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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

RECEIVED 2280
APR 28 2016

Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Duluth Harbor North Pier Light
Other names/site number: Duluth North Pier Light, Duluth North Pierhead Light,
Duluth Harbor North Breakwater Light
Name of related multiple property listing: Light Stations of the United States
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: In Lake Superior at the eastern end of the Duluth Ship Canal north pier
City or town: Duluth State: Minnesota County: St. Louis
Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

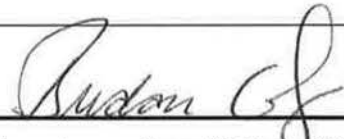
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

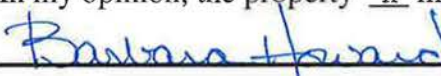
In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	FEB 29 2016
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>March 18, 2016</u>
Signature of commenting official: Barbara Mitchell Howard	Date
Title : Deputy SHPO, MNHS	State or Federal agency/bureau or Tribal Government

Duluth Harbor North Pier Light
Name of Property

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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:)

per Edson W. Beall
Signature of the Keeper

6-7-16
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	
<u> </u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> 1 </u>	<u> </u>	structures
<u> </u>	<u> </u>	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: Wooden crib foundation, reinforced concrete pier, metal light tower, metal lantern.

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Narrative Description

Summary Paragraph

The Duluth Harbor North Pier Light is located in Lake Superior at the port of Duluth in St. Louis County, Minnesota. It was established as a Federal aid to navigation in 1910 and is situated at the offshore end of the Duluth Ship Canal's northern pier where, together with the south breakwater lights, it marks the canal's entry. This property consists of one contributing resource, the North Pier Light. It includes a crib and pier foundation, conical steel light tower, and lantern. This lighthouse is 37 feet tall. Its tower is painted white with a black base and the lantern is painted black. The North Pier Light retains significant historic integrity. It is owned by the U.S. Coast Guard and identified as number 15855 on the Great Lakes Light List. The North Pier Light is equipped with a modern automated optic that has a focal plane 43 feet above water level, signals a red light, and is visible for 16 miles in clear weather. This property is accessible on foot by way of the Ship Canal's north pier. The deck surrounding the lighthouse is open to public visitation but not the light tower's interior.

Narrative Description

Setting and Nearby Cultural Properties

The Duluth Harbor North Pier Light is a lighthouse located in Lake Superior at the City of Duluth in St. Louis County, Minnesota. It marks the entry to the Duluth Ship Canal and is situated at the north pier's offshore end approximately 1,000 feet from land. This property consists of one contributing resource, the North Pier Light. It was established as a Federal aid to navigation in 1910 and is surrounded by water except for its western side which abuts the north pier. This property's setting remains essentially unchanged from when it was established.

The Duluth Ship Canal cuts through Minnesota Point, a narrow sand spit peninsula separating the waters of Duluth Harbor from Lake Superior. This canal is 300 feet wide and approximately 0.3 mile long, including its north pier and south breakwater. It is owned and maintained by the U.S. Army Corps of Engineers (USACE). The Duluth Ship Canal was initially dug in 1870 to 1871.

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The North Pier Light is one of three lighthouses marking the entry to the Duluth Ship Canal. The other two lights are located on the canal's south breakwater. One is the Duluth Harbor South Breakwater Outer Light, which has been nominated for inclusion in the National Register of Historic Places (NRHP). It is situated at the breakwater's eastern end, approximately 300 feet south of the North Pier Light. The South Breakwater Outer Light was built in 1901 and is approximately 47 feet tall. It includes a rectangular fog signal building and integral light tower topped with a lantern. The Duluth Harbor South Breakwater Inner Light is located approximately 1,500 feet west of the Outer Light. It was also built in 1901 and is a skeletal tower structure approximately 70 feet tall. The South Breakwater Inner Light is included in the NRHP (registration number 83000945). The Duluth Harbor South Breakwater Inner and Outer Lights form a range alignment marking the correct course for vessels entering the Duluth Ship Canal from Lake Superior.

The onshore area in the Duluth Harbor North Pier Light's vicinity includes Canal Park, situated on the Ship Canal's northern side, and the Lake Superior Maritime Visitor Center which features museum exhibits. The City of Duluth's lakefront area nearby contains a popular commercial district with buildings and structures that are mostly greater than 50 years in age.

Contributing Resource: Lighthouse

The Duluth Harbor North Pier Light is a Federal aid to navigation owned and operated by the U.S. Coast Guard. It is identified as number 15855 on the Great Lakes light list. This property consists of one contributing resource, the lighthouse structure which includes a crib and pier foundation, light tower, and lantern.

Foundation:

The lighthouse's foundation is approximately 50 feet long, 30 feet wide and 40 feet tall. It includes a rock-filled timber crib and concrete pier. The timber crib is 22 feet tall and supports the concrete pier which is approximately 18 feet tall. This foundation sits on submerged land at the north pier's eastern end where the water depth is approximately 22 feet. It rises to approximately 18 feet above water level and is surrounded by water except for its western side which faces toward land and abuts the north pier. The foundation is shielded on the north, east, and south sides by steel sheet piles that extend from the lake bottom to approximately four feet above water level. The space between the foundation and sheet piling is filled with rock and capped with concrete that slopes upward at an angle of approximately 45 degrees.

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The eastern end of the foundation's concrete pier is triangular in plan with its pointed tip oriented eastward toward the open waters of Lake Superior. It is shaped in this manner to deflect the force of strong waves. The pier's open deck is approximately 14 feet above water level and the lighthouse's tower sits centered atop it. The deck's open space is available to public visitation but not the tower. The concrete pier's deck is surrounded by a four-foot tall parapet wall except for an opening on the western side where a flight of concrete stairs rises from the Ship Canal's north pier.

Light Tower and Lantern:

The lighthouse's superstructure is 37 feet tall and includes a light tower and lantern. The tower is painted white with a black base. The lantern on top is painted black.

The light tower sits atop the foundation pier's concrete deck and is configured as a tapering cone that narrows in diameter from bottom to top. It is approximately 28 feet tall with a diameter of 10 feet, 6 inches at the base and eight feet at the top. The tower's interior includes a steel framework that supports an exterior shell made of curved steel plates that are 5/16-inch thick and fastened with rivets. The exterior plates rise from the base to the top in four tapering tiers. The topmost tier's exterior includes six attached metal brackets that support the lantern's overhanging platform. Modern electric flood lights are attached under the lantern platform. They illuminate the light tower at night.

The tower's exterior is pierced with five rectangular windows fitted with 16-inch by 23-inch sash that holds a single pane of glass measuring 12 inches by 18 inches. A secondary pane of acrylic glazing is affixed inside the glass pane of each window. The lowest window pierces the second tier of steel plates above the bottom, and faces east. The next higher window pierces the third tier of steel plates from the bottom, and faces west. The topmost tier of steel plates (fourth from the bottom) is pierced with three windows that face northeast, southeast, and west.

