

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 100004382

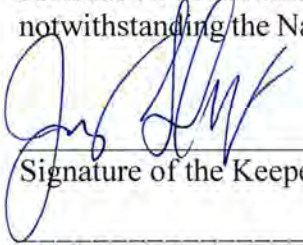
Date Listed: 9/16/2019

Property Name: Hams Bluff Light

County: St. Croix

State: VI

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

9-16-2019

Date of Action

Amended Items in Nomination:

Section 8: Area of Significance

ARCHITECTURE is hereby added as an area of significance. The area was mistakenly left off of the list provided in Section 8.

The US Virgin Islands State Historic Preservation Office and the USCG were notified of this amendment.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

4382

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: Hams Bluff Light

Other names/site number: _____

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: Crest of Hams Bluff, 1400 feet east of N end of Hams Bluff Road

City or town: Frederiksted State: Virgin Islands County: St. Croix

Not For Publication: Vicinity: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 X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Brendan Dzo</u>	MAY 17 2019
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 <input checked="" type="checkbox"/> meets ___ does not meet the National Register criteria.	
Signature of commenting official: <u>Jean-Pierre L. Oriol</u>	Date <u>11 June 2019</u>
Title: <u>Commissioner</u>	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):


Signature of the Keeper

9.16.2019
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>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

Transportation
Water-related

Current Functions

Transportation
Water-related

Architectural Classification

No style

Materials

Principal exterior materials of the property: Steel, concrete

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7. Description

Summary Paragraph

The Hams Bluff Light is a lighthouse aid to navigation located on an elevated headland overlooking the sea on St. Croix Island in the Virgin Islands. It occupies a 0.25 acre parcel at the island's northwestern end and includes one contributing and one non-contributing resource. The contributing resource is a 30-foot tall lighthouse built in 1912 to 1913 consisting of a conical two-story steel tower surmounted by a lantern and the rectangular concrete platform that supports it. The non-contributing resource is a rectangular steel skeleton tower 20 feet tall by five feet square. It was built in 2011 and supports the property's operating modern marine beacon light. The historic lighthouse was built by the Danish Lighthouse Service when St. Croix was part of the Danish Virgin Islands. It began operating in 1913. The lighthouse tower is circular in plan, ten feet in diameter at its base, and eight feet in diameter at its top platform that supports the lantern. Interior ladder stairways provide access from the first story to the second, and from the second story to the lantern. The lantern is cylindrical and eight feet in diameter. It includes a parapet wall and seven rectangular window openings. The Hams Bluff Light is owned by the U.S. Coast Guard and identified as number 32845 on the regional aids to navigation list. This property is accessible on foot.

Narrative Description

The Hams Bluff Light is a lighthouse property located at the northwestern end of St. Croix Island in St. Croix County, Virgin Islands (Figure 1). It is owned by the U.S. Coast Guard (USCG) and occupies a 0.25 circular parcel that is 120 feet in diameter centered on the lighthouse (Figure 2). This property is an operating Federal aid to navigation identified as number 32845 in the Coast Guard's regional navigation aids list. The Hams Bluff Light is approximately 360 feet above sea level and situated on the crest of Hams Bluff, an elevated coastal headland at the northern end of Maroon Ridge. It is located 1,400 feet east of the northern end of Hams Bluff Road, approximately four miles north of the town of Frederiksted. This property is accessible on foot.

The Hams Bluff Light includes one contributing resource and one non-contributing resource. The contributing resource is the property's historic lighthouse and the concrete platform that supports it (2018 Photo # 1). The non-contributing resource is a steel skeleton tower built in 2011.

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Contributing resource: Lighthouse

The property's contributing resource is the Hams Bluff Lighthouse. It is 30 feet tall, built of steel, and includes a tower topped with a lantern. This structure was built by the Danish Lighthouse Service in 1912 to 1913 and established as an aid to navigation in 1913 when St. Croix was part of the Danish Virgin Islands. The lighthouse occupies a prominent location visible to mariners and serves as a day beacon landmark listed in the Coast Guard's regional aids to navigation list. It does not have an operating beacon light. This structure was most recently painted white with a black lantern.

The lighthouse sits atop a rectangular concrete platform 25 feet, 6 inches long north-south by 25 feet, 5 inches wide east-west (Historic Photo # 2). This platform is approximately two feet tall. Its surface deck is scored with lines delineating 64 squares that are 38 inches long by 38 inches wide. The lighthouse is centered on the deck where it is bolted to a circular concrete foundation pedestal. This pedestal is approximately 13 feet in diameter and 5.5 inches tall. A four-step concrete stairway centered on the platform's southern side provides access to the concrete deck from ground level. This stairway is aligned with the lighthouse's south-facing entrance doorway.

