, and *Lighthouses under the U.S. Coast Guard (1939-present)*. The property type sections of the MPDF relating to this NRHP registration are *U.S. Lighthouse Construction Type – Skeletal Tower*, and *Foundation Type – Straightpile Skeletal Type*. Information and historic contexts presented in the *Light Stations of the United States* MPDF are not repeated. This submission emphasizes facts and details supporting the historical significance of Fowey Rocks Light as an individual property. The following discussion focuses on the nominated property and is organized as follows: (1) historic context, (2) significance under Criterion A, (3) architectural context, (4) significance under Criterion C.

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Historic Context of Fowey Rocks Light

Fowey Rocks Light is one the six famous Florida Reef Lights built as tall skeletal tower lighthouses during the middle to late nineteenth century. They are spread along approximately 190 miles of the Florida Keys, an archipelago of low-lying islands extending in an arc from south of Key Biscayne near the southern Florida peninsula to Key West and the Dry Tortugas beyond. These six lighthouses include one offshore of Dade County (Fowey Rocks Light) and five offshore of Monroe County. From east to west, the five Florida Reef Lights offshore of Monroe County are Carysfort Reef Light, Alligator Reef Light, Sombrero Key Light, American Shoal Light and Sand Key Light.

Fowey Rocks is located beyond the 3-mile limit of Florida state waters, on the western side of the Straits of Florida between Key Biscayne and the north end of Key Largo. From there the Straits extend southwest between the Florida Keys and Cuba, and northward between Florida's east coast and the Bahamas. The Gulf Stream current flows eastward from the Gulf of Mexico through the Florida Straits and into the Atlantic Ocean beyond.

The Florida Straits have been an important corridor for maritime transportation from colonial times to the present. They have also been the scene of many shipwrecks. The reefs and shallows of the Florida Keys and Key Biscayne area have been hazardous to vessels and are made even more dangerous by storms, especially hurricanes. These factors have combined to make southeastern Florida and the Keys, including Fowey Rocks, the scene of thousands of shipwrecks and groundings.

During the early nineteenth century, the United States expanded both westward and southward. Among the new territories added to the nation during this period were the vast Louisiana Purchase in 1803 and Spanish Florida, ceded to the U.S. in 1819. Population expansion and economic development of these areas followed in turn. New Orleans in Louisiana and other Gulf of Mexico ports became important centers for maritime commerce. By the nineteenth century's second quarter, the Florida Straits had become a busy corridor for ships navigating between the Gulf of Mexico and Caribbean Sea and ports in the eastern United States and Europe. As the volume of maritime traffic increased, the number and frequency of shipping losses along the Keys and Florida's east coast rose as well. These increases in traffic and losses provided ample justification for the U.S. government to establish Federal aids to navigation in these areas.

The first group of lighthouses constructed in the Florida Keys region consisted of masonry towers built onshore at strategic locations during the middle 1820s. They included Cape Florida Light (1825), Key West Harbor Light (1825), Garden Key Light in the Dry Tortugas (1825), and Sand Key Light near Key West (1826). In addition, a lightship was stationed at Carysfort Reef offshore of Key Largo in 1825.

Until the second half of the nineteenth century, the Federal government's only lighthouse in the Fowey Rocks vicinity was Cape Florida Light located at the south end of Key Biscayne. Originally built as a 65-foot tall masonry tower supporting a lantern, it began operating in 1825. In 1836, during the Seminole Wars, Cape Florida Light was attacked and severely damaged. It was reconstructed in 1846 to 1847. Cape Florida Light was rebuilt in 1855 to 1856 to a height of 95 feet and equipped with a more powerful optic to enhance its effectiveness. During the Civil War, it was raided by Confederates who disabled its optic. In 1866 the lighthouse was repaired and re-lighted.

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Around the time of Cape Florida Light's 1840s reconstruction, managers of the Federal lighthouse program determined that the lightship marking Carysfort Reef should be replaced with an onsite lighthouse. The proposed structure was designed as a tall skeletal tower supporting a lantern 100 feet above sea level in order that its optic would be visible to vessels 10 miles away. Congress appropriated funds for this in 1848. The lighthouse was subsequently fabricated in Philadelphia and shipped to the Keys in 1849.

The task of supervising the construction of Carysfort Reef Light was assigned to Captain Howard Stansbury of the U.S. Army Corps of Topographical Engineers. Work proceeded, but the appropriated funding for building the lighthouse was insufficient and became depleted in 1851. While additional funds were being obtained, Captain Stansbury was reassigned to another post. His replacement was Major Thomas P. Linnard who unfortunately died shortly after arriving in the Keys. He was replaced by Lieutenant George G. Meade, who supervised the remaining work at Carysfort Reef Light. Completed in 1852, it was initially equipped with a lamp and reflector array which was standard optical equipment for U.S. lighthouses at the time. Shortly after this, Federal lighthouse managers recognized the superiority of Fresnel lens optics for use as lighthouse beacons and a policy to replace previously installed, less-effective equipment was adopted. Carysfort Reef Light's original optic was removed and replaced with a first order Fresnel lens which proved to be far superior to the earlier equipment. Today, Carysfort Reef Light is equipped with a modern automated optic and continues to serve as an active Federal lighthouse. It is listed on the National Register of Historic Places (NRHP listing number 84000199).

During his tour of duty in the Florida Keys, Lt. Meade was also in charge of constructing Sand Key Light near Key West. It was designed as a skeletal tower structure with an optic 109 feet above sea level. Sand Key Light was completed in 1853 and equipped with a first order Fresnel lens as its original beacon. It is presently equipped with a modern automated optic and serves as an active Federal aid to navigation. This lighthouse is also listed on the National Register (NRHP listing number 73000589).

Meade completed his service in the Keys by supervising the construction of Sombrero Key Light, another skeletal tower structure. Completed in 1858, it is approximately 150 feet tall and is the tallest lighthouse in the Florida Keys. It remains an active Federal lighthouse today, and is equipped with a modern automated beacon.

The outbreak of the Civil War in 1861 halted prospects for any further offshore lighthouse construction in the Florida Keys until after the conflict ended in 1865. In 1863, five years after the completion of Sombrero Key Light, Major General George G. Meade was commander of the Union's Army of the Potomac. He is renowned for defeating Confederate General Robert E. Lee's Army of Northern Virginia at the Battle of Gettysburg in July of that year.

During the early 1870s, the Federal lighthouse establishment undertook the construction of additional lighthouses along the Florida Reef. The first one built was Alligator Reef Light, a tall skeletal tower lighthouse completed in 1873. The next location selected was Fowey Rocks. It attracted attention because Cape Florida Light had proven to be inadequate for warning mariners of dangerous waters there. The U.S. Lighthouse Board decided that Fowey Rocks would best be marked by an offshore light. In preparation for its construction the State of Florida conveyed to the Federal government, in a deed dated 1 May 1875, any rights it held to the "title and jurisdiction over a site for a lighthouse on Fowey Rocks" (USCG 2004).

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The contract for constructing the lighthouse's foundation and first tier was awarded to Paulding and Kemble of Cold Spring, New York. Onsite work for this began in the latter part of 1875 and was completed the following year. The contract for building the lighthouse superstructure was awarded to Pusey, Jones & Company of Wilmington, Delaware. The construction of Fowey Rocks Light was completed in 1878. It was equipped with a first order Fresnel lens as its optic and was officially lighted for the first time on 15 June 1878.