The tower's entrance doorway is on the western side facing the north pier. It retains the original single leaf metal door and original door knob. This doorway is framed by a decorative cast iron surround made with classical styling. It is painted black. The surround's hood includes a pediment crowned in the middle with a raised semi-circle having a five-pointed star in the center, directly above the year date "1909." The star and numbers are part of the surround's casting and are painted white. The year 1909 is when the lighthouse's construction began.

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Inside the doorway, the light tower's interior wall consists of the tower's riveted steel plates and is painted white. In the center there is a cast iron spiral stairway with a pipe handrail. It leads to the tower's upper level where the watch room is located beneath the lantern. The watch room's circular wall and its ceiling are lined with beaded board wood paneling that is painted white. The watch room wall is pierced with a window on the northeast, southeast, and west sides. Affixed to the wall there is an original double-door wooden storage cabinet painted gray. Modern electrical panels and switches for operating the lighthouse's optic and flood lights are also attached to the watch room wall. A cast iron ship's ladder leads up from the floor to a trapdoor opening in the ceiling. It provides access to the lantern room, above.

A circular cast iron platform sits atop the light tower. It is approximately 10 feet in diameter and is bounded by a guardrail that is painted black. The guardrail includes three horizontal iron rails, vertical iron bar balusters, and iron stanchions topped with ball finials.

The lighthouse's lantern sits centered atop the circular platform surrounded by an open-air lantern gallery. The lantern is octagonal, approximately nine feet tall, and 7 feet, 6 inches in diameter. Its exterior walls and roof are painted black. The lantern is made with eight cast iron panels that form a parapet wall approximately three feet tall. One panel holds an original two-leaf iron door approximately 30 inches tall that opens outward to provide access from the lantern room to the gallery. The lantern's parapet wall is painted white on the inside. It supports mullions that hold eight glass glazing panes. The lantern's roof springs from a soffit above the glazing and is made with eight triangular iron plates that rise to the center where a vent opening is capped with a round vent ball topped with a lightning rod. The roof's underside is the lantern room ceiling. It is lined with zinc sheeting painted white and holds a circular vent fixture in the center. The lantern room's cast iron floor is painted gray and is pierced with a single-leaf trap door. A pedestal affixed in the center supports the lighthouse's optic, a modern automated light-emitting diode (LED) marine beacon. It signals a red light that illuminates for three seconds followed by three seconds off. The optic's focal plane is 43 feet above water level and it can be seen as far as 16 miles away in clear weather. The LED optic is powered by electricity brought by cable from shore.

Changes through Time:

The Duluth Harbor North Pier Light's superstructure remains largely unchanged from when it was established as a Federal aid to navigation in 1910. Regular maintenance, including repainting, has limited corrosion damage. The acrylic panes installed on the inner side of the light tower's windows are removable. The lantern gallery guardrail on one side has deteriorated, but is repairable.

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The lighthouse's foundation remains intact but has been strengthened. The concrete pier was originally narrower than it is today. Improvements made during the late twentieth century included installing sheet piling around the foundation's timber crib on the north, east, and south sides, and filling the space between the sheet piles and crib with rock and concrete. The improved foundation now has an inward slope of approximately 45 degrees to where it meets the sides of the original pier. Steel ladders were also installed during this improvement work to provide better access between water level and the pier's deck. The north pier between the lighthouse and shore was also improved and strengthened with sheet piling.

Obsolete equipment in the lighthouse has been replaced through time. The original optic installed in 1910 was a fifth order Fresnel lens. It was removed in 2014 and replaced with the existing LED optic. The U.S. Coast Guard intends to make the original fifth order Fresnel lens available on loan for public exhibit. Another equipment change has been to update the circuitry providing electrical power to the lighthouse beacon which has been illuminated by an electric lamp since its establishment.

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.

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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

Areas of Significance

(Enter categories from instructions.)

Maritime History
Transportation
Engineering

Period of Significance

1910 to 1966

Significant Dates

1910

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Office of the Superintendent of Lighthouses
U.S. Lighthouse Service, Eleventh District

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Duluth Harbor North Pier Light is significant on the local level in St. Louis County, Minnesota, and is eligible for inclusion in the National Register under Criteria A and C. It is significant under Criterion A for its association with Federal efforts to provide for an integrated system of navigational aids throughout the United States. This property also qualifies for National Register listing under Criterion C because it embodies and exemplifies distinctive architectural design and engineering aspects of early twentieth century lighthouses built on Great Lakes harbor entry piers and breakwaters. The Duluth Harbor North Pier Light's period of historical significance begins in 1910 when it was established as a Federal aid to navigation and ends in 1966, its most recent year of operation 50 years before the present. This property retains integrity in terms of location, setting, design, materials, workmanship, association, and feeling. It is a well-known and widely recognized landmark in St. Louis County.

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

The Duluth Harbor North Pier Light is significant in the local maritime and transportation history of St. Louis County, Minnesota. It is eligible for the National Register of Historic Places under Criteria A and C. This property was established as a Federal aid to navigation in 1910 and marks the entry to Duluth Harbor, Lake Superior's largest commercial port. The Duluth Harbor North Pier Light's period of historical significance begins in 1910 and ends in 1966, the most recent year of its operation 50 years before the present. This property's character and appearance remain essentially the same today as during its period of significance.

The North Pier Light is historically significant in terms of NRHP Criterion A for its association with events related to the Federal government's program to provide for an integrated system of navigational aids throughout the United States. It exemplifies how this important and sustained effort was manifested locally in St. Louis County by the U.S. Lighthouse Establishment, the U.S. Lighthouse Service, and the U.S. Coast Guard. The Duluth Harbor North Pier Light's establishment was an important enhancement to navigational safety in western Lake Superior. Today, it is a well-preserved lighthouse that maintains its historical association with maritime safety by continuing to function as an operating Federal aid to navigation.

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The Duluth Harbor North Pier Light is also significant under National Register Criterion C. It embodies and exemplifies distinctive aspects of architectural design and engineering that were characteristic of early twentieth century lighthouses built on piers and breakwaters in the Great Lakes. The North Pier Light remains largely unchanged from its period of historical significance. Its good state of preservation attests to the lasting success of its design and appropriateness of engineering characteristics to the natural setting. The lighthouse's durable and weather-resistant materials, and workmanship of construction, have contributed to its existing condition.

The Duluth Harbor North Pier Light continues to occupy its original location in a setting that is essentially the same as when it was established as a Federal aid to navigation in 1910. Changes that have been made to the lighthouse include strengthening its foundation, installing acrylic panes on the inside of light tower windows, and replacement of obsolete equipment. These changes do not significantly detract from the property's historic character.

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 or the U.S. Lighthouse Service (1910-1939)* and *Lighthouses under the U.S. Coast Guard (1939-present)*. The property type sections relating to this registration are *U.S. Lighthouse Construction Type – Non-cast-iron Tower and Crib Foundation*.