The lighthouse's tower is 15 feet, 3 inches tall, circular in plan, and conical in elevation. It includes two stories. The tower is ten feet in diameter at the base and affixed to the foundation pedestal by eight L-shaped steel brackets fastened with bolts and nuts (2018 Photo # 3). These brackets are 47 inches tall, six inches wide, and painted black. Each bracket has a horizontal foot 14.5 inches long.

The tower's exterior is made with curved steel plates one-quarter inch thick fastened to an interior skeletal framework made with flat steel bars configured as a lattice of open rectangles. The outer steel plates are riveted to the interior framework. The tower's steel plate exterior is mostly intact, although it is pierced in several places with openings made by cutting or corrosion.

The lighthouse's entrance is on the first story's southern side (2018 Photo # 3). It is made with a projecting foyer built of steel plating that extends approximately one foot out from the tower. This foyer is approximately 6 feet, 6 inches tall by 2 feet, 9 inches wide and includes a doorframe. There is no door in place. A displaced non-original steel door for this entry lies nearby on the concrete platform.

The lighthouse tower has three rectangular window openings 20 inches tall by 19 inches wide. They are surrounded on the interior with wooden frames made of mahogany. Each window lacks glazing and is covered on the exterior with a steel plate. There is one window on the first story's north side and two windows on the second story level. One second story window is above the first story window and the other above the entrance doorway.

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The first story interior is a circular room 9 feet, 11 inches in diameter at its base, and 9 feet, 2 inches in diameter at the top. It is 6 feet, 8 inches tall. The floor is concrete. The surrounding wall is painted white and is the inner side of the exterior steel plates fastened to the tower's steel framework. The first story's ceiling is made with one-quarter inch thick steel plates supported by two steel I-beams oriented east-west. A ship's ladder stairway rises from the concrete floor on the room's north side to a rectangular opening in the ceiling (2018 Photo # 4). Its side boards and treads are mahogany. A steel pipe handrail is affixed to the northern side board. Standing against the first story room's east side is a mahogany-framed storage cabinet that extends from floor to ceiling. It is approximately three feet wide and 6 feet, 8 inches tall. This cabinet has five wooden shelves. There is hinge hardware on left and right for doors that are absent.

A 13-inch diameter cylindrical steel pipe on the first story room's western side extends vertically from floor to ceiling (2018 Photo # 4). This is the drop tube for weights of a clockwork mechanism formerly used to rotate the lighthouse's original Fresnel lens optic. The drop tube is painted white and includes a rectangular hinged door, 13 inches tall by 8 inches wide, near its base. Inside, there is a circular wooden disk made to be attached to a line for lifting upward.

The second story room is 8 feet, 9 inches in diameter at its base and 7 feet, 4 inches in diameter at the top. Its floor is made with steel plates. The second story's interior wall is painted white and made with one-eighth inch thick steel plates fastened to the inner side of the tower's steel lattice framework. This inner wall is separated by a 2-inch air gap from the tower's exterior steel plates. The room's ceiling is 8 feet, 1 inch above the floor. It is made with three-eighths inch thick steel plates supported by two steel I-beams oriented east-west. This ceiling serves as a platform supporting the lighthouse's lantern. It is deteriorated and has several openings due to corrosion.

The steel pipe drop tube extends from floor to ceiling in the second story room's western part. The drop tube's upper section holds a small rectangular door approximately midway up. Inside there is a pulley mechanism. A curved steel ship's ladder in the room's north side rises from the floor to a rectangular opening in the ceiling (2018 Photo # 5). It has nine treads and a steel pipe handrail on its northern side. This provides access to the lantern room above.

The lighthouse's lantern is eight feet in diameter and cylindrical. Its interior room is 7 feet, 4 inches in diameter. The lantern includes a surrounding parapet wall 3 feet, 1 inch tall made with inner and outer layers of one-quarter inch thick curved steel plates fastened with rivets to a steel framework inside. The lantern's parapet wall supports steel rails and muntins that frame a curved row of six rectangular window openings facing from west to north to east. Each window opening is 3 feet, 4 inches tall by 3 feet, 4 inches wide. No glazing is present. The lantern's southern side is made with a wall of solid steel plates that flank a 6 foot, 4 inch-tall doorway from which the door is missing. This doorway formerly provided access to an open-air gallery that is now absent except for deteriorated steel supporting brackets and a non-original floor segment made with wooden boards.