The first keeper of Fowey Rocks Light was John W. Frow. He transferred to the new lighthouse from Key Biscayne's Cape Florida Light, which was discontinued. Keeper Frow was assisted by his father, Simeon Frow, and Jefferson B. Browne. Mr. Brown subsequently became a lawyer and in 1916 was elected a judge on the Florida Supreme Court.

During the lighthouse's construction, there were two separate incidents when merchant vessels (the *Arakanapka* and the *Carondelet*) ran aground nearby. Following its establishment, the number of shipwrecks in the Fowey Rocks vicinity was reduced though accidental losses continued to occur from time to time. These included the *Alicia* that ran aground in 1905 while bound for Havana. It was refloated but eventually sank. In 1914, the schooner *Alice B. Philips* ran aground at Fowey Rocks. Its crew was rescued by workmen who were installing new equipment at the lighthouse. The yacht *May Belle* ran aground in 1915 and sank soon after the crew was rescued by the lighthouse's keepers.

American Shoal Light was the last of the Florida Reef Lights built. Completed in 1880, it was constructed using the same design as Fowey Rocks Light except for a different lantern. It also was equipped with a first order Fresnel lens. Several decades later, the U.S. Bureau of Lighthouses decided to build a series of seven unmanned reef lights in the Florida Keys. Constructed between 1921 and 1936, they were intended to mark local hazards and to be operated automatically from the outset. The first two of these lights were built at Molasses Reef and Pacific Reef in 1921. They were designed as a pyramidal skeletal tower having three tiers of horizontal supporting members, topped with a lantern equipped with an automated optic. Another pyramidal skeletal tower automated light was built at Hen and Chicken Shoals in 1929. It was constructed as a modification of the 1921 version. A different skeletal tower design was developed for other offshore automated lights built in the Keys during the 1930s. This was used for the construction of Smith Shoal Light (1933), Tennessee Reef Light (1933), Cosgrove Shoal Light (1935), and Pulaski Shoal Light (1936). Tennessee Reef Light is the only one of the seven early twentieth century unmanned Florida Keys reef lights that still has its original lantern. Two of this group (Smith Shoal Light and Pulaski Shoal Light) have been demolished.

Keepers working for the U.S. Lighthouse Service manned Fowey Rocks Light until 1939 when the Bureau of Lighthouses merged with the U.S. Coast Guard (USCG). Following that, USCG personnel took over these duties until 1974 when Fowey Rocks Light became the last of the great Florida Reef Lights to be automated. Long before then, it had come to be nicknamed "The Eye of Miami" (Heffington 1964; Dean 1992).

Today, Fowey Rocks Light continues to fulfill its original role of providing a navigational guide for mariners traversing a potentially hazardous area. It is widely recognized as a prominent landmark in Dade County and serves as a marker for vessels approaching the port of Miami. This lighthouse property is a lasting reminder of the Florida Straits' important historical role as a route for commercial shipping and evokes feelings that recall the area's eventful maritime history. It also stands as a reminder of the dedication to duty characteristic of lighthouse keepers in American history.

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Significance under Criterion A

This property qualifies under Criterion A for its association with events related to Federal government efforts to promote maritime safety by providing for an integrated system of navigational aids in Florida, as manifested in the Dade County locality. Fowey Rocks Light was established as an operating lighthouse in 1878 and has been an important local landmark for mariners ever since. This property is historically significant because of its contribution to the broad historical patterns of maritime transportation and commerce in Florida state waters. It exemplifies the Federal government's concerted effort to establish a nationwide system of aids to navigation during a period that the nation experienced significant economic development, population increase, and an increase in maritime activity. Fowey Rocks Light is one of the six famous Florida Reef Lights, a series of offshore skeletal tower lighthouses built along the Florida Keys during the middle to late nineteenth century. These lights have served as hazard warnings and guideposts for the safe passage of thousands of ships. Fowey Rocks Light has contributed to maritime safety in the Dade County vicinity for more than 130 years and continues today to actively assist safe navigation along Florida's southeast coast.

Architectural Context of Fowey Rocks Light

The technology of lighthouse engineering prior to the 1830s had not developed sufficiently to provide an effective technology for constructing offshore lighthouses where submerged land included sand or silt sediments, or coral reef. This changed in 1833 when Alexander Mitchell of England received a patent for a lighthouse built on wrought iron foundation pilings with screw tips. This new piling technology provided a means to drive piles into unconsolidated substrate in a manner that provided a stable foundation for offshore lighthouses in a variety of submerged soil conditions. In 1838, Mitchell and his son directed construction of the world's first screw pile foundation lighthouse at Maplin Sand in the Thames River estuary near London. Completed in 1841, the Maplin Sand Lighthouse proved to be successful and led to adoption of its construction method for lighthouses in the United States. Work on the Federal government's first screw pile lighthouse began in 1848 at Brandywine Shoal in Delaware Bay. When completed in 1850, its foundation supported a platform upon which were erected a conical light tower, fog bell structure, and other light station features.

Another lighthouse project undertaken by the Federal government in the late 1840s was replacing the lightship marking Carysfort Reef offshore of Key Largo in Florida with a permanent structure. A design prepared by lighthouse engineer I. W. P. Lewis was selected. It included a screw pile foundation supporting a skeletal tower. Lewis believed that a screw pile foundation was the best solution for overcoming problems relating to constructing an offshore lighthouse where the bottom substrate included coral rock and sand.

The construction of Carysfort Reef Light began in 1848 after Congress appropriated funds. The lighthouse was fabricated in Philadelphia and shipped to the Florida Keys. The task of supervising this project was assigned to Captain Howard Stansbury, U.S. Army Corps of Topographical Engineers. After onsite work began in 1849, Stansbury observed that screw piles driven into the soft coral rock on Carysfort Reef would not provide a foundation of sufficient strength to support a tall structure. To overcome this, he designed a circular plate with a hole in the center through which a foundation pile could be driven until being tightly seated using a collar. Use of a foot plate with a metal pile is the key concept of a disk pile foundation. It provides a significantly larger load-bearing surface and better support for the superstructure.

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The disk pile foundation that Stansbury developed for Carysfort Reef Light was successful and was employed in building the five later Florida Reef Lights (Sand Key Light and Sombrero Key Light in the 1850s, and Alligator Reef Light, Fowey Rocks Light, and American Shoal Light in the 1870s to 1880). All six of these lighthouses include an iron disk pile foundation, pyramidal skeletal tower, keepers dwelling, and a lantern 100 feet or more above sea level.

After the decision was made in the early 1870s to construct a lighthouse on Fowey Rocks, a design was prepared that included a disk pile foundation and skeletal tower superstructure similar to the four Florida Reef lights built earlier. The plans incorporated several differences including a shorter skeletal tower with a wider base than earlier reef lights, and five horizontal structural tiers above the foundation. Another difference was that the keepers dwelling was to be octagonal, two stories tall, and include a mansard roof following the Second Empire architectural style popular at that time. In addition, a service room was added below the watch room and the lantern included a Second Empire style bell-shaped roof.

The contract to manufacture Fowey Rocks Light's disk pile foundation and first horizontal tier was awarded in 1875 to Paulding & Kemble of Cold Spring, New York. This company had previously been contracted in 1873 to manufacture Alligator Reef Light's disk pile foundation and first tier. The onsite installation of the lighthouse foundation at Fowey Rocks began in 1875. By summer 1876, the work had progressed to completion of the first tier.