During the last quarter of the nineteenth century, the U.S. Lighthouse Establishment constructed a substantial number of lighthouses using cast iron as the principal building material. This reflected the mass production of iron parts for architectural and engineering uses during that period. Iron is characterized by substantial weight and brittleness; it tends to break rather than bend when under great stress. On the other hand, steel is characterized by both strength and an ability to bend without breaking. While these qualities made steel attractive for architectural and engineering purposes, it was more expensive than iron until around the beginning of the twentieth century. By then, advancements in metallurgy provided for steel's mass production at prices competitive with cast iron. The use of steel for lighthouse construction replaced iron during the early twentieth century. The Duluth Harbor North Pier Light is an early example of a light tower built of steel.

Several types of foundations have been employed in lighthouse construction. The crib type involves using heavy timbers to build a large box containing a number of divided compartments. The crib was assembled on land or in shallow water, and then towed afloat to the selected construction site where it was sunk into position by filling it with ballast such as rock. The lighthouse superstructure would then be built atop the crib foundation.

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Timber cribs have been widely used in the Great Lakes because wood remains well-preserved over time in the region's freshwater environment. Unlike oceanic saltwater, the Great Lakes are not inhabitable by marine wood-consuming organisms such as shipworms.

The *Light Stations of the United States* MPDF contains additional information and historic contexts relating to U.S. lighthouses, but that information is not repeated here. This submission emphasizes the historical significance of the Duluth Harbor North Pier Light as an individual property.

There are a number of National Register-listed properties in the vicinity of the Duluth Harbor North Pier Light. These include the Duluth Harbor South Breakwater Inner Light (NRHP registration number 83000945). It began operating in 1901 and stands near the western end of the Duluth Ship Canal's south breakwater. This lighthouse was built to function in partnership with the Duluth Harbor South Breakwater Outer Light to mark a range for vessels entering the Ship Canal from Lake Superior. In using this range, approaching mariners align the taller Inner Light directly above the shorter Outer Light to find the proper course for safe entry.

The Minnesota Point Lighthouse is another historic property in the vicinity. Located approximately six miles southeast from the Duluth Harbor North Pier Light, it was the first Federal lighthouse constructed in the Duluth vicinity and is listed in the National Register (number 74002206). The Minnesota Point Lighthouse operated from 1858 to 1885 and marked the Superior Entry inlet, a natural navigation channel providing access to the ports of Superior, Wisconsin, and Duluth, Minnesota. It was discontinued following the 1880s completion of navigation structure piers at the Superior Entry inlet. Those piers were marked with their own lights which made the original lighthouse unnecessary. The Minnesota Point Lighthouse keepers dwelling remained in use by the keeper of the pier lights until 1895 when it was vacated after a replacement dwelling was built on the Superior Entry's Wisconsin side. In 1902 the old lighthouse's real property reservation was selected to be the site of the Duluth Buoy Depot, which opened in 1905. The buoy depot facility was later closed. Today, the Minnesota Point Lighthouse is in ruins. Its property is part of Duluth's Park Point Recreation Area.

Another nearby historic property is the Aerial Lift Bridge which crosses over the Duluth Ship Canal and is listed on the National Register (number 73002174). Located next to the Duluth Harbor South Breakwater Inner Light, this bridge was originally built in 1905 to support a suspended gondola that carried vehicles and people from one side of the canal to the other. The Aerial Bridge was modified in 1929 to become a lift bridge. Its center span rises up horizontally to allow ships to pass beneath and lowers down to allow vehicles and pedestrians to cross. Other historic properties in the vicinity include the USACE Duluth Vessel Yard (NRHP number 95001163), and Duluth's DeWitt-Seitz Building (NRHP number 85001999).

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Three maritime vessels in the Duluth Harbor North Pier Light's vicinity are included in the National Register. One is the WILLIAM A. IRVIN, a Great Lakes iron ore freighter launched in 1937 (NRHP number 89000858). It operated until 1978 and is permanently moored in Duluth Harbor at the Minnesota Slip as a museum ship open to public visitation. Another vessel is the USS ESSEX, commissioned as a U.S. Navy warship in 1876. After a long career it was burned for scrap in 1931 on the shore of Minnesota Point. Its remains are located in Duluth's Park Point Recreation Area. The USS ESSEX Shipwreck Site is listed in the National Register (number 94000342). The third vessel is the THOMAS A. WILSON, a Great Lakes whaleback-type freighter that was launched in 1892 and sunk in 1902. It went down following a collision in Lake Superior, approximately one mile from the Duluth Ship Canal. The THOMAS A. WILSON Shipwreck is listed in the NRHP (number 92000844).

The number of historic resources in the Duluth Ship Canal's vicinity has led to formulation of the Duluth Ship Canal Historic District. The Minnesota State Historic Preservation Officer has agreed that this historic district is eligible for inclusion in the National Register of Historic Places.

Historical Context

The Great Lakes region includes Lakes Superior, Michigan, Huron, Erie, and Ontario along with their connecting waters and the St. Lawrence River. It is one of the largest concentrations of fresh water on earth. This waterway system has a total shore length of about 11,000 statute miles and a total water surface area of about 95,000 square miles. The completion of the Erie Canal in 1825 linked Lake Erie at Buffalo, New York, with the port of New York City via the Hudson River. The Welland Canal in Canada opened in 1829 and established a link between Lake Erie and Lake Ontario. These developments marked the beginning of a period of enormous growth in population, maritime traffic, and trade in the Great Lakes Region.

The St. Mary's Falls Ship Canal (the Soo Locks) opened in 1855 at Sault Sainte Marie in Michigan's Upper Peninsula. Its completion linked Lake Huron with Lake Superior and established one of the last major links in the Great Lakes navigation system. The final major link was the St. Lawrence Seaway which opened in 1959. It allows deep-draft vessels to navigate between the Atlantic Ocean and the Great Lakes, providing international access to North America's industrial and agricultural heartland. The Great Lakes Waterways and St. Lawrence Seaway maritime transportation system extends some 2,300 miles from the Atlantic Ocean to Duluth, the system's farthest inland and most western Great Lakes port. In addition, commercial barge traffic and small watercraft are able to reach 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.

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Commerce grew rapidly in the Great Lakes region throughout the second half of the nineteenth century and into the twentieth century. The lumber industry was an important part of the early development and expansion of marine traffic. Iron ore production in Michigan's Upper Peninsula, Wisconsin and Minnesota, as well as grain from farms and flour from mills in the upper Midwest, furnished cargoes carried aboard vessels bound for more southerly lake ports. These shipments corresponded with the heavy up-bound movement of coal and manufactured goods from ports in the lower Great Lakes.

The amount of goods shipped annually on the Great Lakes increased to 80 million tons by 1910, mostly 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 has ever seen.

The need for aids to navigation on the Great Lakes increased along with the expansion of shipping and settlement. Seven lighthouses were built in the region between 1818 and 1822, and 32 were completed during the 1830s. From 1841 to 1852, the U.S. Lighthouse Establishment added 33 new lights. Between 1852 and 1860, the total number of aids to navigation increased from 76 to 102. A major construction boom occurred during the last quarter of the nineteenth century. By 1900 the Great Lakes had 334 lighted aids, 67 fog signals, and 563 buoys.

