



MP-1344

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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.

1. Name of Property

Historic name: Michigan City Breakwater Light

Other names/site number: _____

Name of related multiple property listing: Light Stations of the United States

2. Location

Street & number: On breakwater in Lake Michigan 0.5 mi NW of Michigan City Harbor

City or town: Michigan City State: Indiana County: LaPorte

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Brandon J</u> FEDERAL PRESERVATION OFFICER 3-24-2017	
Signature of certifying official/Title:	Date
<u>United States Coast Guard</u>	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.	
<u>Ann T. Ch...</u>	
Signature of commenting official:	Date
<u>INDIANA SHPO</u>	<u>4/3/17</u>
Title :	State or Federal agency/bureau or Tribal Government

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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:)

John Elson H. Beall 7.24.17
Signature of the Keeper Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	<u>0</u>	Total

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.)

No style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete, steel

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Narrative Description

Summary Paragraph

The Michigan City Breakwater Light was established in 1911 and is located in southern Lake Michigan approximately 0.5 mile offshore of Michigan City in LaPorte County, Indiana. This property is a Federal aid to navigation owned by the U.S. Coast Guard and is identified as number 19555 in the Great Lakes Light List. The Michigan City Breakwater Light marks the entry to Michigan City harbor. It is approximately 0.15 mile northwest of the Michigan City East Pierhead Light and Elevated Walkway which is listed on the National Register of Historic Places (registration number 88000069). The Michigan City Breakwater Light property consists of one contributing resource, a 23-foot tall light tower built of steel-reinforced concrete. It is painted white with a horizontal red band and consists of a rectangular first story tank house surmounted by a pyramidal tower. The tank house encloses a small room containing batteries that power the light. The pyramidal tower supports a modern automated marine beacon, solar array, and triangular red day board marker. This beacon has a focal plane 36 feet above the water and displays a flashing red signal. It is visible for six miles in clear weather. The light tower structure is located at the northeast end of a 0.25 mile-long breakwater that shelters the channel leading into Michigan City harbor. This breakwater is owned by the U.S. Army Corps of Engineers. The Michigan City breakwater is accessible by boat and is not open to public visitation.

Description:

The Michigan City Breakwater Light is a Federal aid to navigation that was built in 1911. It is situated in southern Lake Michigan approximately 0.5 mile from shore at Michigan City in LaPorte County, Indiana. This property sits atop a concrete platform at the northeastern end of a 0.25 mile-long breakwater that is oriented northeast-southwest. This breakwater is constructed of rock riprap and concrete and shelters the entry to Michigan City harbor. It is a federal navigation structure owned by the U.S. Army Corps of Engineers. The Michigan City Breakwater Light is accessible by boat. It is not open to public visitation.

The entry to the port of Michigan City is also marked with other aids to navigation. The offshore breakwater's southwest end is marked with the Breakwater South Light (Light List number 19560). It is a flashing yellow beacon mounted atop a pole. The offshore ends of the two piers flanking the entry to Michigan City harbor are also marked. The Michigan City East

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Pierhead Light (Light List number 19545) was built in 1904 and includes an elevated walkway that extends shoreward along the pier. The Michigan City East Pierhead Light Tower and Elevated Walk is listed on the National Register of Historic Places (registration number 88000069). The Michigan City western pier is marked with the West Pierhead Light (Light List number 19565). It is mounted atop a pole and signals a flashing red light.

Contributing Resource: Light Tower

The Michigan City Breakwater Light property consists of one contributing resource, a 23-foot tall light tower built of reinforced concrete. It is owned by the U.S. Coast Guard and identified as number 19555 in the Great Lakes regional Light List.

The light tower's first story is a rectangular tank house that is 7 feet, 9 inches long by 5 feet, 7 inches wide. Its long axis is oriented northeast-southwest. The tank house is approximately 7 feet tall and is painted white. Its southwestern end is topped with a 5-foot wide sloping shed roof that extends 3 feet southwest from the base of the structure's pyramidal tower. A steel rod U-shaped handhold is attached to this sloping roof. There is a doorway in the first story's southwest end that is approximately 4 feet wide by 6 feet, 3 inches tall. It is fitted with a two-leaf metal door that opens outward in the middle. This door is painted white. It provides access to a 4-foot wide interior room that is 3 feet, 4 inches deep by 6 feet, 6 inches tall. This room is used for storage and contains batteries that power the property's beacon light. The remainder of the first story is solid concrete. A rectangular red sign with white lettering is posted on the first story's southeast side. It says "Danger Restricted Area Keep Off."

The first story supports a rectangular pyramidal tower that is 16 feet tall. Its sides are 5 feet square at the base and 2 feet, 6 inches square at the top. The tower is painted white with a horizontal red band that is approximately 4 feet, 6 inches wide. Steel rod U-shaped ladder rungs are affixed to the tower's exterior on the southwest side. These provide climbing access to the beacon light.

The tower is topped with a modern automated 300-millimeter acrylic lens marine beacon with a focal plane 36 feet above water level. It signals a red flash every 4 seconds and is visible for 6 miles in clear weather. A solar array is mounted on the tower's southeastern side below the beacon. It is used to recharge the battery power supply. A triangular red dayboard marker is affixed to the tower's northeastern side.

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Changes through time:

The Michigan City Breakwater Light has remained largely unchanged since it was constructed in 1911. The principal changes have been to its exterior daymark coloration and the technology of its signal light. These have not included modifications to the property's basic structure.

This property's exterior was painted red when it was established as an aid to navigation in 1911. It remained red until 1969 when the structure was painted white. A red horizontal band approximately 4 feet, 6 inches wide was added to the structure's tower in 1999. Since then the property's characteristic daymark has been white with a red band.

The property's beacon light has also been changed out for more modern equipment over time. It was originally equipped with a flashing 200-millimeter American Gas Accumulator (AGA) buoy lantern. This device was invented in 1905 and was fueled with acetylene stored in compressed gas tanks kept in the first story tank house's storage room. The buoy lantern beacon was operated using a sun valve which controlled the flow of acetylene gas to the light. The sun valve was invented by AGA in 1907 and turned the light on and off automatically using sunlight. It was made with a vertical central metal rod that was blackened to absorb light. The central rod was surrounded by three shiny vertical metal rods that reflected light. At night all the rods remained the same temperature and the sun valve was open to allow fuel to flow. In the morning the blackened rod absorbed sunlight and expanded slightly in length as it warmed. This caused the valve to close and cut the flow of fuel to the lantern, making it turn off. When the sun went down in the evening the blackened rod cooled and contracted to its original length, opening the fuel valve. The buoy lantern turned itself on using a pilot light to ignite its acetylene gas flame. This lighting system enabled the Michigan City Breakwater Light to operate automatically except for replacing its acetylene gas tanks when they were depleted.

The acetylene-fueled beacon was later replaced with an electric light powered with batteries. This system also operated automatically except for replacing the batteries when they became discharged. This system was upgraded in the 1970s with the existing 300-millimeter acrylic lens powered with batteries recharged using a solar array.

A triangular red dayboard marker was affixed to the light tower circa 2010. It is made with reflective material that enhances the property's visibility at night when a light is shined on it. The dayboard makes it easier to distinguish the Michigan City Breakwater Light from other aids to navigation in the vicinity.