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The lantern room's floor is made with three-eighths inch thick steel plates embossed with a bumpy relief surface to provide better traction. It is pierced with several holes resulting from corrosion. A non-original steel pipe pedestal is welded to the floor in the room's center. It formerly supported a beacon light which has been removed.

The lantern's upper perimeter includes a soffit made with steel plates that is 1 foot, 3 inches tall. It supports the roof which is 9 feet, 5 inches above the lantern's floor. The roof is made with eight triangular steel plates surrounding a central circular vent opening. A deteriorated cylindrical steel vent cover surmounts this opening. The roof originally included an inner ceiling made with steel plates. This inner ceiling has fallen and rests on the lantern room's floor.

Non-contributing resource: Skeleton Tower

The property's non-contributing resource is a rectangular 20-foot tall by five feet square steel skeleton tower that supports the existing operating aid to navigation light. It was constructed in 2011 and stands atop the rectangular concrete platform, next to the lighthouse's western side. A steel ladder attached to the tower's southern side provides access to an open-air deck on top. A steel pedestal affixed to the top deck supports a modern automated light-emitting diode (LED) VLB-44 beacon powered by a battery recharged using a solar panel. It signals a white light that flashes twice every 30 seconds and is visible for 14 miles in clear weather.

Original Configuration and Changes through Time

When the lighthouse atop Hams Bluff began operating in 1913, it was part of a 22.5-acre light station parcel owned by the Danish Lighthouse Service. This parcel extended on the west from low-lying level terrain at the north end of Hams Bluff Road to the elevated crest of Hams Bluff on the east. The lower terrain in this parcel's western part was the location of the original light station's auxiliary buildings. They were built of concrete and consisted of two dwellings (for lighthouse keeper and assistant keeper), a storage building, and an oil house where lamp fuel was kept.

The Hams Bluff Light Station was staffed by resident keeper personnel from 1913 to 1974. These crews maintained the lighthouse, and displayed storm signals when necessary from a flagpole at the station buildings. The property's resident keepers were discontinued in August 1974 when the Coast Guard automated the lighthouse's beacon light.

The USCG transferred 22.25 acres of the original light station property to the U.S. Navy in 1981, while retaining 0.25 acre configured as a 120-foot diameter circular parcel centered on the lighthouse. The Navy transferred its 22.25-acre parcel to the U.S. Army in the early 2000s. The original light station buildings on the lower terrain were subsequently demolished and a modern building erected on the site. The existing building is used as a training, administrative, and storage facility by the Virgin Islands National Guard.

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The lighthouse's original appearance is illustrated in Historic Photo # 1. It was initially painted all white. By the middle 1930s, this coloration had been changed to the lantern painted black and the tower white with a black band at its base (Historic Photo # 2).

The lantern roof was formerly surmounted with a large cylindrical steel vent cover topped with a lightning rod. This vent cover's peak was made with vertical bands that converged to a point with openings between them. The roof also included an outward-extending overhang above the lantern's eight rectangular windows which were glazed with glass panes. The lantern's exterior was originally surrounded by an open-air gallery supported by eight steel brackets affixed to the tower. It was accessed by way of a windowless door on the lantern's southern side. The gallery's floor was made with steel bars radiating outward from the tower, and it was bounded with a steel railing made with narrowly-spaced balusters. Inside the lantern room, a hinged trap door on the floor covered the opening for the ladder leading up from the second story.

The lighthouse's original 1913 optic was a classical fourth order Fresnel lens manufactured by Barbier, Benard & Turenne of Paris, France. It was illuminated with a liquid fuel incandescent oil vapor (IOV) lamp made by AB Lux, a manufacturer of kerosene lamps headquartered in Stockholm, Sweden. This illumination system was rated at 39,000 candlepower. The light signal's original characteristic was two 0.5-second flashes with a 4.5-second dark interval between them, followed by 14.5 seconds of darkness. The Fresnel lens was mounted atop a circular wheeled chariot that rotated on a metal pedestal once every 20 seconds. The chariot moved using a clockwork mechanism operated with a 150-pound weight suspended in the lighthouse's 17-foot tall drop tube. It had an operating time of 2.5 hours before the weight system needed to be rewound to the top.