Several distinct designs or types of lighthouses emerged during the nineteenth century. The most common design until around 1870 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. By the 1870s, taller towers connected to a keeper's dwelling by an enclosed passageway became popular. From 1870 to around 1910, lighthouse engineers practiced and perfected the construction of light stations built on isolated islands and atop crib foundations resting on submerged land.

Another widespread Great Lakes lighthouse type is the pierhead light, which is used to mark the offshore ends of piers at the entry to many ports in the region. Such lights differ from East Coast lights on land that mark harbor entrances in that Great Lakes pierhead lights are constructed on navigation structures that project from shore into the lakes. Great Lakes breakwater lights are closely related to pierhead lights. They are generally tower-like structures positioned at the head of a breakwater and are often constructed of metal plates.

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Light vessels also served in the Great Lakes region during the nineteenth century and early twentieth century. They were a substitute for building expensive lighthouses at offshore sites, but their use sometimes resulted in dangerous areas being left unmarked for a period of time. Harsh late autumn weather often forced lightships to leave their stations before the end of the navigation season. In the spring, light vessels often had to wait in port until larger, stronger vessels broke the ice that was preventing their return to assigned locations. To overcome this shortcoming, lighthouse engineers worked throughout the 1920s and 1930s to replace all lightships on the Great Lakes with permanent aids to navigation. This effort enhanced maritime safety substantially and served to promote commerce.

Local Historical Context

The Duluth vicinity's historical record dates to 1618 when the explorer Étienne Brûlé (Stephen Brulé), an associate of Samuel de Champlain, became the first European to visit Lake Superior's western end. Brûlé encountered scattered settlements of Chippewa (Ojibwa) Indians while exploring the lake's southwestern shore. From them, he learned of a portage that provided a convenient route for travel between Lake Superior and the Mississippi River drainage. It traversed the short overland distance between the headwaters of the Brule River and the St. Croix River. This portage later became an important route used by fur traders.

Other French explorers, missionaries, and fur traders visited western Lake Superior during the second half of the seventeenth century. They called the lake's southwestern corner where Duluth is located the *fond du lac* (bottom of the lake). One of them was Daniel Greysolon, Sieur de Lhut. He was a career soldier who conducted extensive explorations in the Great Lakes region and sought to promote good relations between the French colonists and Native American tribes. Among his accomplishments was establishment of multiple frontier forts in western Lake Superior which developed into fur trading posts. De Lhut's important role in the region's early history led nineteenth century settlers to give the name "Duluth" to the town they established at the lake's southwestern corner.

The world's longest freshwater sand spit is located at Lake Superior's southwestern end. Its northern strand, named Minnesota Point, extends some seven miles southward from adjoining uplands to what was a natural channel where the St. Louis River emptied into the lake. This channel came to be called the Superior Entry. On the inlet's southern side, a sister sand spit named Wisconsin Point extends another three miles further south. Minnesota Point and Wisconsin Point separate Lake Superior from a large natural harbor consisting of the waters of Allouez Bay and the lower St. Louis River. The bay and river's sheltered waters provided a natural corridor for water-borne transportation by local native peoples, as well as the seventeenth and eighteenth century Europeans who came to trade with them.

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French colonial influence was dominant in the Lake Superior region until the end of the Seven Years' War (called the French and Indian War in North America). That conflict's outcome, codified in the 1763 Treaty of Paris, transferred sovereignty over the entire Great Lakes region from France to Britain. This led to a British exploring party commanded by Captain Jonathan Carver visiting western Lake Superior in 1767. Fort St. Louis, established near the mouth of the St. Louis River at present-day Superior, Wisconsin, operated as a center of British fur trading until the early 1800s.

The American Revolution resulted in another important national sovereignty change in the Great Lakes region. The 1783 peace treaty between Britain and the newly-independent United States of America provided for U.S. ownership for much of the region including the Northwest Territory (later to become all or part of several Midwestern states). United States sovereignty extended across portions of Lakes Ontario, Erie, Huron and Superior, and included all of Lake Michigan. This made Lake Superior's southern shore and a section of its western shore a part of the U.S., and opened it to American trading activity and future development. An American fur trading post was established on the St. Louis River by John Jacob Astor in 1816-1817. It was the first permanent settlement at what later became Duluth. Treaties negotiated during the first half of the nineteenth century between the Federal government and Indian inhabitants of the Great Lakes region led to Native American groups giving up rights to large areas of undeveloped land. This allowed for subsequent pioneer settlement, timber harvesting, and mineral deposit exploitation.

The Wisconsin Territory, established in 1836, initially included a vast area west of Lake Michigan and all U.S. lands along Lake Superior west of Michigan's Upper Peninsula. The western part of this was subsequently split off from Wisconsin, which became a state in 1848. The divided lands were assigned to the Minnesota Territory, which was formally established in 1849.

The 1854 Treaty of LaPointe, and other treaties between Lake Superior-region Chippewa Indians and the U.S. government, stimulated interest in settling available lands bordering western Lake Superior. This was enhanced by the 1855 opening of the St. Mary's Falls Ship Canal (Soo Locks) at the lake's eastern end. The Soo Locks provided for increased maritime transportation by facilitating the movement of people and cargoes between the lower Great Lakes and Lake Superior. Its opening boosted mineral resource development, settlement, and commerce. An abundance of timber resources in the lands bordering Lake Superior provided another aspect that promoted economic growth.

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

The settlement named Duluth was initially platted in 1856. While maritime transportation was an essential aspect of the local economy, attention was also directed to the area's inland transportation infrastructure. This included railroads, which were an important aspect of economic development and population expansion throughout the U.S. during the middle and late nineteenth century. A prominent 1860s financier in Duluth, Jay Cooke, saw great economic opportunity in establishing a railroad network extending from there to inland northern states and as far west as Washington on the Pacific coast.

The port of Superior, Wisconsin, is situated on the lower St. Louis River near the Superior Entry channel. During the middle nineteenth century that strategic position gave it an advantage in maritime commerce over Duluth, which was farther up the river. Economic competition between the two ports provided an impetus in 1870 for business interests favoring Duluth to undertake excavation of a canal across Minnesota Point. This led to the opening of the Duluth Ship Canal in April 1871. It provided a direct connection short-cut between Duluth's harbor and Lake Superior, serving to boost shipping traffic navigating to and from the port.

Subsequent improvements to the Duluth Ship Canal included constructing a breakwater and pier, and lengthening them over time. The canal's need for a lighted aid to navigation led the U.S. Lighthouse Establishment to construct a wooden pyramidal tower lighthouse at the south breakwater's offshore end. A wood-framed keeper's dwelling was also built nearby, as well as a wooden elevated walkway along the south breakwater between shore and the lighthouse to allow for access during inclement weather. The Duluth South Breakwater Light became operational on 2 June 1874. Its optic was a fifth order Fresnel lens that signaled a fixed red light with a focal plane 40 feet above water level. It could be seen for 12.5 miles in clear weather. This optic was replaced in 1877 with a more powerful fourth order Fresnel lens manufactured by Barbier and Fenestre of Paris, France.