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8. Statement of Significance

Applicable National Register Criteria

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

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

Maritime History

Transportation

Architecture

Engineering

Period of Significance

1911 to 1967

Significant Dates

1911

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

12th Lighthouse District, Chicago, IL

Statement of Significance

Summary Paragraph

The Michigan City Breakwater Light is significant on the local level for its association with the maritime transportation history, architecture, and engineering of LaPorte County, Indiana. Its period of historical significance begins in 1911 when it was established as a Federal aid to navigation and ends in 1967, the property's most recent year of operation 50 years before the present. The Michigan City Breakwater Light qualifies for listing in the National Register of Historic Places (NRHP) under Criteria A and C. It is eligible under Criterion A as representative of the Federal government's long-term nationwide program to improve navigational safety through constructing and operating aids to navigation. The Michigan City Breakwater Light demonstrates how this important program was manifested in LaPorte County. This property also qualifies under National Register Criterion C for exemplifying architectural design and engineering methods used in constructing American lighthouses during the early twentieth century. Its 1911 construction using steel-reinforced concrete makes it the oldest concrete light tower in Indiana and one of the earliest examples of this building technology's application to Federal aids to navigation. The Michigan City Breakwater Light retains integrity of design, setting, materials, workmanship, feeling, and association. It is widely recognized as a historic landmark in LaPorte County.

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Narrative Statement of Significance

The Michigan City Breakwater Light is historically significant on the local level in LaPorte County, Indiana, for its association with the area's maritime transportation history, architecture, and engineering. Its period of historic significance begins in 1911 when it was established as a Federal aid to navigation and ends in 1967, its most recent year of its operation 50 years before the present. The Michigan City Breakwater Light is eligible for listing in the National Register under Criteria A and C.

This property qualifies under NRHP Criterion A for its association with events related to the long-term Federal government program to provide for an integrated system of navigational aids throughout the United States, including the Great Lakes. It exemplifies how this important nationwide program was manifested in LaPorte County. The Michigan City Breakwater Light has made a significant contribution to the broad historical patterns of maritime transportation and commerce associated with Indiana and Lake Michigan. Its signal light and daymark have guided mariners in southern Lake Michigan and been an important enhancement to navigational safety in and around the port of Michigan City from 1911 to the present. Today, the Michigan City Breakwater Light maintains its historical association with maritime safety by continuing to function as an operating lighthouse.

The Michigan City Breakwater Light also qualifies for National Register listing under Criterion C. It exemplifies design and building methods used in constructing early twentieth century steel-reinforced concrete aids to navigation in the United States. This property is representative of architectural design and engineering construction methods during the time period when lighthouse and light tower construction in the U.S. was transitioning from an emphasis on structures made of cast iron to ones built of concrete or steel. The harsh winter weather associated with this locality's environmental setting required a tower design that could withstand the forces of strong waves and inclement weather. This structure's durable, compact and water-resistant character exemplifies the success of its design, appropriateness to this natural setting, and high quality of materials and construction. The Michigan City Breakwater Light's structural character retains substantial integrity. It is essentially unchanged from when originally built.

There are three historical aids to navigation at Michigan City. They consist of the Michigan City Lighthouse built in 1858 (NRHP registration number 74000023), the East Pierhead Light Tower and Elevated Walk built in 1904 (NRHP registration number 88000069), and the Michigan City Breakwater Light built in 1911. Together, these properties embody characteristics representing important developmental changes in the history of U.S. lighthouses

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from the middle nineteenth century to the early twentieth century. The Michigan City Breakwater Light compliments and expands upon the historicity of the other two lighthouse properties by exemplifying the early 1900s adoption of reinforced concrete for constructing breakwater light towers. It is the only property of this design type and construction method in the State of Indiana.

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 *Bureau of Lighthouses or the U.S. Lighthouse Service (1910-1939)* and *Lighthouses under the U.S. Coast Guard (1939-present)*. The property type section relating to this registration is *Light Tower Construction Type – Reinforced Concrete Tower (1908-1943)*. Information and historic contexts available in the overarching MPDF are not repeated here. This submission focuses on additional facts and details linking the Michigan City Breakwater Light with its geographic location and that support its historical significance.

Regional Historic Context

This property's Great Lakes regional setting includes Lakes Michigan, Superior, Huron, Erie and Ontario, along with their connecting waters and the St. Lawrence River. This is one of the largest concentrations of fresh water on earth. It encompasses a waterway system having a total shore length of approximately 11,000 statute miles and a total water surface area of about 95,000 square miles.

Explorers, fur traders, and missionaries from French colonial Canada came to the Lake Michigan region during the second half of the seventeenth century, arriving in present-day Indiana during the 1670s. The first French trading post within modern Indiana was Tassinong, established in 1673 near the Kankakee River. The Indiana region was officially claimed for the King of France in 1679 by René-Robert Cavelier, Sieur de La Salle. Its geographical characteristics included a natural route between the Great Lakes and the Mississippi drainage along the Wabash River. This served to facilitate trade and communication between the colonial settlements of New France, which stretched from eastern Canada to southern Louisiana. The French built several forts and outposts in the area and sought to promote good relations with the local Native American inhabitants.

Rivalry between France and Spain versus Great Britain during the middle eighteenth century led to the Seven Years War. This included a struggle for control of eastern North America in what is called the French and Indian War.

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While British successes in the war forced the French to relinquish control of the Great Lakes, Native American tribes that had supported the French were offended by policies imposed upon them by the victors. This led several tribes to form an alliance of resistance. Their principal leader was Chief Pontiac who undertook warfare against the British in 1763.

The Seven Years War ended with the 1763 Treaty of Paris and eventually the British made peace with the rebellious Great Lakes tribes. The 1763 treaty officially and permanently transferred French control of Canada and the Great Lakes region to Great Britain. The end of warfare allowed trading and other colonial economic activity to resume. Fur trading continued to grow in economic importance through the early nineteenth century. A number of the trading posts and forts in the region attracted pioneering settlers over time and developed into permanent communities.

The American Revolutionary War began in 1775. During this conflict American forces commanded by George Rogers Clark took control of several locations in Indiana including Kaskaskia and Vincennes. Fighting in the region involved several Native American tribes who supported the British. The war finally concluded with the 1783 Treaty of Paris which provided for British recognition of United States sovereignty. It included cession to the U.S. of a large portion of the upper Great Lakes region known as the Northwest Territory, which encompassed present-day Indiana.

The United States government did not achieve uncontested control over the Northwest Territory until decades later. In 1785 the Northwest Indian War broke out between the U.S. and Native American tribes. It lasted until the Treaty of Greenville in 1795. U.S. government administration of the Northwest Territory improved from the late 1790s to the early 1800s, although conflictive relations between the U.S. and local Indians continued. As pioneering settlement in the region expanded, the Territory of Indiana was established in 1800 and the State of Ohio joined the Union in 1803. This was soon followed by the establishment of the Territories of Michigan (1805) and Illinois (1809). Fighting between Native American Indians led by Tecumseh and United States forces broke out in 1811. This included the Battle of Tippecanoe where U.S. troops were commanded by the Indiana Territory's Governor, William Henry Harrison.

Rivalry between the United States and Great Britain led to the outbreak of the War of 1812 which included widespread warfare in the Great Lakes region. During this conflict, Tecumseh and his Indian allies fought on the British side. Even though the war resulted in the 1814 Treaty of Ghent, international relations in the region remained problematic until an agreement establishing British Canada's Great Lakes border with the United States was finally concluded in 1818.