The lighthouse's optic was electrified in 1941 when a 2,500-foot long commercial power cable was installed from the keeper dwellings area to the light tower. Wiring installed then in the lighthouse fed power to an electric lamp inside the optic as well as interior lights on the first and second stories. The 1941 power cable was used until 1978 when it failed and was replaced.

The lighthouse's fourth order Fresnel lens was replaced in 1949 with a Crouse-Hinds 18-inch lantern assembly that provided a signal light visible for 24 miles in clear weather. The Crouse-Hinds equipment was changed out in 1991 for a rotating 190 mm plastic lens optic that had a visible range of 16 miles. Commercial power was discontinued in 1991 when the beacon light's power source was changed to batteries recharged using solar panels. An electrical generator was also installed in 1991 at the keeper's dwelling area to provide backup power if necessary.

The rotating 190 mm lens was changed out in 1998 for a Vega VRB-25 marine beacon. The solar array was reconfigured then as well. The VRB-25 light was removed from the lighthouse's lantern room in 2011 when the 20-foot tall steel skeleton tower was erected with a VLB-44 LED beacon installed on top.

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The tower's second story, directly beneath the lantern, formerly served as the lighthouse's watch room. It provided a work station for the keeper on duty and was furnished with a table, chair, clock, and telephone for communication with the keeper dwellings.

The IOV lamp that lighted the original Fresnel lens beacon used fuel stored in a small concrete oil house located atop Hams Bluff, 75 feet west of the lighthouse. This oil house was demolished following the 1981 transfer of 22.25 acres of the light station property. Its former location is outside the 0.25 acre parcel owned by the Coast Guard.

The lighthouse's original entrance door was 6 feet, 1 inch tall by 2 feet, 3.5 inches wide and held three side-by-side lights at eye level (Historic Photo # 1). It was painted white and may have been made of mahogany, as was the lighthouse's interior woodwork. There was also a screen door inside the main door. This original door was replaced by the early 1930s with a two-light door also painted white (Historic Photo # 2). The existing non-original door is made from a solid steel plate. It has been removed from the lighthouse doorway and rests nearby on the concrete platform.

The property's rectangular concrete platform is not original to the lighthouse's 1913 configuration. When built in 1912 to 1913, the lighthouse sat atop a circular concrete pedestal foundation surrounded by graded soil (Historic Photo # 1). The existing concrete platform was installed at the property later and was in place by the middle 1930s (Historic Photo # 2). It may have been built during the 1920s to 1930s period when the Hams Bluff Light was operated by the U.S. Bureau of Lighthouses.

The Hams Bluff Light today continues to serve as an operating U.S. Coast Guard navigational aid. It marks the northwest tip of St. Croix Island and is included in the regional aids to navigation list. The automated LED optic atop the skeleton tower provides the property's flashing signal at night, while the historic lighthouse functions during daylight as a visual day beacon landmark.

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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

- 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

Period of Significance

1913 to 1969

Significant Dates

1913, 1916

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Danish Lighthouse Service

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 Hams Bluff Light is significant in Virgin Islands history on the state level. Its period of significance begins when it was established as an aid to navigation in 1913 and ends in 1969, its most recent year of operation 50 years before the present. This property qualifies for inclusion in the National Register of Historic Places (NRHP) under Criteria A and C. Its significance under Criterion A stems from its association with the Federal government's long-term nationwide program for establishing and maintaining maritime aids to navigation. It qualifies under Criterion C for being a rare example in the United States of early twentieth century Danish lighthouse architecture and engineering. This property was built in 1912 to 1913 by the Danish Lighthouse Service when St. Croix was part of the Danish Virgin Islands. It was included in the transfer of the Virgin Islands to the United States and remains an operating Federal aid to navigation. The Hams Bluff Light today includes a modern automated beacon light alongside a historic lighthouse day beacon landmark. The lighthouse retains integrity in its location, design, setting, materials, workmanship, feeling and association. It is widely recognized as a significant part of the Virgin Islands historic landscape.

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

The Hams Bluff Light is significant on the state level in the history of Virgin Islands maritime transportation, architecture, and engineering. It qualifies for inclusion in the National Register under Criterion A for its relationship to maritime aids to navigation and Criterion C for its exemplary architectural and engineering qualities. This property is the only example of a Danish colonial lighthouse on St. Croix Island. The Hams Bluff Light's period of historical significance begins in 1913 when it was established as an aid to navigation, and ends in 1969, the most recent year of its operation 50 years before the present.