Meanwhile, the lighthouse's future lantern and first order Fresnel lens optic were assembled and exhibited by the U.S. Lighthouse Board at the 1876 Centennial Exposition in Philadelphia. This provided the American public with a view of state-of-the-art technology used for the nation's lighthouse beacons. The first order Fresnel lens designated for Fowey Rocks Light was manufactured in France by Henry-Lepaute of Paris. With its glass lens mounted atop the optic's pedestal and rotation machinery, this remarkable example of late nineteenth century technology stood approximately 14 feet tall.

Further construction at Fowey Rocks was delayed until a contract for the superstructure was awarded. The winning contractor was Pusey, Jones & Company of Wilmington, Delaware. Onsite work was resumed in autumn 1876. Subsequent frequent episodes of inclement weather caused several delays. The construction work achieved an important milestone in April 1878 when the two-story keeper dwelling was completed. The skeletal tower and stair cylinder were finished soon after, and the lantern and first order Fresnel lens were installed in May 1878. After final work was completed, the lighthouse began officially operating when its optic was lighted on 15 June 1878.

The Lighthouse Board took great pride in Fowey Rocks Light. It chose to exhibit a ¾-inch to one-foot scale model of the lighthouse at the 1893 Columbian Exposition in Chicago.

Later events concerning Fowey Rocks Light included installation of new oil tanks and an incandescent oil vapor (IOV) lamp in 1914 (USCG 1914; Dean 1992). Damage from the great hurricane of 1935 included loss of the wood decking on the tower's first tier, which is 15 feet above sea level (McCarthy 1990). A radio beacon was installed at Fowey Rocks Light in 1943. It included a transmission tower built atop the lighthouse's lantern. This radio beacon was relocated to the mainland in 1972. The transmission tower remained atop the lantern until 1996 when it was removed during renovations to the lighthouse structure (USCG 1996, 2004).

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Significance under Criterion C

Fowey Rocks Light qualifies for National Register listing under Criterion C. As one of the six famous Florida Reef Lights, it embodies and represents distinctive design and engineering characteristics of middle to late nineteenth century pyramidal skeletal tower lighthouses built in the Florida Keys and elsewhere in the United States. The durable, efficient and weather-resistant character of its design has proven to be successful in the offshore natural setting of the Florida Reef and Keys. It is also evidence of this lighthouse's high quality of materials and construction. The disk pile foundation and skeletal tower technology used in building Fowey Rocks Light and other Florida Reef Lights has enabled them to withstand powerful storms for more than a century. Fowey Rocks Light remains standing in its original location in shallow water atop a hazardous reef off Florida's southeast coast. Its basic structure, appearance, and setting remain much the same as when its construction was completed in 1878 and the property is largely unchanged from its 1878 to 1960 period of historical significance.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

(see continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____

Primary location of additional data:

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

- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Name of repository: National Archives, USCG Civil Engineering Unit (CEU) Miami, USCG Aids to Navigation Team (ANT) Fort Lauderdale, USCG Historian's Office - Washington, DC

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>17</u>	<u>590720</u>	<u>2830590</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The property's boundary is the perimeter of the octagonal configuration of the lighthouse structure's foundation pilings along with the adjoining rectangular configuration of the boat dock's foundation pilings.

Boundary Justification (Explain why the boundaries were selected.)

The boundary corresponds to the footprint of the lighthouse structure and its boat dock, which encompasses the entirety of the Fowey Rocks Light property.

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11. Form Prepared By

name/title Daniel Koski-Karell, Ph. D., USCG HQ Office of Environmental Management, and Chad Blackwell, HDR|e²M, Inc.
 organization United States Coast Guard (COMDT CG-47) date 8 September 2010
 street & number 2100 Second Street SW – STOP 7901 telephone 202.475.5683
 city or town Washington state DC zip code 20593-7901
 e-mail Daniel.A.Koski-Karell@uscg.dhs.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location. **The property is off the USGS topographical grid. A NOAA nautical coastal map has been used instead.*

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Property Owner:

name United States Coast Guard
 street & number 2100 Second Street SW telephone 202.267.1587
 city or town Washington state DC zip code 20593

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. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

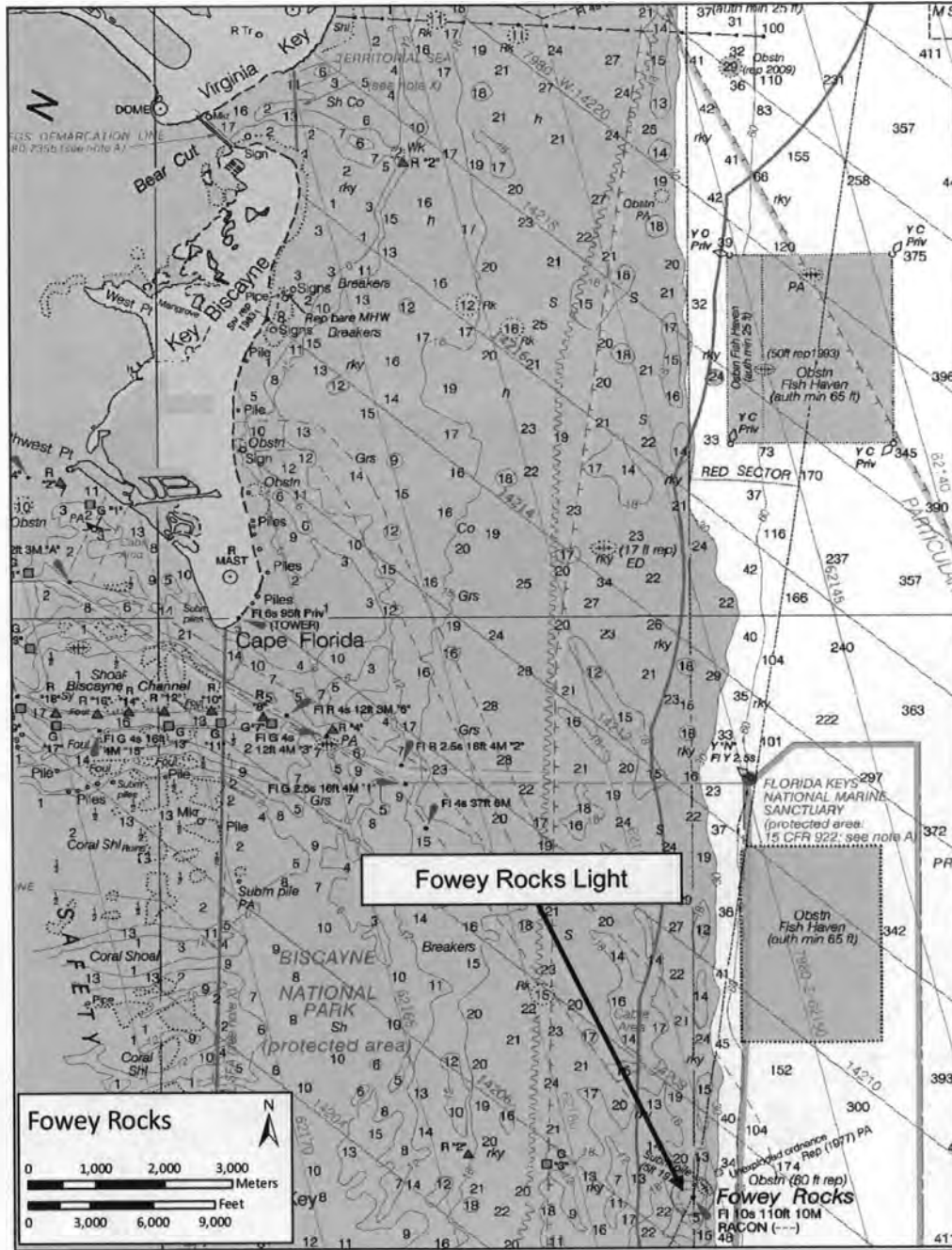
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Location Map