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Subsequent settlement expansion and development in the region led to intermittent warfare between various Native American groups and U.S. forces. This included the 1827 Winnebago War and 1832 Black Hawk War. In each of these armed conflicts, the United States ultimately prevailed.

During the early nineteenth century, negotiations between the U.S. government and Native American tribes in the region led to treaties transferring vast tracts to Federal ownership. This, coupled with the region's abundant forest, fishery, and mineral resources attracted increasing numbers of settlers from the 1820s onward. Economic and population growth increased rapidly during the first half of the nineteenth century as more lands were opened to settlement and development. Most of the early settlers came from the northeastern United States. They were followed by immigrant groups from western and central Europe.

Maritime traffic in the region also expanded during the nineteenth century. Lumber industry cargos accounted for a major part of early waterborne commercial traffic. Over time, products carried aboard vessels bound for the lower Great Lakes included iron ore from mines in Michigan's Upper Peninsula, northern Wisconsin and Minnesota, as well as grain from farms and flour from mills in the Midwest and northern Great Plains. These shipments corresponded with the heavy up-bound movement of coal and manufactured goods from ports in the lower lakes.

By 1910, the amount of goods shipped annually on the Great Lakes increased to 80 million tons. Most of this was bulk cargo such as iron ore and coal. Shipped freight tonnage reached a record of 217 million tons in 1948. The combined movement of lumber, grain, flour, iron ore and coal, together with limestone cargoes from the Lake Michigan area to centers of steel production, resulted in the greatest bulk freight maritime commerce the world had ever seen.

With the opening of the St. Lawrence Seaway in 1959, the industrial and agricultural heartland of North America became accessible to deep-draft oceangoing vessels navigating the Great Lakes. In addition, barge and small craft traffic reaches the Great Lakes from the Gulf of Mexico via the Mississippi River and the Illinois Waterway, as well as from the Hudson River by way of the New York State Barge Canal System.

The need for aids to navigation on the Great Lakes increased with the expansion of shipping that accompanied the growth of settlement and commerce. Eleven lighthouses were built in the region between 1818 and 1829, and 32 were completed during the 1830s. From 1841 to 1852, the U.S. Lighthouse Establishment added 33 new lights.

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Between 1852 and 1860, the total number of Federal aids to navigation in the Great Lakes grew from 76 to 102. This continued to increase during the late nineteenth century. By the beginning of the twentieth century there were 334 major lighted aids, 67 fog signals, and 563 buoys in the region.

Several distinct designs or types of lighthouses were constructed in the Great Lakes during the nineteenth century. Until 1870 or so, the most common design consisted of a wood, stone, or brick keeper's dwelling that exhibited the lighthouse's optic in a lantern on the roof or atop an attached square tower. Taller masonry towers connected to a keeper's dwelling by an enclosed passageway also became popular by the 1870s. From 1870 to around 1910, lighthouse engineers practiced and perfected the construction of light stations built on isolated islands and atop submerged reefs and shoals.

Wooden crib foundations were widely used for the construction of lighthouses on Great Lakes submerged lands from the middle nineteenth century through the middle twentieth century. This method was employed for lights built on piers that extended from land into nearby waters, as well as for offshore lights. It involved constructing the crib (a massive wooden box) onshore using heavy timbers. Each crib was tall enough to reach to, or nearly to, the water's surface at its designated offshore location, and included several open-top compartments. When completed, it was towed to the designated location and sunk using ballast. Additional ballast and concrete were added to stabilize and strengthen the crib which served as a foundation upon which a pier was built to support the lighthouse superstructure.

The superstructures of offshore lighthouses built on piers in the Great Lakes also went through an evolution in design and technology. The earlier ones were built of wood, but this material deteriorated over time. Cast iron came into widespread use for building U.S. lighthouses during the middle nineteenth century. Iron lighthouses were commonly built from parts manufactured to specification at a foundry and sent to the designated site as a prefabricated kit for onsite assembly.

Steel products for building lighthouse structures became available in the U.S. during the late nineteenth century. As the output of mass production mills increased through time, steel's cost as a building material declined. By the 1920s, the cost versus benefit ratio for building a structure using steel instead of cast iron led to its widespread application as a preferred material for constructing both pier and offshore lighthouses in the Great Lakes.

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The use of steel-reinforced concrete for U.S. lighthouse construction dates to the early twentieth century. The first reinforced concrete light tower in the United States was built in 1908 at Point Arena, California. The Michigan City Breakwater Light was constructed just three years later in 1911.

Local Historic Context

Michigan City is situated at Lake Michigan's southeastern end, approximately 30 miles east of Chicago, Illinois. The city's origin stems from the 1830 purchase of 160 acres by Isaac C. Elston, a land speculator. This parcel included the confluence where a small river named Trail Creek flowed into Lake Michigan. Elston's plan was to develop this area as a commercial center where local products could be loaded aboard vessels for export and manufactured goods imported for local distribution. He gave it the name "Michigan City." This location's qualities as a port soon began to attract settlers.

In 1832 Indiana's LaPorte County was formed. Its territory included Michigan City's location and the surrounding area. "La Porte" means "door" or "port" in the French language and may have originated from French colonial traders and travelers who visited the area.

The Michigan City settlement was well suited for commerce and by 1834 had grown to include a tannery, blacksmith shop, tinsmith, brick kiln, four grocery stores, three taverns, five general stores, two hotels, a bank, and an Episcopal church. There were also grist mills and lumber mills nearby along Trail Creek. A major portion of the products shipped from the settlement consisted of farm produce including grain, pork, and beef. Michigan City was officially incorporated in 1836. By then the town's population had increased to approximately 1,500 residents.

Trail Creek's natural configuration included sandy shoals at its mouth that limited the size of vessels that could access Michigan City's port facilities. This meant that a substantial portion of the area's maritime traffic had to anchor offshore and transfer cargo aboard lighter shallow-draft vessels. This process was time-consuming and increased shipping costs, and led local government and business interests to petition the Federal government for assistance in improving Trail Creek's navigability. These efforts achieved positive results in 1836 when the U.S. Congress appropriated \$20,000 for harbor improvements at Michigan City and \$5,000 to build and operate a lighthouse.

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The project to build a lighthouse at Michigan City came during the 1820 to 1852 period that the U.S. Lighthouse Establishment (USLHE) was administered by Stephen Pleasonton, the Fifth Auditor of the U.S. Treasury Department. Although Pleasonton was a career civil servant who achieved a long career in government service, his education and background did not include architectural or engineering expertise. Shortcomings associated with his administration of the government's lighthouse program included problems with quality control for construction. He also resisted adopting technological innovations relating to aids to navigation.

The first Michigan City Lighthouse was constructed during the summer of 1837. It included a light tower and keeper's dwelling. Both were painted white to enhance their visibility to mariners. The lighthouse was initially equipped with a beacon array that consisted of five Lewis-patent oil lamps with 14-inch diameter reflectors. This technology produced a light of limited intensity and was hard to discern during periods of reduced visibility.