Modifications that have been made to this property consist largely of equipment changes and deterioration due to storm damage and corrosion. These are reversible. The lighthouse's existing structural character remains largely unchanged from when it began operating in 1913. This attests to the lasting value of its design and high quality of materials and construction.

This National Register nomination is submitted as an individual listing under the overarching *Light Stations of the United States* NRHP Multiple Property Documentation Form (MPDF) (Clifford 2002). 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 sections relating to this registration are *Lighthouse Tower Construction Type – Steel* and *Tower Foundation Type – Land Based*. Information and historic contexts available in the overarching MPDF are not repeated here. This submission instead emphasizes the historical significance of the Hams Bluff Light as an individual property.

Historic Significance under Criterion A

The Hams Bluff Light qualifies under National Register Criterion A for its association with the Federal government's program for establishing and maintaining an integrated system of maritime aids to navigation throughout the United States. It exemplifies how this important nationwide program was manifested in the Virgin Islands. Today, the Hams Bluff Light maintains its historical association with maritime safety by continuing to serve as a nighttime signal light and daylight visual landmark. It is a prominent Virgin Island historic structure and is accessible on foot for public visitation.

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Historic Significance under Criterion C

This property is historically significant under NRHP Criterion C as representative of early twentieth century lighthouse architecture and engineering. It is the only lighthouse in St. Croix County dating to the Danish colonial period of Virgin Islands history. It exemplifies characteristics of design, materials, and construction used by the Danish Lighthouse Service in building a steel tower lighthouse atop a concrete foundation. These architectural and engineering approaches have proven to be well-suited for the lighthouse's location on elevated terrain exposed to powerful storms. This property was designed and built using construction methods that differed from those employed by U.S. lighthouse builders at the time. While there are other early twentieth century steel lighthouses in the United States, the Hams Bluff Light is a rare example of one built in accordance with Danish design and construction practices.

Historic Context

St. Croix Historical Summary:

St. Croix Island was inhabited during prehistoric times by indigenous cultural groups that left evidence of occupation at a variety of settlement sites and activity areas. The origin of the first people who arrived and when they came to the island remain unclear. Nonetheless, archaeological research has identified an overall prehistoric chronology for cultural groups that lived on St. Croix and identified diagnostic characteristics of artifacts associated with them.

The first historical documentation of St. Croix dates to 1493 when a Spanish colonizing expedition led by Christopher Columbus stopped there on their way to the island of Hispaniola. Columbus named the island *Santa Cruz*, which translates to English as "Holy Cross" and to French as "Saint Croix." A Spanish landing party going ashore for water had an uneasy encounter with the island's native people and a fight ensued. This led Columbus to name that location the *Cabo de la Flecha* (Cape of the Arrow).

Subsequent sixteenth century expansion of Spanish colonization in the West Indies included conflict with St. Croix's indigenous inhabitants, who were eventually extirpated. During the early seventeenth century, groups from several European countries including England, the Netherlands, France, Sweden, and Denmark came to St. Croix and other West Indies islands for trade and colonization. Competing efforts to establish control and settlement in various locations resulted. On St. Croix, English and Dutch groups competed for control during the 1640s. Their attempts ended when French interests took over the island in 1650.

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The French succeeded in consolidating political control over St. Croix and pursued economic expansion for nearly 50 years. This changed in 1695 when France's King Louis XIV issued a royal order requiring relocation of French settlers in the West Indies to the colony of Saint Domingue (present-day Haïti). St. Croix was largely depopulated as a result, undermining France's hold on the island. This provided opportunities for trading vessels of other nationalities to come there and for non-French people to establish settlements.

African slaves were brought to St. Croix from the early seventeenth century onwards to provide labor for plantations established by European settlers. A number of these enslaved people were able to escape bondage and find refuge in the island's rugged northwestern highlands. The escaped slaves were called "maroons," a term used widely in the Caribbean region. A prominent landform they inhabited on St. Croix came to be called "Maroon Ridge" (see Figure 1). Hams Bluff is at Maroon Ridge's northwestern end. A secluded seacoast cove at the foot of Hams Bluff was given the name "Maroon Hole" (Taylor and Wright 1978).

To the north of St. Croix, the island of St. Thomas was claimed by Denmark during the 1660s. While an initial attempt at settlement failed, a subsequent effort in the early 1670's by the Danish West India Company (DWIC) was successful. The DWIC was renamed the Danish West India and Guinea Company (DWI&GC) in 1680. In 1716 to 1717, the DWI&GC extended its area of control from St. Thomas to the neighboring island of St. John.