The development of Duluth's economic potential achieved an important milestone in 1875 when a line of the Lake Superior and Mississippi Railroad was completed to connect it with the city of St. Paul, Minnesota. Over subsequent years other railroad companies competed for access to the Duluth-Superior lake port area. One important accomplishment was the 1883 completion of the transcontinental Northern Pacific Railway. It extended from Superior to the Pacific Ocean at Puget Sound, Washington. Duluth subsequently gained its own link to Puget Sound when the Great Northern Railway was completed in 1893.

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

In 1887 the U.S. Army Corps of Engineers took over sole responsibility for the Duluth Ship Canal's maintenance and improvement. One issue requiring attention was the need to assist vessels in following the proper alignment for safe passage between the canal's pier and breakwater. Obtaining and maintaining proper alignment in such circumstances is facilitated by the presence of range lights where a pair of lighthouses marks the course to be followed. An approaching vessel must simply keep the taller rear range light in vertical alignment above the range's shorter front light. A range light system was established at the Duluth Ship Canal in 1889 when the Duluth Harbor South Breakwater Inner Light became operational. It was a wooden pyramidal tower that was taller than the 1874 breakwater light, which was renamed the Duluth Harbor South Breakwater Outer Light.

Foggy conditions on western Lake Superior sometimes make it difficult for approaching vessels to discern the Duluth Ship Canal's narrow entrance. To alleviate that problem, an automated fog bell was installed at the South Breakwater Outer Light in 1880. This bell was replaced in 1885 when a wooden fog signal building equipped with a pair of steam-powered fog whistles was built on the south breakwater next to the outer lighthouse.

In 1895 the U.S. Congress appropriated three million dollars to improve the ports of Duluth and Superior. This included dredging to widen and deepen shipping channels and the construction of navigation structures. The Duluth Ship Canal gained a concrete south breakwater and concrete north pier which were completed in 1900. The south breakwater's wooden Inner and Outer Lights were demolished during the course of this work and replaced with temporary lights. The Eleventh U.S. Lighthouse District, which had jurisdiction over Duluth, undertook the construction of replacement lighthouses and completed the south breakwater's new Inner and Outer Lights in 1901.

The South Breakwater Outer Light began operating on 1 September 1901. It combined the functions of a lighted aid to navigation and fog signal in a single structure, and was equipped with the older facilities' 1877 fourth order Fresnel lens and 1885 fog whistles and steam plant. The new South Breakwater Inner Light, a skeletal tower structure, also became operational in 1901.

Maintaining the Duluth Harbor South Breakwater Inner and Outer Lights required the services of three resident keepers. The 1874 frame dwelling was used as quarters for the chief lighthouse keeper. The two assistant keepers rented housing in the community from 1901 until 1913 when a brick duplex residence was built for them and their families. The dwellings used by the chief keeper and assistant keepers remain standing today. They are located across the street from one another, near the south end of the Duluth Aerial Lift Bridge.

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

Work on the Duluth Ship Canal's concrete north pier was completed in 1901. Like its predecessor pier, it was not lighted. This caused concern among mariners and shipping interests because the canal's narrow entrance made its approach hazardous in stormy conditions or foggy weather. The Lake Carriers' Association eventually arranged for private lights to be exhibited on the north pier in 1908. This action, supplemented by shipping interest lobbying, led the U.S. Lighthouse Service to ask Congress for a \$4,000 appropriation to establish a Federal aid to navigation on the north pier. Congress responded and appropriated the money on 4 March 1909.

The Lighthouse Service's Eleventh District quickly prepared plans and awarded contracts to purchase materials and build the structure. Work began in autumn 1909 and was completed the following spring. The Duluth Harbor North Pier Light became operational on 7 April 1910. Its optic was a fifth order Fresnel lens manufactured in 1882 by Henri Lepaute of Paris. This was illuminated by a 210 candlepower electric lamp using shore power brought to the lighthouse by cable from the Duluth Electric Utility. The new North Pier Light was maintained by the same keepers responsible for the South Breakwater Inner and Outer Lights.

In 1910 the U.S. Congress dissolved the U.S. Lighthouse Board and established the Bureau of Lighthouses in the Department of Commerce and Labor (DCL) to replace it. (The DCL was later split into the Department of Commerce and Department of Labor.) The 1910 reorganization also caused the U.S. Lighthouse Establishment to become the U.S. Lighthouse Service. This lighthouse administration system continued until 1939 when a subsequent governmental reorganization caused it to be subsumed by the U.S. Coast Guard which was under the Department of the Treasury.

The North Pier Light's original fifth order Fresnel lens remained in operation until 2014 when it was changed out for a modern automated light-emitting diode (LED) marine beacon. This LED beacon signals a red light that can be seen for 16 miles in clear weather.

Today, the Duluth Harbor North Pier Light continues to be operated as a Federal aid to navigation. It still occupies the same location that it has since 1910, and its natural setting remains largely unchanged from its 1910 to 1966 period of historical significance. The North Pier Light retains substantial integrity in historical qualities of design, materials, and workmanship. Its good state of preservation reflects their quality and appropriateness to this location.

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

As an operating lighthouse, the North Pier Light maintains its association with the Federal government's long-term program for promoting maritime safety on the Great Lakes. It also serves to illustrate the spirit of innovation that characterized American lighthouse engineers during the first half of the twentieth century. Their focus on lasting results has characterized generations of U.S. lighthouse builders. The Duluth Harbor North Pier Light evokes feelings that recall the dedication to duty characteristic of lighthouse keepers throughout the course of United States history. It is widely recognized as a prominent landmark in St. Louis County, and serves as a lasting reminder of the importance of maritime commerce in Great Lakes history.

9. Major Bibliographic References

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Bishop, Hugh E. 2004. The lights of the west. *Lake Superior Magazine* August-September 2004.

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Harrison, Timothy. 2011. Duluth Harbor's breakwater lighthouses, like people they are all different. *Lighthouse Digest* March-April 2011.

Historic American Engineering Record. 1990. Duluth Shipping Canal, HAER Report No. MN-10. Detroit: U.S. Army Corps of Engineers, Detroit District.

Hyde, Charles K. 1983. United States Coast Guard lighthouses and light stations on the Great Lakes, National Register of Historic Places form. On file at the National Register of Historic Places, National Park Service, Washington, DC.

_____. 1995. *Northern lights: lighthouses of the Upper Great Lakes*. Detroit: Wayne State University Press.

Pepper, Terry. 2003. Duluth North Pierhead Light, Duluth, Minnesota. Available on the internet at: < <http://www.terrypepper.com/lights/superior/duluth-n-pier.duluth-n-pier.htm> >.

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

Northern Michigan University. 2013. A chronology of Great Lakes navigation. Available on the internet at: < [http://www.nmu.edu/upperpeninsulastudies/ node 63](http://www.nmu.edu/upperpeninsulastudies/node/63) >.