The 1836 funding for Michigan City harbor improvements led the U.S. Army Topographical Engineers (later renamed Corps of Engineers) to undertake building a pair of parallel timber crib piers flanking the mouth of Trail Creek. These were placed to stabilize the creek's alignment and limit sediment deposition in the channel between them. This construction was completed in 1839. A government dredge vessel was also assigned to make scheduled visits for maintaining the channel's proper water depths. These efforts proved to be insufficient, however. Michigan City's location at Lake Michigan's southeastern end was subject to dynamic wind, wave, and storm forces. Over time, these caused substantial movement and buildup of sediments in the nearshore environment including the mouth of Trail Creek.

By 1842, shoaling in the waterway between the Trail Creek piers had reached the point where only shallow-draft vessels could pass. This led to additional construction work in 1844 that extended the harbor's entrance piers farther into the lake. The government dredge's scheduled visits were also increased to greater frequency. These measures sought to maintain the channel's navigable depth at 7 feet. Even so, Lake Michigan's on-going prevailing weather and sediment-movement dynamics continued to be problematic for Michigan City's shipping channel.

The Corps of Engineers studied the situation and determined that extending the piers farther into the lake would not significantly improve protection for the port's entrance. It was recommended instead that a 1,000-foot breakwater be built offshore northwest of the existing entrance piers. This was intended to reduce sand deposition near the harbor entry and to provide a harbor of refuge for vessels seeking shelter from storms and rough waters.

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These recommendations were reviewed by the U.S. Congress and rejected. Instead, Congress decided to appropriate funds for extending the Michigan City piers farther into the lake, but to not authorize the breakwater.

The Corps of Engineers undertook the subsequent pier improvement project in 1853. It was still uncompleted when the Civil War broke out in 1861, causing the work to halt. Plans for this project included a requirement for aids to navigation marking the offshore ends of the extended piers. This led Congress to appropriate funds in 1854 for lighted beacons at the heads of both piers, but they had not yet been established when work stopped in 1861.

The 1850s also saw events relating to Michigan City's onshore lighthouse. In 1852 Congress responded to years of criticism regarding the Treasury Department's administration of the lighthouse program by establishing the U.S. Lighthouse board. This transferred management of the U.S. Lighthouse Establishment to a group of well-qualified professional naval, military, and civilian persons with practical maritime and engineering experience. The Lighthouse Board promoted better construction and operational practices, the adoption of technological innovations, and improved coordination with the U.S. Army Corps of Engineers.

One of the Lighthouse Board's early acts was to undertake replacing the old Lewis lamp-reflector beacons with state-of-the-art Fresnel lenses. This innovative technology had been developed during the early nineteenth century by the French physicist Augustin-Jean Fresnel. His lens design focused lamp light into a robust beam that could be seen from much greater distances than previous lighthouse beacons. In 1857 the Michigan City Lighthouse's ineffective Lewis lamp-reflector beacon was replaced with a sixth-order Fresnel lens.

The 1837 light tower at Michigan City had been constructed poorly and was substantially deteriorated by the middle 1850s. The Lighthouse Board decided to replace it and in 1858 constructed a two-and-a-half story brick building that included a wooden light tower on the roof above the front gable. This combined the features of a lighthouse and keeper's dwelling in a single structure. A fifth-order Fresnel lens that signaled a fixed white light was installed in the new lighthouse's lantern. It was visible for 15 miles in clear weather. The 1837 tower was subsequently demolished. The 1858 Michigan City Lighthouse was built using the same architectural design as contemporary lighthouses built in 1858 at Grand Traverse, Michigan, and 1860 at Port Washington, Wisconsin.

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Following the Michigan City pier extension project's work stoppage in 1861, local residents sought and obtained Congressional approval to continue with construction on their own. This was nearly completed in 1867 when the cost and work effort burden led the local proponents to request that the Federal government finish the job. The Corps of Engineers returned to Michigan City in 1870 and completed the pier extension project in November 1871. The USLHE also established lights on both the east and west piers at that time.

Elsewhere in Michigan City, a railroad line connecting the town with other commercial centers in Indiana had been completed in 1852. This, along with the harbor improvements, served to boost economic development that enhanced the port's importance as a hub for shipping. Industrial facilities, including lumber mills, were established and by the 1870s lumber exceeded farm produce as Michigan City's major export. Another important local industry was the Haskell-Barker Car Company which manufactured railroad freight cars. By 1908, its factory produced approximately 15,000 cars annually.

In 1875 the harbor entry's west pier was extended another 800 feet and its pierhead beacon relocated to the new offshore end. This greater length made accessing the pierhead light problematic during inclement weather, so an elevated walkway was constructed. The harbor entry's east pier was extended another 1,200 feet in 1882 using construction that positioned a series of timber cribs end-to-end. In 1894 the U.S. Lighthouse Board requested funding to establish new beacons to mark the ends of the extended east and west piers. It also proposed that a first class fog signal be placed at the east pier's head. In 1899 Congress passed an appropriation to pay for these improvements.

Following the east pier's 1882 completion, the Corps of Engineers reconsidered its system of navigation structures at Michigan City. There continued to be the need for an offshore breakwater to alleviate sand deposition, shelter the port's entry channel, and provide a harbor of refuge for vessels during inclement weather. The best solution appeared to be a 700-foot-long detached breakwater northwest of the harbor entry. Work on this began in the late 1890s.

The Lighthouse Board requested funds to erect a light on the new offshore breakwater and a Congressional appropriation was passed on 6 June 1900. This resulted in the USLHE erecting a simple square post supporting a fixed red light. It was positioned at the breakwater's northeast end next to the channel navigated by vessels going to and from Michigan City harbor.

Michigan City's late nineteenth century east and west pierhead lights were mounted atop wooden towers and suffered deterioration over time. This led the Lighthouse Board to develop plans for new lighthouses there.

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

The design adopted for the east pierhead light was a structure that combined a fog signal building with a light tower. The west pierhead light was to have a light tower, only. These new lighthouses were built in 1904 and officially established on 20 October of that year.

After the harbor entry's breakwater light and two new pierhead lights became operational in 1904 the beacon atop the 1858 lighthouse was discontinued. The lighthouse building continued in use as a dwelling for the Michigan City Light Station's head keeper and two assistant keepers. Work performed then to renovate it for housing included removing the Fresnel lens, dismantling the tower and lantern atop the building, and installing a new roof.

A violent storm in 1909 destroyed the pole-mounted light on the Michigan City breakwater's northeastern end. It remained unmarked for two years.

The Federal government reorganized its lighthouse program in 1910. This included abolishing the U.S. Lighthouse Board and replacing it with the Bureau of Lighthouses which was assigned to the Department of Commerce and Labor (later split into the Commerce Department and Labor Department). The 1910 reform also terminated the U.S. Lighthouse Establishment (USLHE) and replaced it with the U.S. Lighthouse Service (USLHS) which was organized into geographical districts.

The USLHS 12th Lighthouse District's area of responsibility included Michigan City. In 1911 it undertook a project to replace the breakwater light that had been destroyed in 1909. This resulted in construction of the reinforced concrete pyramidal tower that exists today. The Michigan City Breakwater Light structure was built just three years after the first reinforced concrete lighthouse in the U.S. was erected at Point Arena in California. This makes it one of the earliest U.S. aids to navigation made of steel-reinforced concrete. At the conclusion of its construction the new light tower was painted red and a lighted beacon installed on top. This beacon was a 200-millimeter American Gas Accumulator (AGA) buoy lantern with sun valve. It signaled a fixed red light, was visible for a distance of 6 miles in clear weather, and was fueled by tanks containing compressed acetylene gas that were kept in the tank house at the base of the light tower.