Denmark's economic and settlement successes on St. Thomas and St. John led to interest in obtaining St. Croix as well. This was achieved in 1733 when King Louis XV of France sold St. Croix to the Danish West India and Guinea Company. The DWI&GC, however, experienced business and administrative problems during the 1750s. This led Denmark's King Frederik V to purchase the Danish Virgin Islands from the company in 1754. The three islands (St. Thomas, St. John, and St. Croix) were administered as a Crown Colony from then until 1917 when the Danish Virgin Islands were transferred to the United States.

From the middle 1700s to the middle 1800s the economy of St. Croix was based on plantation agriculture and dependent on African slave labor. Sugar was the island's principal export, with rum, cotton, indigo, and tobacco being produced as well. Commercial price fluctuations for these products had a strong influence on the local economy. High prices brought prosperity, while low prices caused economic decline and hardship for the island's inhabitants. Difficulties on St. Croix also arose from hurricanes and earthquakes, internal influences, and external factors such as political developments in Europe and elsewhere in the Americas.

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Societal and economic tensions resulting from slavery came to a head on St. Croix in 1848 when a mass protest by persons of African descent marched on the town of Frederiksted. The colony's Governor-General, Peter von Scholten, responded with a proclamation declaring the immediate abolition of slavery on St. Croix and the other Danish Virgin Islands. This led to a period of transition during subsequent decades as the economy and society adjusted to a contract-labor system of agricultural work.

The 1914 outbreak of World War I engulfed Europe in conflict on a scale and technological level never seen before. The belligerents included Imperial Germany, which undertook a new and effective form of naval offense – submarine warfare. The country's U-boats (from the German-language term for undersea vessels) proved to be extraordinarily effective at sinking enemy warships as well as civilian vessels essential to maritime trade and transportation.

Separated from World War I battlefields by the Atlantic Ocean, the United States sought to remain officially neutral and remote from the war going on in Europe. However, the course of events over time drew it closer to active engagement against Germany. One area of concern for the U.S. government was the potential for U-boat bases being established in the West Indies. This was a serious threat because the Caribbean region was traversed by important shipping lanes connecting the Panama Canal, Atlantic Ocean, and Gulf of Mexico. The area's geography funneled maritime traffic through a small number of navigable straits that could be interdicted by enemy submarines. If Germany was to establish one or more naval bases in the region, U-boats crossing the Atlantic could obtain fuel, supplies and armament for sustained attacks. Potential German base locations included places in Haiti and the Dominican Republic. This, among other factors, contributed to the U.S. initiating military occupations of Haiti in 1915 and the Dominican Republic in 1916.

The Danish Virgin Islands were also strategically located in relation to shipping routes. Although Denmark was a noncombatant neutral nation during World War I, it bordered Germany and was potentially vulnerable to pressure or influence. U.S. interest in acquiring the Danish islands was heightened following the 1915 sinking of the passenger ship *Lusitania* by a German U-boat. The U.S. approached Denmark about transferring the islands and a treaty was finalized in 1916. Following the required governmental approvals and signatures, the official change of sovereignty took place in March 1917. A part of this process involved the U.S. government taking ownership of all Danish government property in the islands, including lighthouses.

The U.S. Navy assumed responsibility for operating lighthouses in the former Danish Virgin Islands from when the transfer treaty was signed in 1916 until after World War I had ended. The U.S. Bureau of Lighthouses assumed ownership of these facilities from the Navy in 1919 and assigned U.S. Lighthouse Service personnel to operate them. In 1939, a Federal government reorganization abolished the Bureau of Lighthouses and transferred its functions to the U.S. Coast Guard. The Coast Guard's Aids to Navigation (AtoN) Program has operated and maintained navigational aids in the Virgin Islands from then to the present.

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Lighthouses in the Virgin Islands:

The Virgin Islands' geographical location east of Puerto Rico is where the north-south chain of small islands making up the Lesser Antilles meets the east-west oriented group of larger islands forming the Greater Antilles. This has been a strategic area for transatlantic maritime traffic since the late fifteenth century. The development of steam engine-powered vessels during the nineteenth century necessitated the widespread establishment of coal supply facilities at seaport locations. These circumstances led to the port of Charlotte Amalie on St. Thomas becoming an important fueling location for steamships (Lewisohn 1964).