Portion of *Jupiter Inlet to Fowey Rocks*, NOAA Coastal Chart #11466, Scale 1:80000, 38th Ed., Jun.2008

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Fowey Rocks Light
Name of Property
Dade County, Florida
County and State
Light Stations of the United States MPDF
Name of multiple listing (if applicable)

ADDITIONAL DOCUMENTATION

Original Appearance: This nineteenth century illustration shows the appearance of Fowey Rocks Light circa 1878, looking east.



United States Department of the Interior
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Fowey Rocks Light
Name of Property
Dade County, Florida
County and State
Light Stations of the United States MPDF
Name of multiple listing (if applicable)

ADDITIONAL DOCUMENTATION

Appearance circa 1950: This view of Fowey Rocks Light looking west was photographed circa 1950 by a U.S. Coast Guard photographer, name unknown.



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

Fowey Rocks Light
Name of Property Dade County, Florida
County and State Light Stations of the United States MPDF
Name of multiple listing (if applicable)

**National Register of Historic Places
Continuation Sheet**

ADDITIONAL DOCUMENTATION

Photographs

The following information is common to the contemporary photographs:

Name of Property: Fowey Rocks Light
 Location: Dade County, Florida
 Photographer: Timothy McGrath
 Date: 26 October 2009
 Location of original negative: U.S. Coast Guard Historian's Office,
 U.S. Coast Guard Headquarters, Washington, DC.

<u>Photograph Number</u>	<u>Description</u>
1.	Lighthouse south-southeast side, with boat landing platform on left, looking north-northwest.
2.	Lighthouse west-southwest side, view upward from boat landing platform, looking northeast.
3.	Skeletal tower southern column at second tier, view upward to dwelling and service room, looking north.
4.	Keepers dwelling first story interior, northwest room with stair cylinder on right, looking northeast.
5.	Keepers dwelling second story interior, northwest room, looking northeast.
6.	Service room interior, looking east.
7.	Watch room interior, view upward to underside of lantern room catwalk.
8.	Lantern room interior, looking west.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Fowey Rocks Light
NAME:

MULTIPLE Light Stations of the United States MPS
NAME:

STATE & COUNTY: FLORIDA, Dade

DATE RECEIVED: 12/14/10 DATE OF PENDING LIST: 1/07/11
DATE OF 16TH DAY: 1/24/11 DATE OF 45TH DAY: 1/29/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001181

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1-26-2011 DATE

ABSTRACT/SUMMARY COMMENTS:

Meets Registration Requirements of MPS

Very prominent and significant light. might be worthy of higher level of significance - Its lantern & light were exhibited at 1876 expo + A scale model of this light was chosen to represent the Service at the 1893 Columbian expo. Situated at a prominent location, is an excellent example of engineering Design.

RECOM./CRITERIA Accept AHC

REVIEWER J. Gabbell DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY MCGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

LIGHTHOUSE SOUTH-SOUTHEAST SIDE, WITH
BOAT DOCK ON LEFT, LOOKING NORTH-NORTHWEST.

PHOTO #1



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

LIGHTHOUSE WEST-SOUTHWEST SIDE,
VIEW UPWARD FROM BOAT DOCK WALKWAY,
LOOKING NORTHEAST.

PHOTO # 2



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

SKELETAL TOWER SOUTHERN COLUMN AT SECOND TIER,
VIEW UPWARD TO DWELLING AND SERVICE ROOM,
LOOKING NORTH.

PHOTO #3



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

KEEPERS DWELLING FIRST STORY INTERIOR,
NORTHWEST ROOM WITH STAIR CYLINDER ON RIGHT,
LOOKING NORTHEAST.

PHOTO # 4



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

KEEPERS DWELLING SECOND STORY INTERIOR,
NORTHWEST ROOM, LOOKING NORTHEAST.

PHOTO # 5



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

SERVICE ROOM INTERIOR, LOOKING EAST,

PHOTO # 6



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY MCGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

WATCH ROOM INTERIOR, VIEW UPWARD TO
UNDERSIDE OF LANTERN ROOM CATWALK.

PHOTO # 7



FOWEY ROCKS LIGHT

DADE COUNTY, FL

PHOTOGRAPHER: TIMOTHY McGRATH

DATE: 26 OCTOBER 2009

LOCATION OF ORIGINAL NEGATIVE:

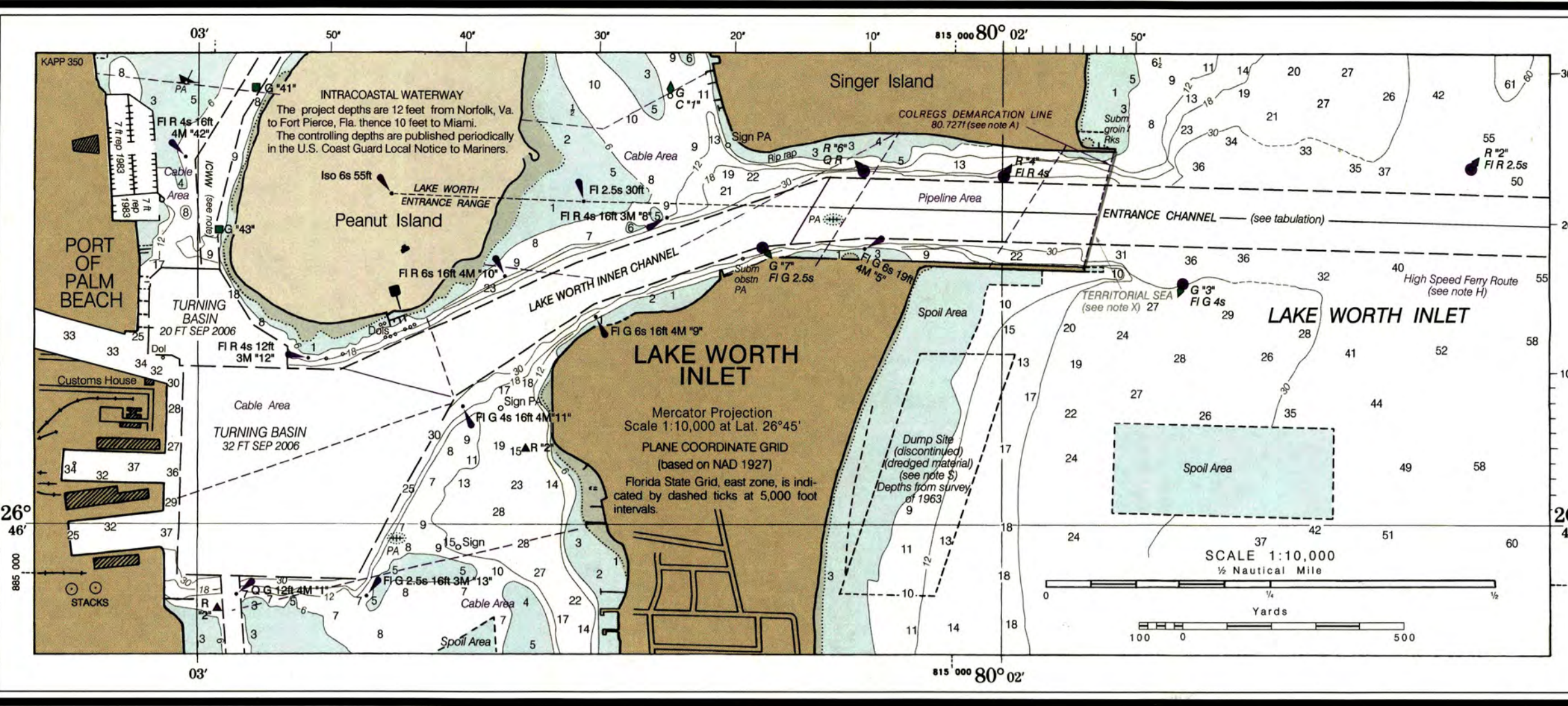
U.S. COAST GUARD HISTORIAN'S OFFICE

U.S. COAST GUARD HEADQUARTERS

WASHINGTON, DC

LANTERN ROOM INTERIOR, LOOKING WEST.

PHOTO # 8



This material has been designed to facilitate navigation. The National Ocean Service encourages users to report corrections, additions, or comments for improved charts to the Coast Survey Office, National Ocean Service, 1205 National Center, Silver Spring, Maryland 20910-3202.

NOTE
 Within the 10-nautical-mile territorial sea established by Presidential Proclamation, since Federal laws apply. The three nautical mile limit, previously identified as the outer limit of the territorial sea, is retained in order to assist the recreational boater and other users. The three nautical mile limit is identified as the outer limit of the territorial sea, and the three nautical mile limit is identified as the outer limit of the territorial sea. The three nautical mile limit is identified as the outer limit of the territorial sea. The three nautical mile limit is identified as the outer limit of the territorial sea.

LAKE WORTH INLET, FLORIDA
 HORIZONTAL DISTANCE FROM THE CENTER OF THE EARTH TO THE CENTER OF THE INLET IS 1,170,000 METERS
 SCALE 1:10,000
 HORIZONTAL DISTANCE FROM THE CENTER OF THE EARTH TO THE CENTER OF THE INLET IS 1,170,000 METERS



UNITED STATES
 FLORIDA - EAST COAST

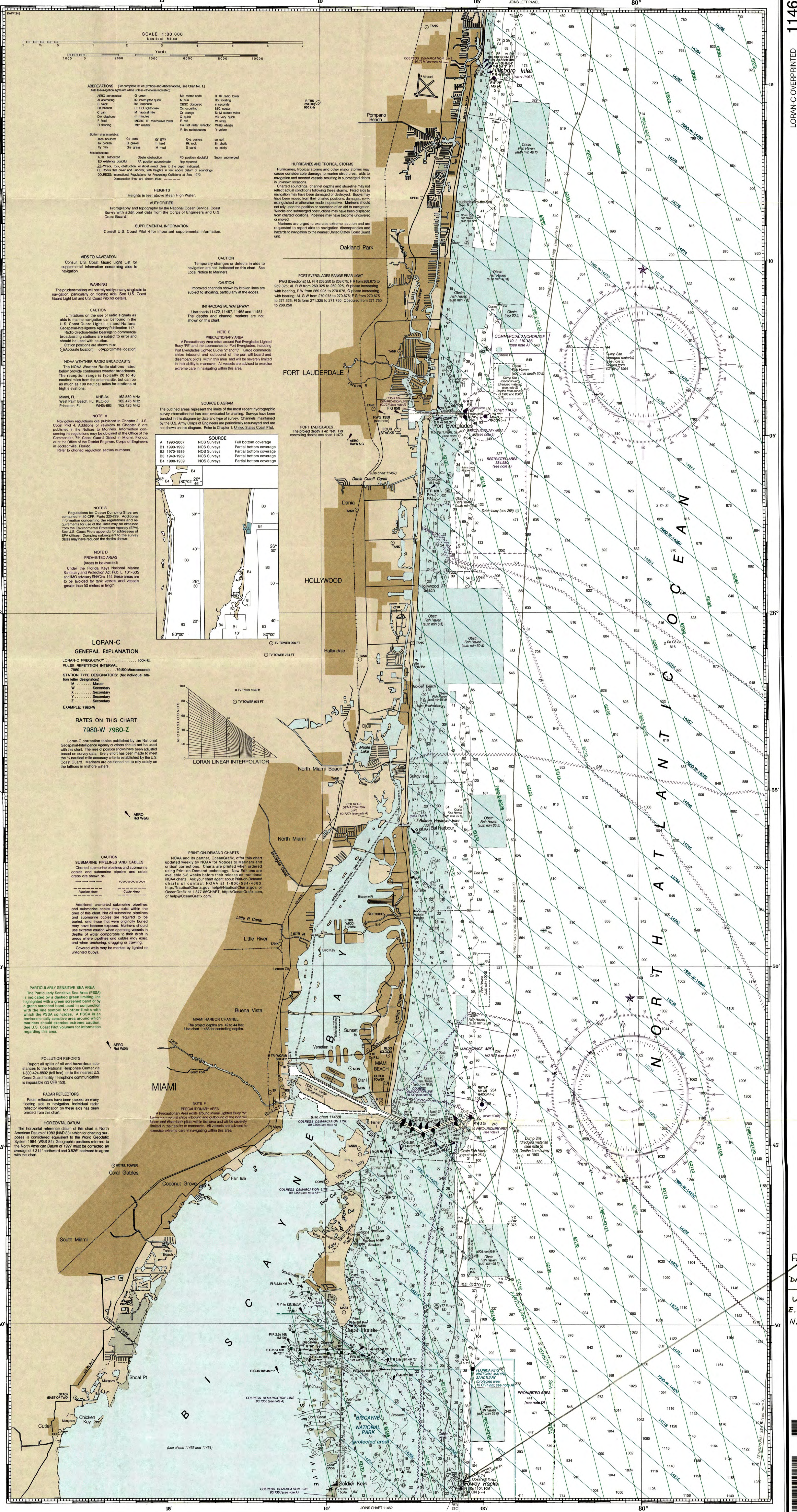
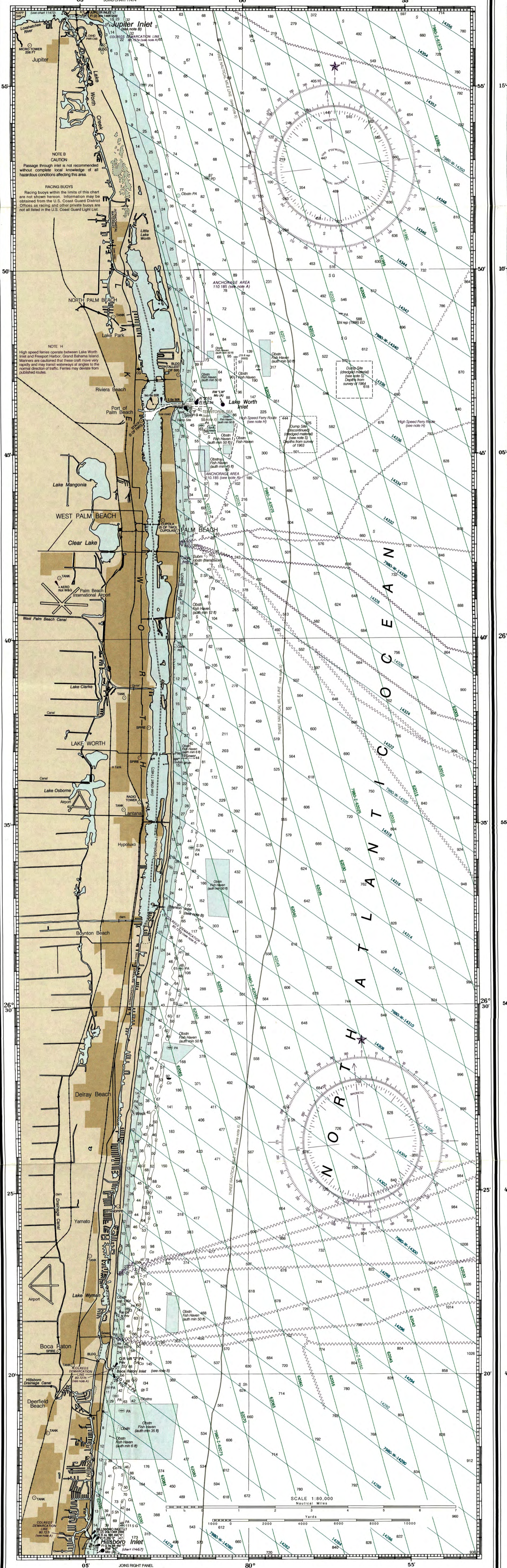
JUPITER INLET TO FOWEY ROCKS