In 1915 the U.S. Treasury Department underwent a reorganization that combined two of its components, the U.S. Revenue Cutter Service and the U.S. Life-Saving Service, to form the U.S. Coast Guard (USCG). When the U.S. entered World War I in 1917 the USCG was placed under U.S. Navy control. After the war's end it was transferred back to the Treasury Department.

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

The Commerce Department's Bureau of Lighthouses was dissolved in a 1939 governmental reorganization which transferred its responsibilities to the U.S. Coast Guard. The USLHS became the Coast Guard's aids to navigation program. USCG personnel took over responsibility and operational staffing of the nation's system of light stations and lightships. This resulted in the Michigan City Breakwater Light coming under the jurisdiction of the Coast Guard's Ninth District which is headquartered in Cleveland, Ohio.

In 1941, shortly before the U.S. entered World War II, the Coast Guard was transferred to the U.S. Navy as had been done during World War I. The USCG remained under Navy control until 1946 when it was returned to the Treasury Department. In 1967 the Coast Guard was transferred to the U.S. Department of Transportation (USDOT). It remained part of the USDOT until 2003 when it was assigned to the newly-formed U.S. Department of Homeland Security.

The USCG continued to use the 1858 Michigan City Lighthouse for personnel housing and office space until the 1950s. It was designated surplus property in 1960 and sold to the Michigan City municipal government in 1963. In 1965 the Michigan City Historical Society entered into an agreement with the city that provided for restoring the building and operating it as a museum. This led to the Old Lighthouse Museum's opening in 1976. Located in the city's Washington Park, the Michigan City Lighthouse has been restored to its original 1858 appearance with a replica lantern on top. It has been included in the National Register of Historic Places (registration number 74000023).

The Michigan City Breakwater Light's all red daymark was changed in 1969 to all white. In 1999 it was again changed to its present-day characteristic which is a white tower with a red horizontal band. This aid to navigation's existing optic is a modern automated 300-millimeter acrylic lens beacon that emits a flashing red signal. It is powered by batteries recharged using a solar array. A red reflective dayboard is also mounted on the tower. This light is visited periodically for maintenance by personnel from the USCG Aids to Navigation Team (ANT) responsible for the area.

Today, the Michigan City Breakwater Light remains standing in its original position on the northeast end of the port's offshore breakwater. It remains in good structural condition. This property possesses integrity in the historical qualities of location, setting, design, materials, workmanship, feeling, and association. Except for changes to the property's equipment and daymark coloration, it is essentially the same now as during its 1911 to 1967 period of historical significance.

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

The Michigan City Breakwater Light is widely recognized as prominent landmark in LaPorte County, and serves as a lasting reminder of the importance of maritime transportation and commerce in Indiana and Great Lakes history. It maintains its association with the Federal government's long-term program for promoting maritime safety and evokes feelings that recall the dedication to duty characteristic of lighthouse keepers throughout the course of United States history. This property also illustrates the spirit of innovation that characterized American lighthouse engineers during the early twentieth century. Their focus on lasting results has characterized generations of U.S. lighthouse builders.

9. Bibliography

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_____. 2017. *Old Michigan City, IN*. Internet: www.lighthousefriends.com/light.asp?ID=231

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Pepper, Terry. 2007. *Michigan City Old Lighthouse, Michigan City, Indiana*. Internet: www.terrypepper.com/lights/michigan/michcityold/index.htm

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

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_____. 2017. *Light List, Volume VII Great Lakes, Great Lakes and the St. Lawrence River above the St. Regis River* COMDTPUB P16502.7. Washington: U.S. Coast Guard.

Previous documentation on file (NPS):

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

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

Primary location of additional data:

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

Name of repository: USCG Ninth District Headquarters, Cleveland, OH;
Old Lighthouse Museum, Michigan City, IN;
Wisconsin Maritime Museum, Manitowoc, WI;
Wisconsin Historical Society, Madison, WI

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than one acre

UTM References: Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 16 Easting: 507180 Northing: 4619610

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

The property's boundary is the perimeter of the base of the structure's first story tank house. This boundary follows the exterior outline at the foot of the structure where it rests upon the breakwater.

Boundary Justification (Explain why the boundaries were selected.)

This boundary encompasses the entirety of the Michigan City Breakwater Light structure that is owned by the U.S. Coast Guard. The breakwater underneath the light structure is owned by the U.S. Army Corps of Engineers and is not included in the nominated property.

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

11. Form Prepared By

name/title: Daniel Koski-Karell, Ph.D., USCG; Daniel Hart & Timothy McGrath, HDR/e²M

organization: Office of Environmental Management (COMDT CG-47), USCG Headquarters

street & number: US Coast Guard Stop 7714, 2703 Martin Luther King Jr Avenue SE

city or town: Washington state: DC zip code: 20593-7714

e-mail: Daniel.A.Koski-Karell@uscg.mil

telephone: 202-475-5683

date: 20 March 2017

Michigan City Breakwater Light
Name of Property

LaPorte County, IN
County and State

Additional Documentation

- **Map:** Figure 1. Location Map: USGS map (7.5' series) indicating property's location.

- **Photographs:**

Name of Property:	Michigan City Breakwater Light
City or Vicinity:	Michigan City
County:	LaPorte County
State:	IN
Name of Photographer:	Timothy McGrath
Date of Photographs:	September 2005
Location of Original Digital Files:	U.S. Coast Guard Historian's Office, U.S. Coast Guard Headquarters, 2703 Martin Luther King Jr. Ave. SE, Washington, DC 20593
Number of Photographs:	6

Photo # 1. Michigan City Breakwater and Breakwater Light, camera facing northwest.

Photo # 2. View from shore of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west.

Photo # 3. Michigan City East Pierhead Light (in background) and Michigan City Breakwater Light (on right), camera facing southeast.

Photo # 4. Michigan City Breakwater Light, camera facing southwest.

Photo # 5. Michigan City Breakwater Light, camera facing northwest.

Photo # 6. Michigan City Breakwater Light, camera facing north.

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 100 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.

National Register of Historic Places Continuation Sheet

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 1

Figure 1. Location Map. This is a portion of the "Michigan City West, IN." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1994).