The earliest lighthouses in the Danish Virgin Islands (DVI) were established around the middle nineteenth century. The first one built was a light tower constructed in 1844 at Muhlenfels Point (also known as Muhlenfeldt Point) on St. Thomas. It was situated on the eastern side of Charlotte Amalie Harbor and marked the harbor's location and entry channel. The 1844 Muhlenfels Point Lighthouse was replaced in 1878 with a cylindrical tower that was painted red. The 1878 lighthouse was equipped with an optic that had a focal plane height of 182 feet above sea level. That tower was replaced in 1912 when a new lighthouse was built. The 1912 lighthouse was a three story steel structure with a circular first story watch room, second story cylindrical stairway surrounded by a skeleton tower, and an octagonal lantern with an open-air gallery. It displayed a white signal light that flashed every 15 seconds and had a focal plane 121 feet above sea level. This beacon could be seen from 11 miles away in clear weather. The 1912 lighthouse was eventually demolished. Its site is now part of a tourist resort.

During the late nineteenth century a pair of range lights was established at Berg Hill in Charlotte Amalie to mark the channel alignment leading into the harbor. This range enabled entering vessels to follow the proper course by keeping the two beacons aligned vertically, one above the other. The Berg Hill range lights today are mounted atop modern steel skeleton towers and display green lights. The Berg Hill Range Front Light flashes every five seconds and has a focal plane 210 feet above sea level. It is identified as number 32575 in the Coast Guard's regional aids to navigation list. The Berg Hill Range Rear Light is situated 380 feet north of the Front Light. Its green light cycles through six seconds on followed by six seconds off. The Range Rear Light has a focal plane of 299 feet and is identified as number 32580 in the light list.

The second oldest DVI lighthouse was established at Fort Louisa Augusta on St. Croix in 1857 to mark the entry into Christiansted Harbor. It was replaced in 1916 with a one story concrete keeper's dwelling with a beacon light mounted atop its western end. The 1916 beacon displayed a fixed red light with a focal plane 52 feet above sea level. It could be seen for seven miles in clear weather. The 1916 keeper dwelling's beacon was eventually discontinued as an aid to navigation. The building was sold and is currently in private ownership.

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

The Christiansted Harbor entrance channel is currently marked with a two-light range mounted on steel skeleton towers. The Christiansted Harbor Entrance Range Front Light (light list number 32870) displays a quickly repeating green light with a focal plane 48 feet above sea level. A rectangular red dayboard with a vertical white stripe in the center is mounted on this tower as a daytime visual aid. The Christiansted Harbor Entrance Rear Light (light list number 32875) is located 0.4 mile south-southeast of the Front Light. It displays a green light with a focal plane of 90 feet that cycles between six seconds on followed by six seconds off. A rectangular red dayboard with a vertical white stripe in the center is also mounted on this tower.

In 1904, the United States undertook construction of a canal across the Isthmus of Panama to connect the Pacific Ocean with the Caribbean Sea. Its completion in 1914 revolutionized international maritime commerce by providing a shortcut for vessels navigating between the Atlantic and Pacific Oceans. Before then, vessels needed to pass around Cape Horn at the southern tip of South America. The Panama Canal's opening led to major realignments of international shipping routes. The volume of maritime traffic transiting the Caribbean Sea increased substantially as a result.

During the Panama Canal's construction, the Danish government sought to assess its potential effects regarding the Virgin Islands. It appeared likely that the canal's opening would lead to more vessels navigating east-west through the straits between St. Thomas and St. Croix. Thus, vessel stopovers at the islands' seaports for trade and to take on fuel and supplies would increase. The occurrence of these anticipated outcomes was predicted to result in important economic benefits in the Virgin Islands such as improved shipping access to European markets and greater sales of goods and services.

Denmark's government decided to construct a number of lighthouses in the DVI to promote and enhance maritime safety for the anticipated shipping traffic increase. These included two seacoast lights to mark the northern and southern sides of the east-west passage between St. Thomas and St. Croix. Other aids to mark navigation channel entrances and alignments were slated for establishment, or to be improved if there already.

The Danish Lighthouse Service built the light tower marking the northern side of the passage between St. Thomas and St. Croix in 1913. It is situated on Buck Island, two miles south of St. Thomas and approximately four miles south of Charlotte Amalie Harbor. This structure is a rectangular steel tower 25 feet tall that supports a lantern and gallery. It includes an attached first story watch room. The Buck Island Light displayed a white light that signaled a group of three flashes every 20 seconds and was visible for 17 miles in clear weather. The 1913 lighthouse has been inactive since the 1990s. It is currently owned by the U.S. Fish and Wildlife Service which administers Buck Island as a wildlife refuge.