Meridian Projection
 Scale 1:50,000 at Lat. 27°00' for Left Panel
 At 27°30' for Right Panel
 North American Datum 1983
 Meters/Gauss System 1984
 Additional information on this chart is available from the National Ocean Service, 1205 National Center, Silver Spring, Maryland 20910-3202.

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

NAME	PLACE	ELEVATION	HEIGHT ABOVE MEAN LOWER LOW WATER
Jupiter Inlet	27°15'N 80°05'W	10	10
Port of Palm Beach	27°15'N 80°05'W	10	10
Port of Palm Beach	27°15'N 80°05'W	10	10
Port of Palm Beach	27°15'N 80°05'W	10	10
Port of Palm Beach	27°15'N 80°05'W	10	10

SOUNDINGS IN FEET



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street SW - STOP 7901
Washington, DC 20593-7901
Staff Symbol: COMDT (CG-47)
Phone: (202) 475-5687
Fax: (202) 475-5949

16475

SEP 21 2010

Mr. Scott M. Stroh III
State Historic Preservation Officer
Director, Division of Historical Resources
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0025

SUBJECT: NATIONAL REGISTER NOMINATION FOR FOWEY ROCKS LIGHT

Dear Mr. Stroh:

In accordance with National Historic Preservation Act Section 110, and the Programmatic Agreement Regarding Outgranting of Historic Lighthouse Properties (1996), the U. S. Coast Guard (USCG) is nominating Fowey Rocks Light in Dade County, FL, to the National Register of Historic Places (NRHP). Based upon information contained in the nomination, the USCG has determined that Fowey Rocks Light is eligible for the NRHP. Therefore, we are submitting the nomination under our multiple property listing, *Light Stations of the United States*.

I request Florida State Historic Preservation Officer (FL SHPO) review and comment for this nomination. If FL SHPO wishes to comment, such comments will be considered and changes may be incorporated into the individual form where deemed appropriate. Comments from appropriate local officials have also been solicited. Please sign the original NRHP registration form page 1 and return it to me (enclosure (1)). A copy of the complete NRHP form with photos is provided for FL SHPO files (enclosure (2)). After receiving the original NRHP form signed page 1, I will submit this nomination to the Keeper of the National Register in accordance with 36 CFR 60.9(d). If you require any additional information, please feel free to contact Dr. Daniel Koski-Karell at (202) 475-5683.

Sincerely,

A handwritten signature in black ink, appearing to read "E. F. Wandelt", written over a white background.

E. F. WANDELT

Chief

Office of Environmental Management

U. S. Coast Guard

Enclosure: (1) Fowey Rocks NRHP form page 1 (to be returned to USCG)
(2) Copy of nomination package (FL SHPO file copy)

Copy: Reid Nelson, Advisory Council on Historic Preservation (w/o encl)
J. Paul Loether, National Park Service (w/o encl)
CG SILC (with encl)
CG CEU Miami (with encl)
CG D7 (DPW) (with encl)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street SW - STOP 7901
Washington, DC 20593-7901
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16475

SEP 21 2010

Honorable Dennis C. Moss, Chairman
Miami-Dade Board of County Commissioners
Stephen P. Clark Center
111 NW 1st Street, Suite 220
Miami, FL 33128

SUBJECT: NATIONAL REGISTER NOMINATION FOR FOWEY ROCKS LIGHT

Dear Mr. Moss:

The U. S. Coast Guard (USCG) has determined that Fowey Rocks Light in Dade County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this lighthouse for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, the National Historic Lighthouse Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for Fowey Rocks Light to the Florida State Historic Preservation Officer for review and comments.

Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Dr. Daniel Koski-Karell at (202) 475-5683.

Sincerely,

A handwritten signature in black ink, appearing to read "E. F. Wandelt".

E. F. WANDELT
Chief
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for Fowey Rocks Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (DPW)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street SW - STOP 7901
Washington, DC 20593-7901
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16475

SEP 21 2010

Honorable Carlos Alvarez, Mayor
Miami-Dade County
Stephen P. Clark Center
111 NW 1st Street, 29th Floor
Miami, FL 33128

SUBJECT: NATIONAL REGISTER NOMINATION FOR FOWEY ROCKS LIGHT

Dear Mr. Alvarez:

The U. S. Coast Guard (USCG) has determined that Fowey Rocks Light in Dade County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this lighthouse for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, the National Historic Lighthouse Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for Fowey Rocks Light to the Florida State Historic Preservation Officer for review and comments.

Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Dr. Daniel Koski-Karell at (202) 475-5683.

Sincerely,

A handwritten signature in black ink, appearing to read "E. F. Wandelt", written over a circular stamp or mark.

E. F. WANDELT
Chief

Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for Fowey Rocks Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (DPW)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16475

SEP 21 2010

Mr. Mitchell Cypress, Chairman
Seminole Indian Tribe of Florida
6300 Stirling Road
Hollywood, FL 33024

SUBJECT: NATIONAL REGISTER NOMINATION FOR FOWEY ROCKS LIGHT

Dear Mr. Cypress:

The U. S. Coast Guard (USCG) has determined that Fowey Rocks Light in Dade County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this lighthouse for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, the National Historic Lighthouse Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for Fowey Rocks Light to the Florida State Historic Preservation Officer for review and comments.

Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Dr. Daniel Koski-Karell at (202) 475-5683.

Sincerely,

A handwritten signature in black ink, appearing to read "E. F. Wandelt", written over a horizontal line.