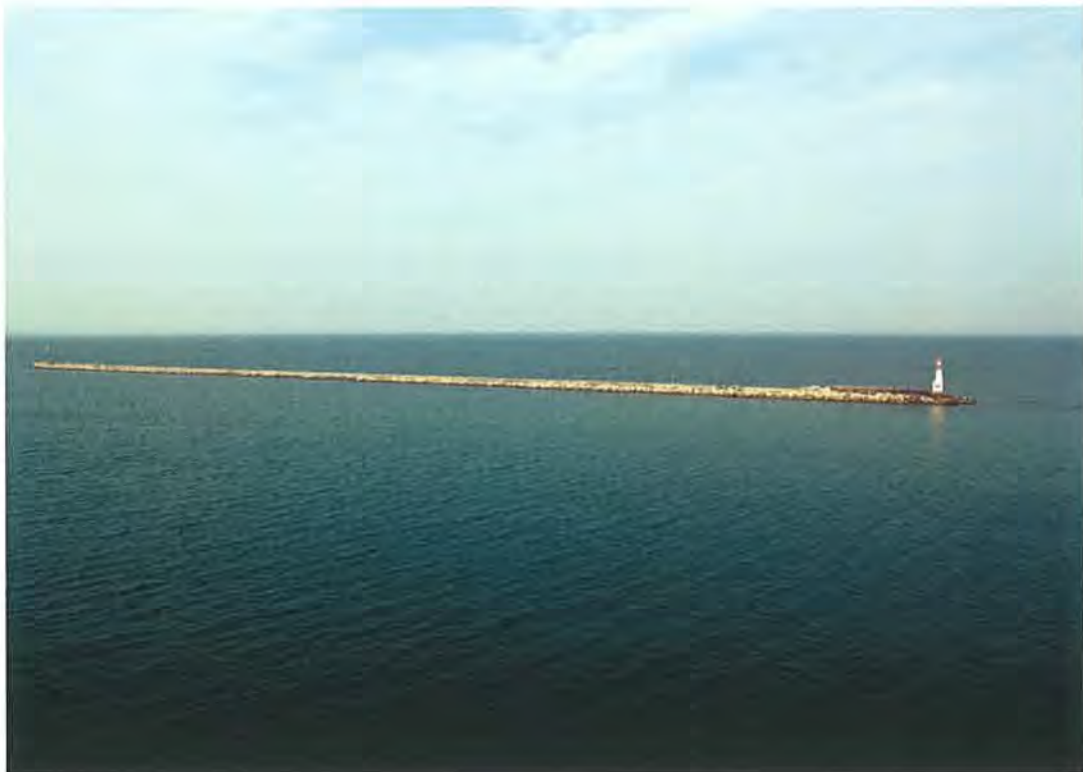
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 7

Photo # 1. Michigan City Breakwater and Breakwater Light, camera facing northwest.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Michigan City Breakwater Light

Name of Property

LaPorte County, Indiana

County and State

Light Stations of the United States

Name of multiple listing (if applicable)

Section number 7 Page 2

Photo # 2. View from shore of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west.



National Register of Historic Places Continuation Sheet

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 6

Photo # 3. Michigan City East Pierhead Light (in left background) and Michigan City Breakwater Light (on right), camera facing southeast.



United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 5

Photo # 4. Michigan City Breakwater Light, camera facing southwest.



**National Register of Historic Places
Continuation Sheet**

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 4

Photo # 5. Michigan City Breakwater Light, camera facing northwest.



**National Register of Historic Places
Continuation Sheet**

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 3

Photo # 6. Michigan City Breakwater Light, camera facing north.



National Register of Historic Places Continuation Sheet

Michigan City Breakwater Light
Name of Property
LaPorte County, Indiana
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 1

Figure 1. Location Map. This is a portion of the "Michigan City West, IN." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1994).













Danger
Restricted Area
Keep Off



Danger
Restricted Area
Keep Off

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 6/9/2017 Date of Pending List: 7/18/2017 Date of 16th Day: 8/2/2017 Date of 45th Day: 7/24/2017 Date of Weekly List: 7/27/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 7/24/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

16475

MAR 27 2017

Honorable Ron Meer
Mayor's Office
City Hall
100 E. Michigan Boulevard
Michigan City, IN 46360

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE MICHIGAN CITY
BREAKWATER LIGHT, LAPORTE COUNTY, IN

Dear Mr. Meer:

The U. S. Coast Guard (USCG) has determined that the Michigan City Breakwater Light in LaPorte County, Indiana, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property 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, 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 the Michigan City Breakwater Light to the Indiana State Historic Preservation Officer for review and comment. Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Daniel Koski-Karell, Ph.D., at (202) 475-5683.

Sincerely,

A handwritten signature in black ink that reads "Brendan Deyo".

BRENDAN DEYO

Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the Michigan City Breakwater Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Cleveland
CG D9 (dpw)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

16475

MAR 27 2017

Honorable Chris Schwanke, President
City Council of Michigan City
7714 N. Meer Road
Michigan City, IN 46360

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE MICHIGAN CITY
BREAKWATER LIGHT, LAPORTE COUNTY, IN

Dear Mr. Schwanke:

The U. S. Coast Guard (USCG) has determined that the Michigan City Breakwater Light in LaPorte County, Indiana, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property 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, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

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Sincerely,

A handwritten signature in cursive script that reads "Brendan Deyo".

BRENDAN DEYO
Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the Michigan City Breakwater Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Cleveland
CG D9 (dpw)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
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2703 Martin Luther King Jr. Ave SE
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Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

16475

MAR 27 2017

Honorable Richard Mrozinski, President
LaPorte County Board of Commissioners
555 Michigan Avenue, Suite 202
LaPorte, IN 46350

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE MICHIGAN CITY
BREAKWATER LIGHT, LAPORTE COUNTY, IN

Dear Mr. Mrozinski:

The U. S. Coast Guard (USCG) has determined that the Michigan City Breakwater Light in LaPorte County, Indiana, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property 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, 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 the Michigan City Breakwater Light to the Indiana State Historic Preservation Officer for review and comment. Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Daniel Koski-Karell, Ph.D., at (202) 475-5683.

Sincerely,

A handwritten signature in black ink that reads "Brendan Deyo".

BRENDAN DEYO
Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the Michigan City Breakwater Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Cleveland
CG D9 (dpw)

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
MICHIGAN CITY BREAKWATER LIGHT
LAPORTE COUNTY, INDIANA

The Michigan City Breakwater Light is located in Lake Michigan approximately one-half mile north of Michigan City in LaPorte County, Indiana. It sits atop the northeast end of an offshore breakwater and marks the western side of the shipping channel used by maritime traffic going to and from Michigan City's harbor. This property is owned by the U.S. Coast Guard (USCG) and is identified as number 19555 in the Great Lakes Light List. It was officially established as a Federal aid to navigation in 1911. 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 §300101 *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, engineering, archaeology, and culture. Federal agencies are charged with identifying, evaluating, and nominating such properties under their control to the NRHP.

The USCG has prepared a NRHP registration form for the Michigan City Breakwater Light. It has been sent to the Indiana 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:

- Michigan City Breakwater Light (Great Lakes Light List Number 19555)
- Located in Lake Michigan at the northeast end of the offshore breakwater situated approximately 0.5 mile north of the entry to the port of Michigan City in LaPorte County, Indiana

Owner:

- U.S. Coast Guard COMDT (CG-47)
ATTN: Dr. Daniel Koski-Karell
US Coast Guard – STOP 7714
2703 Martin Luther King Jr. Avenue SE
Washington, DC 20593-7714

Summary Description:

The Michigan City Breakwater Light is built of reinforced concrete and is painted white with a red band. It includes a first-story tank house and a light tower superstructure. This structure sits atop a concrete platform at the northeast end of a concrete and riprap breakwater that is approximately one-quarter mile in length and extends northeast-southwest. The Breakwater Light's first story is rectangular and approximately seven feet tall, eight feet long, and five feet wide. It supports a 17-foot tall rectangular pyramidal tower that is five feet square at the base and two feet square at the top. An automated battery-powered marine beacon and solar array are installed atop the tower. This beacon signals a flashing red light with a focal plane 38 feet above water level. It is visible for six miles in clear weather. The Michigan City Breakwater Light is accessible by boat. It is not open to public visitation.