Oleszewski, Les. 1998. *Great Lakes lighthouses, American and Canadian*. Photography by Wayne S. Sapulski. Gwinn, MI: Avery Color Studios, Inc.

U.S. Coast Guard. 2015. *Light List, Volume VII, Great Lakes, Great Lakes and the St. Lawrence River above the St. Regis River*, COMDTPUB P16502.7. Washington: U.S. Government Printing Office.

U.S. Department of Commerce and Labor. 1910. Description of buildings, premises, equipment, etc., at Duluth Range Front Light Station, Minnesota, September 6, 1910. Cleveland Light-House District. Washington: National Archives and Records Administration.

U.S. Geological Survey. 1953. Duluth Quadrangle, Minnesota – St. Louis County, 7.5' quadrangle topographic map, scale 1:24,000. Washington: U.S. Geological Survey.

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 # _____

Primary location of additional data:

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

Name of repository: U.S. Coast Guard Civil Engineering Unit Cleveland, Cleveland, Ohio; U.S. Coast Guard Historian's Office, USCG Headquarters, Washington, DC; U.S. National Archives, Washington DC.

Historic Resources Survey Number (if assigned): _____

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

10. Geographical Data

Acreeage of Property Less than one (1) acre.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates Datum if other than WGS84: _____

1. Latitude: 46 – 46 – 51.540000 North Longitude: 092 – 05 – 17.030000 West

Or

UTM References Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

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

The property's boundary is the exterior limit of the base of its foundation.

Boundary Justification (Explain why the boundaries were selected.)

The property's boundary corresponds to the footprint of the lighthouse structure. This encompasses the entirety of the U.S. Coast Guard-owned Duluth Harbor North Pier Light.

11. Form Prepared By

name/title: Daniel Koski-Karell, Ph.D., USCG Office of Environmental Management,
and Leigh Cutler, Historical Research Associates, Inc.

organization: United States Coast Guard (COMDT CG-47)

street & number: 2100 Second Street SW – STOP 7901

city or town: Washington state: DC zip code: 20593-7901

e-mail daniel.a.koski-karell@uscg.dhs.gov

telephone: 202-475-5683

date: 26 February 2016

Duluth Harbor North Pier Light
Name of Property

St. Louis County, MN
County and State

Additional Documentation

- **Map:** Figure 1. USGS 7.5 minute series map (1953) indicating the property's location.
- **Photographs:**

Historic Photograph: Duluth Harbor North Pier Light with the Aerial Lift Bridge in the background, camera facing southwest. Photo taken in 1986. Photographer: Grandmaison Photographic Studios. Source: Historic American Engineering Record, Library of Congress.

Contemporary Photographs:

Name of Property:	Duluth Harbor North Pier Light
City or Vicinity:	Duluth
County:	St. Louis County
State:	MN
Name of Photographer:	Paul Sadin and Leigh Cutler
Date of Photographs:	September 2006
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:	4

1. Lighthouse southern elevation, camera facing north.
(Digital file: MN_St. Louis County_Duluth Harbor North Pier Light_0001)
2. Lighthouse western elevation, camera facing east.
(Digital file: MN_St. Louis County_Duluth Harbor North Pier Light_0002)
3. Lighthouse watch room storage cabinet, camera facing north.
(Digital file: MN_St. Louis County_Duluth Harbor North Pier Light_0003)
4. Lantern room interior showing door leading to lantern gallery, camera facing west.
(Digital file: MN_St. Louis County_Duluth Harbor North Pier Light_0004)

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.

United States Department of the Interior
National Park Service

Duluth Harbor North Pier Light
Name of Property
St. Louis County, Minnesota
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number Additional Information Page 1

Figure 1. Location Map. This is a portion of the "Duluth Quadrangle, Minnesota – St. Louis Co." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1953).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

OMB No. 1024-0018

Duluth Harbor North Pier Light

Name of Property

St. Louis County, Minnesota

County and State

Light Stations of the United States

Name of multiple listing (if applicable)

Section number Additional Information Page 2

Historic Photograph: Duluth Harbor North Pier Light with the Aerial Lift Bridge in the background, camera facing southwest. Photo taken in 1986. Photographer: Grandmaison Photographic Studios. Source: Historic American Engineering Record, Library of Congress.



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Duluth Harbor North Pier Light

Name of Property

St. Louis County, Minnesota

County and State

Light Stations of the United States

Name of multiple listing (if applicable)

Section number Photos Page 1

Photo 1. Lighthouse southern elevation, camera facing north.



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

OMB No. 1024-0018

Duluth Harbor North Pier Light

Name of Property

St. Louis County, Minnesota

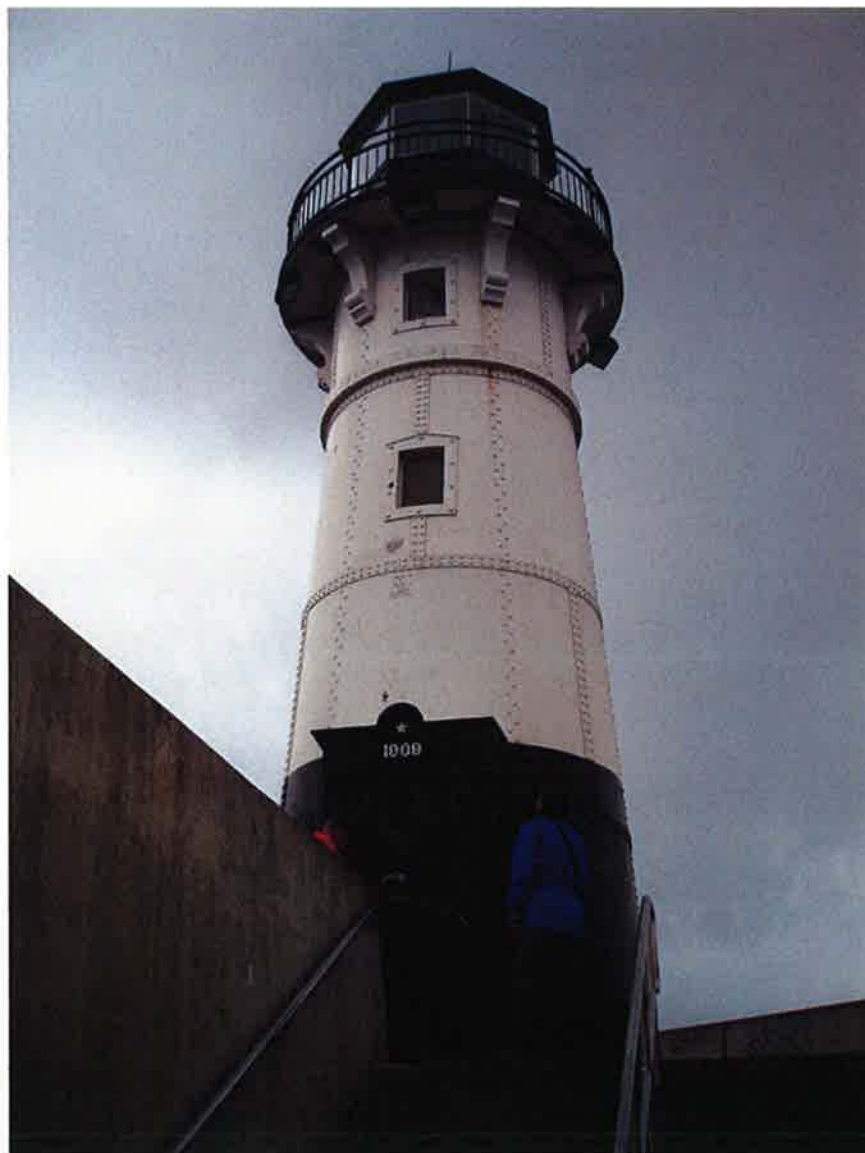
County and State

Light Stations of the United States

Name of multiple listing (if applicable)

Section number Photos Page 2

Photo 2. Lighthouse western elevation, camera facing east.