E. F. WANDELT
Chief
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for Fowey Rocks Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (DPW)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16475

SEP 21 2010

Mr. Colley Billie, Chairman
Miccosukee Tribe of Indians of Florida
P.O. Box 440021
Miami, FL 33194

SUBJECT: NATIONAL REGISTER NOMINATION FOR FOWEY ROCKS LIGHT

Dear Mr. Billie:

The U. S. Coast Guard (USCG) has determined that Fowey Rocks Light in Dade County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this lighthouse for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, the National Historic Lighthouse Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for Fowey Rocks Light to the Florida State Historic Preservation Officer for review and comments.

Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Dr. Daniel Koski-Karell at (202) 475-5683.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward F. Wandelt".

E. F. WANDELT

Chief

Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for Fowey Rocks Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (DPW)

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
FOWEY ROCKS LIGHT
DADE COUNTY, FLORIDA

Fowey Rocks Light is an offshore lighthouse located approximately six miles southeast of Key Biscayne in Dade County, Florida. It is an operating aid to navigation owned by the U.S. Coast Guard (USCG), identified as number 920 on the regional Light List. This property is surrounded by water and accessible by boat.

This property was officially established as a Federal lighthouse in 1878. Based on its historic character, the USCG intends to nominate this property for listing in the National Register of Historic Places (NRHP).

The National Historic Preservation Act of 1966, as amended (NHPA) (16 United States Code 470 *et seq.*) authorizes the Secretary of the Interior to expand and maintain a national register of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Federal agencies are charged with identifying, evaluating, and nominating such properties under their control to the NRHP. The National Historic Lighthouse Preservation Act of 2000 (Public Law 106-355) amended the NHPA for the purpose of establishing a National Historic Lighthouse Preservation Program.

The USCG has prepared a NRHP registration form for Fowey Rocks Light. It has been sent to the Florida State Historic Preservation Officer for review and comment concerning the USCG position that the property is eligible for listing in the NRHP. Pursuant to implementing regulation 36 Code of Federal Regulations 60.9, we are notifying local elected officials who may have an interest in the property and inviting them to comment on the nomination during the 45-day comment period. The property is described below.

Site Name and Location:

- Fowey Rocks Light
- Located approximately six miles southeast of Key Biscayne in Dade County, FL
- Light List Number 920

Owner:

- U.S. Coast Guard COMDT (CG-47)
ATTN: Dr. Daniel Koski-Karell
2100 Second Street SW – STOP 7901
Washington, DC 20593-7901

Summary Description:

Fowey Rocks Light is an iron skeletal tower lighthouse approximately 130 feet tall. It includes a foundation made with nine iron disk piles which supports an octagonal skeletal tower that includes five horizontal tiers. The tower's second tier is a platform made with iron plates that supports a two story keepers dwelling designed in the Second Empire architectural style. A cylinder that encloses a spiral stairway rises from the dwelling to the upper superstructure atop the skeletal tower. The lighthouse's upper superstructure includes a service room, watch room and lantern. The lantern has a bell-shaped roof and contains a modern automated beacon with a focal plane 110 feet above sea level. This beacon signals

a flashing white light towards the east and west, and a red light towards the north and south. The beacon's red sectors mark areas with hazards to navigation. Fowey Rocks Light is also equipped with a RACON radar beacon. The lighthouse's day mark includes a brown tower, black lantern, and a white keepers dwelling and stair cylinder. This property includes a boat dock and walkway built in 1996. The dock stands next to the lighthouse and provides for mooring a vessel. The walkway connects it to the lighthouse where a ladder ascends to the tower's second tier platform. The modern boat dock and walkway do not contribute to the property's historical significance.

Summary Statement of Historical Significance:

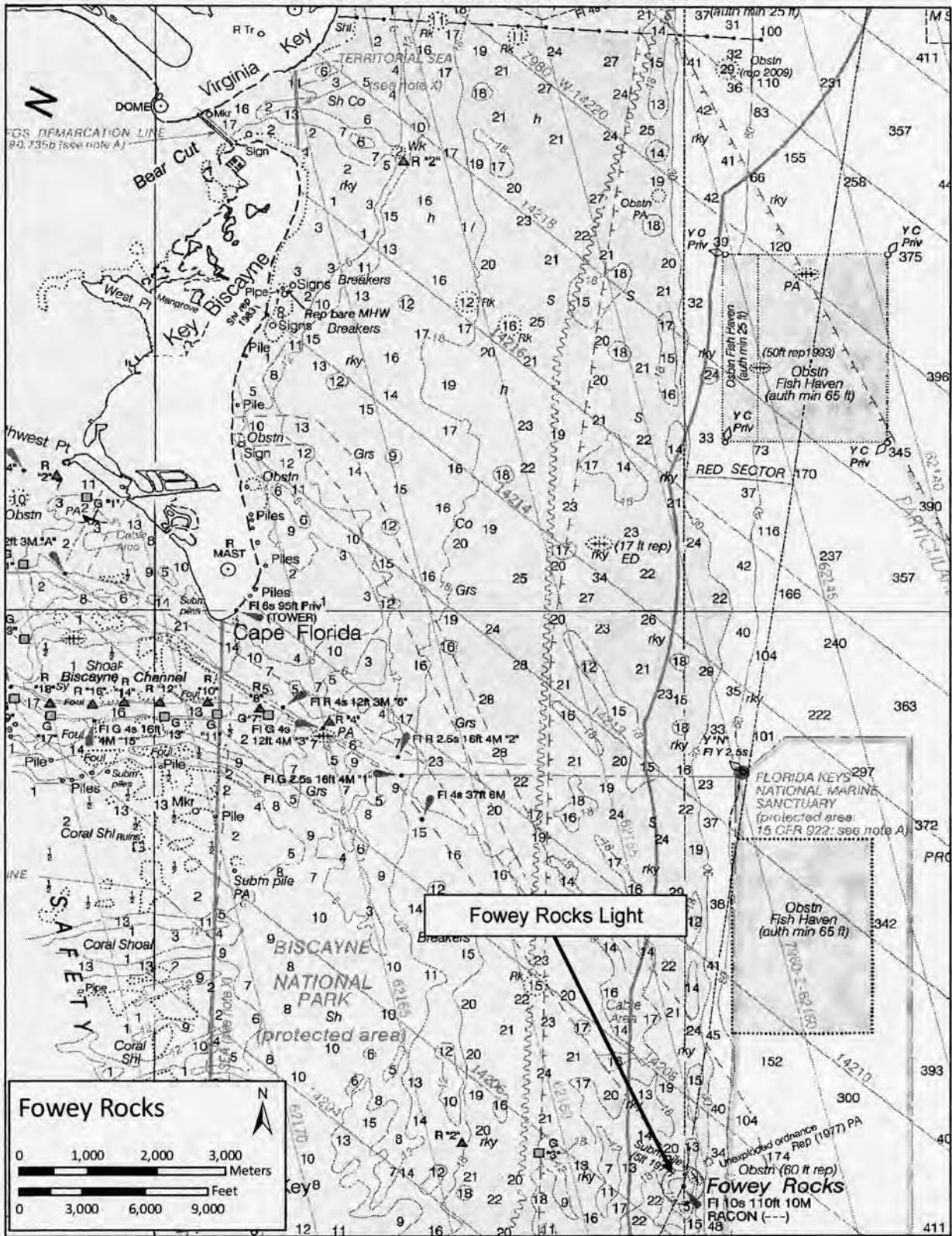
This lighthouse was constructed from 1875 to 1878 atop an area of reef and shallow water along the offshore side of the Florida Reef. This location is adjacent to an important route for vessels navigating between the Gulf of Mexico and Caribbean Sea, and ports in the eastern United States and Europe. This area has been the scene of a number of shipwrecks. Fowey Rocks Light was the fifth of six tall skeletal tower lighthouses built offshore of Dade County and the Florida Keys between 1852 and 1880. They are known as the Florida Reef Lights. The others are in Monroe County and include Sand key Light, American Shoal Light, Sombrero Key light, Alligator Reef Light and Carysfort Reef Light.