Summary Statement of Historical Significance:

For more than a century, the Michigan City Breakwater Light has been important to mariners as a prominent landmark during daylight and a lighted navigational aid at night. It is significant in the local history of LaPorte County. This property is eligible for inclusion in the National Register of Historic Places under Criterion A for its association with the historic Federal government program to establish a nationwide system of aids to navigation in order to promote maritime safety and commerce. It exemplifies how this important program was manifested in the LaPorte County area. The Michigan City Breakwater Light is also eligible for NRHP listing under Criterion C for its architectural and engineering significance. It exemplifies how early twentieth century architectural and engineering methods and materials were used to construct one of the earliest reinforced concrete aids to navigation in the United States. The design and construction qualities applied in building this structure overcame difficulties relating to erecting a light structure in an offshore setting subject to harsh environmental conditions. After more than a hundred years, the Michigan City Breakwater Light retains significant integrity in terms of its workmanship, setting, feeling, and association. It is a well-known landmark in the Michigan City vicinity and LaPorte County.

Map and Photographs:

- Location map
- View of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west.
- View of the Michigan City Breakwater Light, camera facing north.

Location Map

Michigan City Breakwater Light



Part of the "Michigan City West" 7.5-minute series topographic map, Scale: 1:24,000 (U.S. Geological Survey 1994).

View of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west



View of the Michigan City Breakwater Light, camera facing north





MICHIGAN CITY INDIANA

City Clerk's Office – Gale A. Neulieb – Phone: 219.873.1410 – Fax: 219.873.1560 – email: galen@emichigancity.com

April 24, 2017

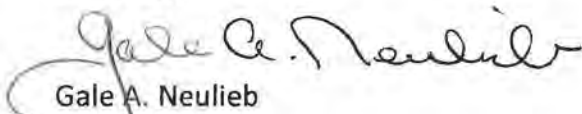
Mr. Brendan Deyo
Federal Preservation Officer
Office of Environmental Management
U.S. Coast Guard
2703 Martin Luther King Jr. Ave, SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714

Dear Mr. Deyo:

Enclosed please find a "Certified" copy of Resolution No. 4674 entitled "SUPPORTING THE NOMINATION OF THE MICHIGAN CITY BREAKWATER LIGHT OWNED BY THE U.S. COAST GUARD TO THE NATIONAL REGISTER OF HISTORIC PLACES LISTING"; along with "Exhibit A".

If you should have any questions, please do not hesitate to contact my office.

Sincerely,


Gale A. Neulieb
City Clerk

GAN/kds

Cc: Corporate Counsel, Port Authority

Enclosure: Resolution No. 4674 with Exhibit A

RON MEER - MAYOR

City of Michigan City ~ City Hall ~ 100 East Michigan Boulevard, Michigan City, IN 46360 ~ 219.873.1400 ~ fax 219.873.1515
web ~ emichigancity.com e-mail ~ mayormeer@emichigancity.com

APR 24 2017

MICHIGAN CITY COMMON COUNCIL

APR 06 2017

GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

RESOLUTION NO. 4674

GALE A. NEULIEB
CITY CLERK
CITY OF MICHIGAN CITY

SUPPORTING THE NOMINATION OF THE MICHIGAN CITY BREAKWATER LIGHT OWNED BY THE U.S. COAST GUARD TO THE NATIONAL REGISTER OF HISTORIC PLACES LISTING

WHEREAS, Michigan City has recently received correspondence from the U.S. Coast Guard that they have determined that the Michigan City Breakwater Light is a historic property eligible for listing in the National Register of Historic Places (NRHP), and to that effect, the U.S Coast Guard would like to nominate this historic property for official inclusion on the NRHP (A copy of said correspondence and nomination is attached hereto and incorporated herein as "Exhibit A"); and

WHEREAS, said Breakwater Light, which was established in 1911, is owned by the U.S. Coast Guard and is located in Lake Michigan approximately one-half mile north of Michigan City, Indiana sitting atop the northeast end of an offshore breakwater and marks the western side of the shipping channel used by maritime traffic going to and from Michigan City's harbor; and

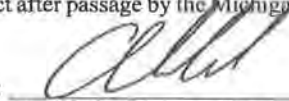
WHEREAS, the City has reviewed the nomination of the Breakwater Light to the NRHP, and supports the historical significance of said structure for inclusion in the NRHP.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Michigan City, Indiana, as follows:

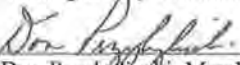
1. The City of Michigan City, Indiana supports and approves the U.S. Coast Guard's submission to nominate the Breakwater Light to the National Register of Historic Places.
2. The City Clerk is directed to forward a fully executed copy of this Resolution to U.S. Coast Guard, 2703 Martin Luther King Jr. Ave SE, U.S. Coast Guard STOP 7714, Washington DC 20593-7714 to the attention of Brendan Deyo, Federal Preservation Officer, Office of Environmental Management.

This Resolution shall be in full force and effect after passage by the Michigan City Common Council and approval by the Mayor.

Introduced By:



Chris Schwanke, President
Michigan City Common Council



Don Przybylinski, Member
Michigan City Common Council

Adopted by the Common Council of the City of Michigan City, Indiana by a vote of 8-0 this 18th day of April, 2017.



Chris Schwanke, President
Michigan City Common Council

Approved by me this 20th day of April, 2017.



Ron Meer, Mayor
City of Michigan City, Indiana

ATTEST:


Gale Neulieb, City Clerk
City of Michigan City, Indiana

Prepared by Corporation Counsel Upon Request

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

FILED
APR 07 2017
U.S. COAST GUARD

16475

MAR 27 2017

Honorable Ron Meer
Mayor's Office
City Hall
100 E. Michigan Boulevard
Michigan City, IN 46360

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE MICHIGAN CITY
BREAKWATER LIGHT, LAPORTE COUNTY, IN

Dear Mr. Meer:

The U. S. Coast Guard (USCG) has determined that the Michigan City Breakwater Light in LaPorte County, Indiana, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property 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, 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 the Michigan City Breakwater Light to the Indiana State Historic Preservation Officer for review and comment. Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Daniel Koski-Karell, Ph.D., at (202) 475-5683.

Sincerely,

A handwritten signature in cursive script that reads "Brendan Deyo".

BRENDAN DEYO
Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the Michigan City Breakwater Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Cleveland
CG D9 (dpw)

("EXHIBIT A")

**NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
MICHIGAN CITY BREAKWATER LIGHT
LAPORTE COUNTY, INDIANA**

The Michigan City Breakwater Light is located in Lake Michigan approximately one-half mile north of Michigan City in LaPorte County, Indiana. It sits atop the northeast end of an offshore breakwater and marks the western side of the shipping channel used by maritime traffic going to and from Michigan City's harbor. This property is owned by the U.S. Coast Guard (USCG) and is identified as number 19555 in the Great Lakes Light List. It was officially established as a Federal aid to navigation in 1911. 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 §300101 *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, engineering, archaeology, and culture. Federal agencies are charged with identifying, evaluating, and nominating such properties under their control to the NRHP.