United States Department of the Interior
National Park Service

OMB No. 1024-0018

National Register of Historic Places
Continuation Sheet

Duluth Harbor North Pier Light
Name of Property
St. Louis County, Minnesota
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number Photos Page 3

Photo 3. Lighthouse watch room storage cabinet, camera facing north.



United States Department of the Interior
National Park Service

OMB No. 1024-0018

National Register of Historic Places
Continuation Sheet

Duluth Harbor North Pier Light
Name of Property
St. Louis County, Minnesota
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number Photos Page 4

Photo 4. Lantern room interior showing door leading to lantern gallery, camera facing west.







1909



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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Duluth Harbor North Pier Light

MULTIPLE NAME: Light Stations of the United States MPS

STATE & COUNTY: MINNESOTA, St. Louis

DATE RECEIVED: 4/22/16 DATE OF PENDING LIST: 5/25/16
DATE OF 16TH DAY: 6/09/16 DATE OF 45TH DAY: 6/07/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000340

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 6-7-16 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ 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.

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

Honorable Emily Larson, Mayor
Duluth City Hall, Room 403
411 W. 1st Street
Duluth, MN 55802

FEB 29 2016

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE DULUTH HARBOR
NORTH PIER LIGHT, ST. LOUIS COUNTY, MN

Dear Ms. Larson:

The U. S. Coast Guard (USCG) has determined that the Duluth Harbor North Pier Light in St. Louis County, Minnesota, 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 Duluth Harbor North Pier Light to the Minnesota 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 dark ink, appearing to read "Brendan Deyo".

B. DEYO

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

Enclosure: (1) Summary of NRHP nomination for the Duluth Harbor North Pier 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

FEB 29 2016

Honorable Steve Raukar, Chair
St. Louis County Board of Commissioners
1810 12th Avenue E.
Hibbing, MN 55746

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE DULUTH HARBOR
NORTH PIER LIGHT, ST. LOUIS COUNTY, MN

Dear Mr. Raukar:

The U. S. Coast Guard (USCG) has determined that the Duluth Harbor North Pier Light in St. Louis County, Minnesota, 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,

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B. DEYO

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

Enclosure: (1) Summary of NRHP nomination for the Duluth Harbor North Pier 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
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Email: Brendan.Deyo@uscg.mil

16475

FEB 29 2016

Honorable Frank Jewell, Vice Chair
St. Louis County Board of Commissioners
Room 202
100 N. 5th Avenue W.
Duluth, MN 55802

**SUBJECT: NATIONAL REGISTER NOMINATION FOR THE DULUTH HARBOR
NORTH PIER LIGHT, ST. LOUIS COUNTY, MN**

Dear Mr. Jewell:

The U. S. Coast Guard (USCG) has determined that the Duluth Harbor North Pier Light in St. Louis County, Minnesota, 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,

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B. DEYO

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

Enclosure: (1) Summary of NRHP nomination for the Duluth Harbor North Pier 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
DULUTH HARBOR SOUTH BREAKWATER LIGHT
ST. LOUIS COUNTY, MINNESOTA**

The Duluth Harbor South Breakwater Light is a prominent lighthouse structure located at the offshore end of the breakwater that extends east along the southern side of the Duluth Harbor Ship Canal in the City of Duluth, St. Louis County, Minnesota. It marks the entry from Lake Superior to Duluth Harbor. This property is a Federal aid to navigation owned by the U.S. Coast Guard (USCG). The Duluth Harbor South Breakwater Light was officially established as a Federal aid to navigation in 1901. 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, archaeology, engineering, 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 Duluth Harbor South Breakwater Light. It has been sent to the Minnesota 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:

- Duluth Harbor South Breakwater Light
- Located in Lake Superior at the offshore end of the Duluth Harbor Ship Canal south breakwater on Minnesota Point. This property is approximately 0.9 mile southeast of the Duluth City Hall in Duluth, St. Louis County, Minnesota
- Aids to Navigation List Number 15845

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 Duluth Harbor South Breakwater Light includes a concrete pier and a brick superstructure. The concrete pier measures approximately 100 feet long east-west by 36 feet wide north-south and rises to approximately 18 feet above water level. The pier includes a basement with two rooms that may be accessed by way of a trapdoor and ladder inside the lighthouse. The pier's western side adjoins the Duluth Harbor Ship Canal's south breakwater which extends from the Minnesota Point shore to the lighthouse structure. This property is accessible on foot by way of the south breakwater. It is not open to public visitation.

The Duluth Harbor South Breakwater Light's superstructure sits atop the concrete pier. It includes a one-and-one-half story fog signal building with an integral light tower built into its southeastern corner. It is painted white with a red roof. The light tower is topped with a lantern equipped with an automated beacon that signals a fixed green light having a focal plane 44 feet above water level. A modern electric horn fog signal is mounted atop the light tower's lantern gallery.

The lighthouse's first story interior contains a main room that formerly held machinery for operating the facility's aids to navigation. This room is now largely vacant. There is a partitioned room at the main room's eastern end. It is built of wood framing. The structure's light tower is located at the main room's southeastern end. A doorway there provides access to a cast iron spiral stairway that leads up the interior of the light tower to the lantern.

Summary Statement of Historical Significance:

Established as a Federal aid to navigation in 1901, the Duluth Harbor South Breakwater Light stands at the breakwater's offshore end and marks the entry to the Duluth Harbor Ship Canal. Duluth is the largest commercial port on Lake Superior and the Ship Canal is used by vessels coming to and departing from its harbor. The Duluth Harbor South Breakwater Light is important to mariners both as a prominent landmark visible during daylight and a lighted aid to navigation at night.