This lighthouse property is significant in the history of Dade County. It is eligible for National Register of Historic Places listing under Criterion A for its association with the maritime history of southeast Florida. This property exemplifies a local manifestation of the Federal government's program to establish a nationwide system of aids to navigation in order to promote maritime safety and commerce. Fowey Rocks Light is also eligible of NRHP listing under Criterion C for its architectural and engineering significance. It exemplifies how middle to late nineteenth century lighthouse architecture and engineering were applied to the need to mark the hazardous Florida Reef which extends from southeastern Dade County to Key West and beyond. The qualities of this structure's design, materials, and construction methods were applied to overcome the difficulties relating to building a lighthouse atop an offshore coral reef in an area subject to hurricanes and other tropical storms. Fowey Rocks Light retains substantial integrity in terms of location, setting, design, materials, and workmanship. It is a well-known offshore landmark in Dade County.

Map and Photograph:

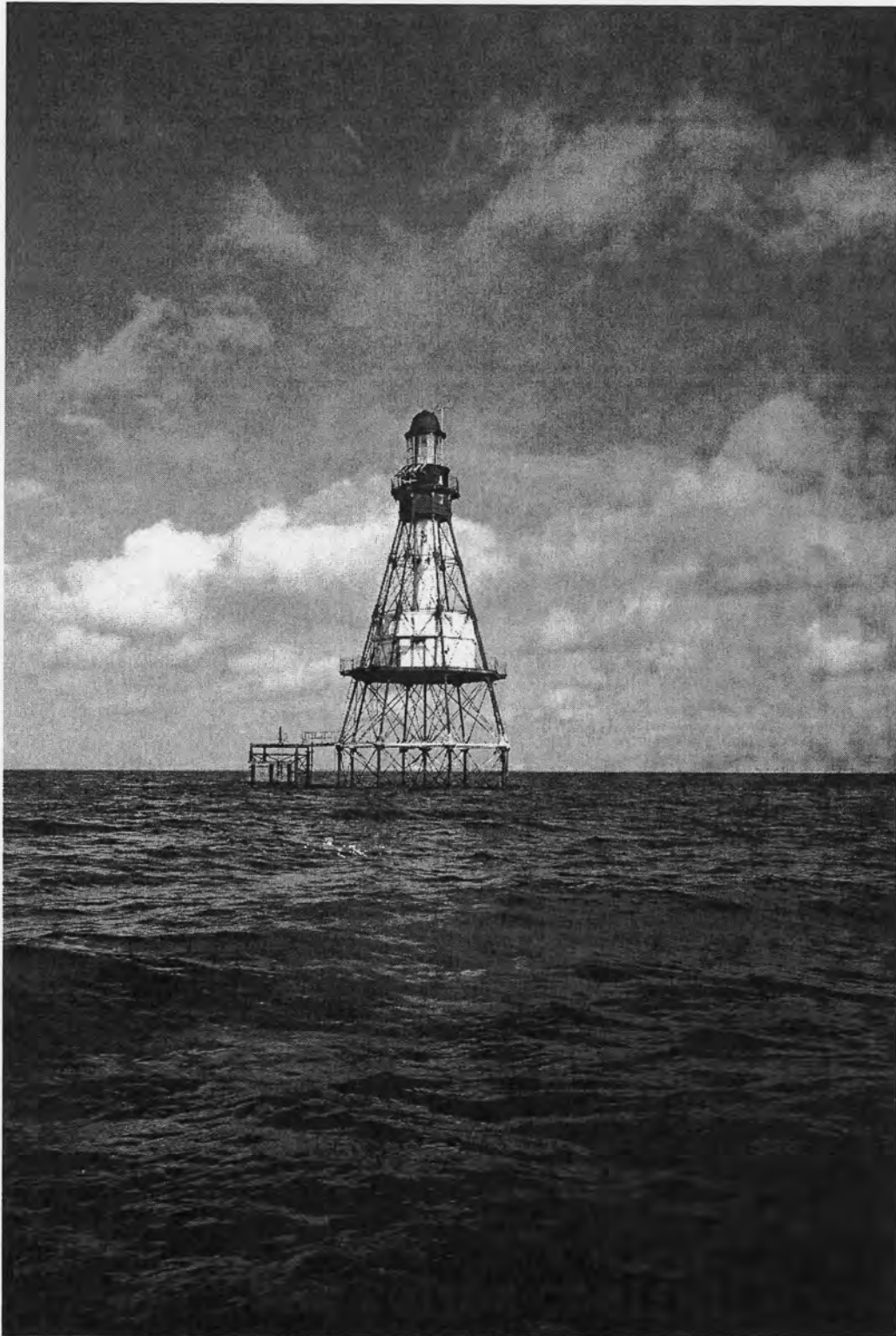
- Lighthouse location
- View of Fowey Rocks Light, looking Northwest

MAP: FOWEY ROCKS LIGHT LOCATION



This is a portion of NOAA Nautical Chart 11466, *Jupiter Inlet to Fowey Rocks*, 38th Ed., 2008

VIEW OF FOWEY ROCKS LIGHT, LOOKING NORTHWEST



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard



2100 Second Street SW, STOP 7901
Washington, DC 20593-7901
Staff Symbol: COMDT (CG-47)
Phone: (202) 475-5687
Fax: (202) 475-5949

16475

DEC 08 2010

MEMORANDUM

From: *E. F. Wandelt*
E. F. Wandelt, Chief
COMDT (CG-47)

Reply to: Dr. Daniel Koski-Karell
Attn of: (202) 475-5683

To: Mr. J. Paul Loether, Chief
National Register of Historic Places and Historic Landmarks Division
National Park Service
1849 C Street NW, Mail Stop 2280
Washington, DC 20240

Subj: FOWEY ROCKS LIGHT, OFFSHORE OF DADE COUNTY, FLORIDA

Ref: (a) National Historic Preservation Act Section 110, 16 U.S.C. 470h-2
(b) Programmatic Agreement Regarding Outgranting of Historic Lighthouse Properties

1. The Coast Guard nominates Fowey Rocks Light, offshore of Dade County, FL, for listing on the National Register of Historic Places (NRHP). The nomination package is enclosed (Enclosure (1)).
2. The Florida State Historic Preservation Officer's comments on this NRHP nomination were requested and received. They have been incorporated into this property's NRHP registration form where deemed appropriate.
3. Comments from appropriate local officials were solicited and none was received. Copies of this correspondence are included in the enclosure.

#

Enclosure: (1) NRHP nomination package for Fowey Rocks Light

Copy: CG SILC (with encl)
CG CEU Miami (with encl)
CG D7(DPW) (with encl)