The USCG has prepared a NRHP registration form for the Michigan City Breakwater Light. It has been sent to the Indiana 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:

- Michigan City Breakwater Light (Great Lakes Light List Number 19555)
- Located in Lake Michigan at the northeast end of the offshore breakwater situated approximately 0.5 mile north of the entry to the port of Michigan City in LaPorte County, Indiana

Owner:

- U.S. Coast Guard COMDT (CG-47)
ATTN: Dr. Daniel Koski-Karell
US Coast Guard – STOP 7714
2703 Martin Luther King Jr. Avenue SE
Washington, DC 20593-7714

Summary Description:

The Michigan City Breakwater Light is built of reinforced concrete and is painted white with a red band. It includes a first-story tank house and a light tower superstructure. This structure sits atop a concrete platform at the northeast end of a concrete and riprap breakwater that is approximately one-quarter mile in length and extends northeast-southwest. The Breakwater Light's first story is rectangular and approximately seven feet tall, eight feet long, and five feet wide. It supports a 17-foot tall rectangular pyramidal tower that is five feet square at the base and two feet square at the top. An automated battery-powered marine beacon and solar array are installed atop the tower. This beacon signals a flashing red light with a focal plane 38 feet above water level. It is visible for six miles in clear weather. The Michigan City Breakwater Light is accessible by boat. It is not open to public visitation.

Summary Statement of Historical Significance:

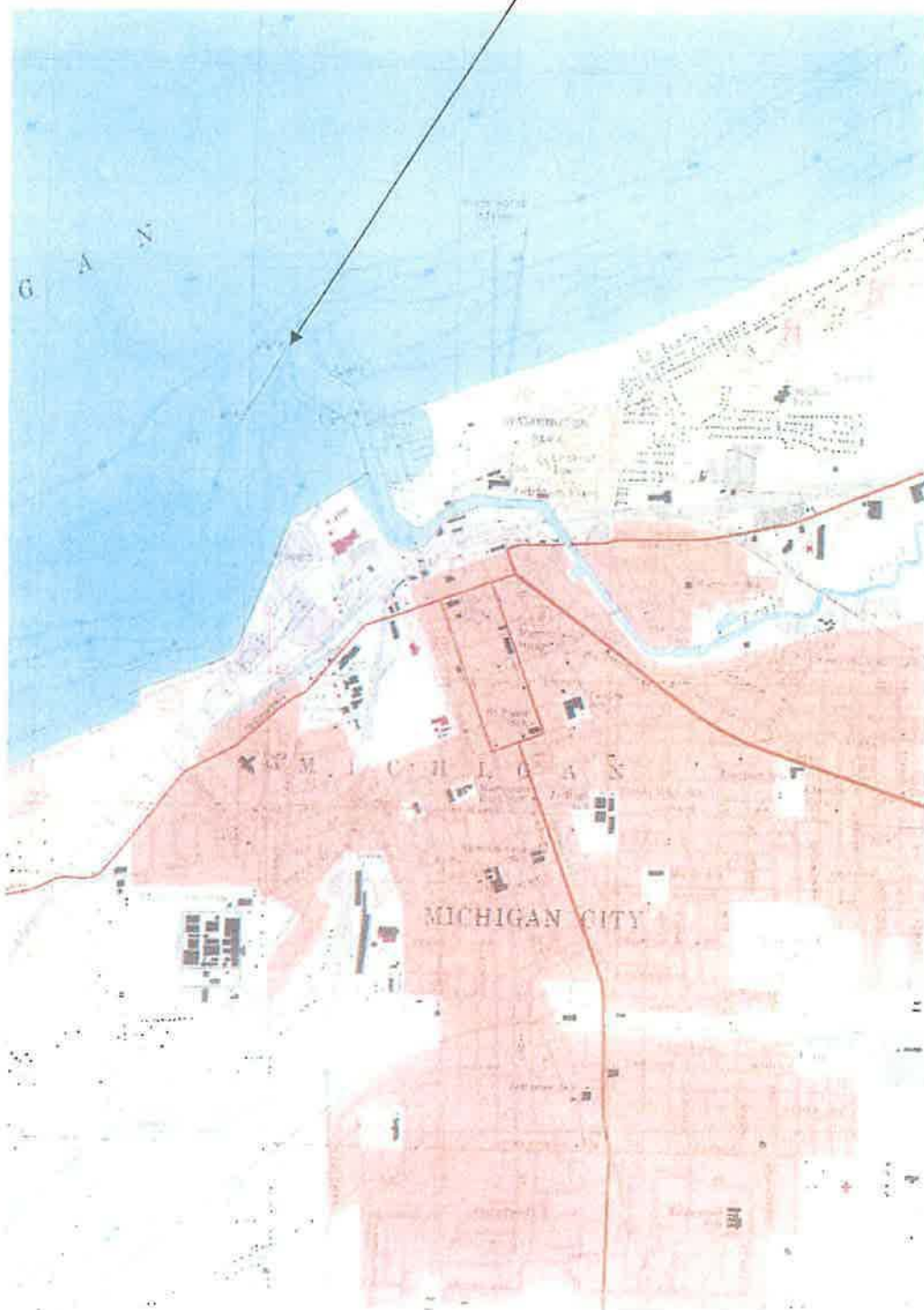
For more than a century, the Michigan City Breakwater Light has been important to mariners as a prominent landmark during daylight and a lighted navigational aid at night. It is significant in the local history of LaPorte County. This property is eligible for inclusion in the National Register of Historic Places under Criterion A for its association with the historic Federal government program to establish a nationwide system of aids to navigation in order to promote maritime safety and commerce. It exemplifies how this important program was manifested in the LaPorte County area. The Michigan City Breakwater Light is also eligible for NRHP listing under Criterion C for its architectural and engineering significance. It exemplifies how early twentieth century architectural and engineering methods and materials were used to construct one of the earliest reinforced concrete aids to navigation in the United States. The design and construction qualities applied in building this structure overcame difficulties relating to erecting a light structure in an offshore setting subject to harsh environmental conditions. After more than a hundred years, the Michigan City Breakwater Light retains significant integrity in terms of its workmanship, setting, feeling, and association. It is a well-known landmark in the Michigan City vicinity and LaPorte County.

Map and Photographs:

- Location map
- View of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west.
- View of the Michigan City Breakwater Light, camera facing north.

Location Map

Michigan City Breakwater Light



Part of the "Michigan City West" 7.5-minute series topographic map, Scale: 1:24,000
(U.S. Geological Survey 1994).

View of the Michigan City East Pierhead Light (on left) and the Michigan City Breakwater Light (on right), camera facing west



View of the Michigan City Breakwater Light, camera facing north



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil



16475
JUN 02 2017

MEMORANDUM

From: B. Deyo, Federal Preservation Officer
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 National Historic Landmarks Program
National Park Service
1849 C Street NW (Stop 2280)
Washington, DC 20240

Subj: MICHIGAN CITY BREAKWATER LIGHT, LAPORTE COUNTY, INDIANA

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 the Michigan City Breakwater Light in LaPorte County, Indiana, for listing in the National Register of Historic Places (NRHP). The nomination package is enclosed (Enclosure (1)).
2. The Indiana State Historic Preservation Officer's comments on this NRHP nomination were requested and received. They have been incorporated into the NRHP registration form where deemed appropriate.
3. Comments from appropriate local officials were solicited. One response supporting the nomination was received. Copies of this correspondence are included in the enclosure.

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Enclosure: (1) Michigan City Breakwater Light NRHP nomination package

Copy: CG SILC (with encl)
CG CEU Cleveland (with encl)
CG D9(dpw) (with encl)