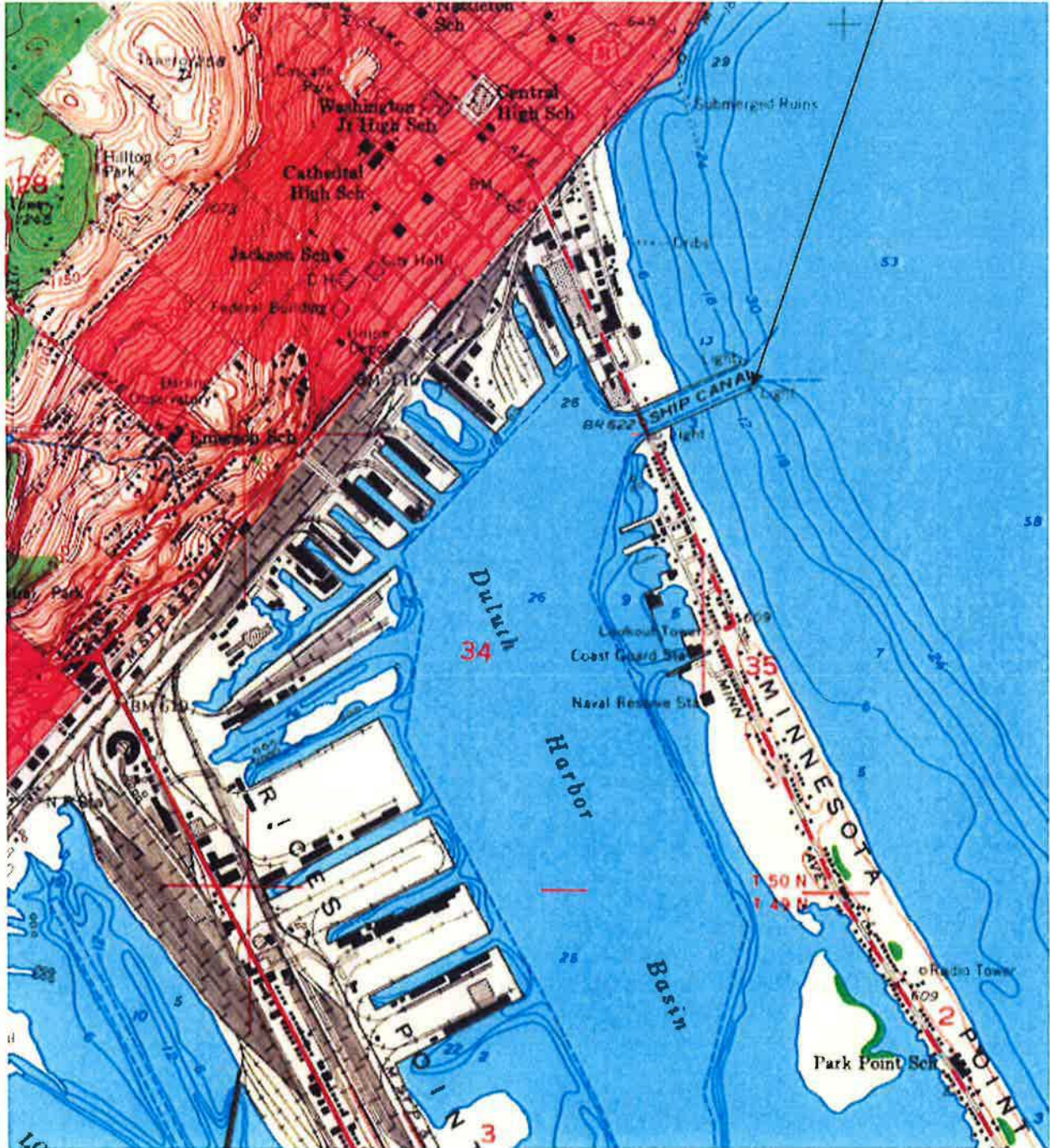
This property is significant in the local history of St. Louis County. It is eligible for inclusion in the National Register of Historic Places under Criterion A for its association with the historic Federal government program to establish a nationwide system of aids to navigation in order to promote maritime safety and commerce. This property exemplifies how that program was manifested in the St. Louis County area. It is also eligible for NRHP listing under Criterion C for its architectural and engineering significance. It exemplifies how early twentieth century architectural styling and engineering were applied to provide a prominent lighthouse for an important Great Lakes commercial port. The qualities of this structure's design, materials, and construction methods were applied to overcome difficulties relating to building a lighthouse in an offshore setting subject to harsh environmental conditions. The Duluth Harbor South Breakwater Light retains significant integrity in terms of its design, setting, materials, workmanship, feeling, and association. It is a well-known landmark in the City of Duluth and the St. Louis County area.

Map and Photographs:

- Location map
- View of the Duluth Harbor South Breakwater Light, camera facing south
- View from the Duluth Harbor South Breakwater Light lantern gallery, camera facing north

Location Map

Duluth Harbor South Breakwater Light



Part of the "Duluth Quadrangle, Minnesota - St. Louis Co." 7.5-minute series topographic map, Scale 1:24,000 (U.S. Geological Survey, 1953).

View of the Duluth Harbor South Breakwater Light, camera facing south



**View from the Duluth Harbor South Breakwater Light lantern gallery,
camera facing north**





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Nat. Register of Historic Places
National Park Service

APR 21 2016

MEMORANDUM

From: B. Deyo, Federal Preservation Officer
COMDT (CG-47)

A handwritten signature in black ink, appearing to read "B. Deyo", written over the typed name.

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
1201 Eye Street NW, Washington, DC 20005

Subj: PRESQUE ISLE HARBOR BREAKWATER LIGHT, MARQUETTE CO., MI;
LITTLE MARK ISLAND MONUMENT, CUMBERLAND COUNTY, ME; AND
DULUTH HARBOR NORTH PIER LIGHT AND DULUTH HARBOR SOUTH
BREAKWATER OUTER LIGHT, ST. LOUIS COUNTY, MN

Ref: (a) National Historic Preservation Act Section 110, 16 U.S.C. 470h-2

1. The Coast Guard nominates the Presque Isle Harbor Breakwater Light in Marquette County, Michigan, the Little Mark Island Monument in Cumberland County, Maine, and the Duluth Harbor North Pier Light and Duluth Harbor South Breakwater Outer Light in St. Louis County, Minnesota, for listing in the National Register of Historic Places (NRHP). These four nomination packages are enclosed (Enclosures (1), (2), (3), and (4)).

2. The Michigan, Maine, and Minnesota State Historic Preservation Officers' comments on these NRHP nominations were requested and received. They have been incorporated into the NRHP registration forms where deemed appropriate.

3. Comments from appropriate local officials were solicited. Responses supporting the Presque Isle Harbor Breakwater Light and the Little Mark Island Monument were received. No response was received for the Duluth Harbor North Pier Light and Duluth Harbor South Breakwater Outer Light. Copies of this correspondence are included in the enclosures.

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Enclosure: (1) Presque Isle Harbor Breakwater Light NRHP nomination package
(2) Little Mark Island Monument NRHP nomination package
(3) Duluth Harbor North Pier Light NRHP nomination package
(4) Duluth Harbor South Breakwater Outer Light NRHP nomination package

Copy: CG SILC (with encl)
CG CEU Providence, CEU Cleveland (with encl)
CG D1 (dpw), CG D9 (dpw) (with encl)