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

The existing U.S. Coast Guard aid to navigation light on Buck Island is a modern automated VLB-44 LED beacon mounted atop a 40-foot tall rectangular steel skeleton tower. Located next to the 1913 lighthouse, it displays a white light that flashes every four seconds and has a focal plane 139 feet above sea level. The operating Buck Island Light is visible for eight miles and identified as number 32565 in the aids to navigation list.

The Danish Lighthouse Service built its seacoast lighthouse marking the southern side of the channel between St. Thomas and St. Croix in 1912 to 1913. It was erected atop Hams Bluff on St. Croix and officially established in 1913.

As it turned out, the principal shipping routes between the Panama Canal and ports in Europe and the United States developed such that most maritime traffic passes through straits in the Greater Antilles. The amount of shipping transiting the channel between St. Thomas and St. Croix increased somewhat after the Panama Canal opened, but not significantly.

Hams Bluff Lighthouse history:

In 1912, the Directorate of the Danish Lighthouse Service purchased 22.5 acres of land at the northwestern end of St. Croix in order to establish the Hams Bluff Light Station. It was bought from J. W. Blackwood for the price of 2,812.50 francs. This property extended from low-lying level terrain next to the seacoast west of Maroon Ridge to the crest of Hams Bluff.

This light station was designed with its lighthouse tower atop Hams Bluff and the station's auxiliary buildings located on the lower terrain to the west. The auxiliary buildings were built of concrete and included two keepers' dwellings, oil house, and storehouse. The lighthouse was built of steel and equipped with an optic that could be seen from a distance of 25 nautical miles in clear weather. Construction began in late 1912 and was completed by mid-1913. The light station was officially established on 15 July 1913. Its first lighthouse keeper was A. L. F. Madsen.

The Hams Bluff Light Station was ceded to the U.S. under the Convention of Cession to the United States of the Danish West Indies, dated 4 August 1916. On 20 July 1917, President Wilson signed Executive Order No. 2670 stipulating that all public properties of the former Danish government of the Virgin Islands, including lighthouses, were taken for the uses and purposes of the United States.

Due to wartime concerns, administration and operation of lighthouses in the Virgin Islands was assumed by the U.S. Navy from 1916 until after World War I ended. This responsibility was transferred in 1919 to the U.S. Bureau of Lighthouses which assigned U.S. Lighthouse Service personnel to operate them.

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

The Hams Bluff Light passed to U.S. Coast Guard control in 1939 when the Bureau of Lighthouses was abolished and the U.S. Lighthouse Service was subsumed into the USCG. The light station property was staffed by resident keepers until August 1974 when the lighthouse's beacon light was automated. That ended the need for USCG personnel to occupy the property. In October 1981 the Coast Guard transferred 22.25 acres of the original light station parcel to the U.S. Navy while retaining 0.25 acre at the lighthouse location. The Navy later transferred its 22.25 acre parcel to the U.S. Army. That property is currently administered as a Virgin Islands National Guard facility.

The Hams Bluff Light was solarized in 1991. This system used solar panels to charge batteries powering the lighthouse's automated beacon. Its solar array was mounted on a steel framework erected on the concrete platform next to the lighthouse's southern side. The 1991 array was dismantled in 2011 when a 25-foot tall steel skeleton tower was erected next to the lighthouse. A solarized automated VLB-44 LED beacon light was installed on top of the new tower and the previously operating optic inside the lighthouse's lantern room was removed.

The currently operating Hams Bluff beacon light signals two white flashes every 30 seconds and is identified as number 328454 in the regional light list. It has a focal plane 394 feet above sea level and is visible for 14 miles in clear weather.

The Hams Bluff Light today continues to serve as a U.S. Coast Guard aid to navigation and is widely recognized as a prominent Virgin Islands landmark. It occupies its original hilltop location and remains largely unchanged from the property's 1913 to 1969 period of historical significance. The Hams Bluff Light retains integrity in location, design, setting, materials, and workmanship. Their quality and appropriateness for the lighthouse's designated purpose are reflected in the structure's state of preservation. This property's continued association with the Federal government's long-term program for promoting navigational safety evokes feelings that recall the dedication to duty characteristic of lighthouse keepers through the course of American history. It also serves as a reminder of the importance of maritime transportation in Virgin Islands history.

Hams Bluff Light

Name of Property

St. Croix County, VI

County and State

9. Major Bibliographical References

Clifford, J. Candace. 2002. *Light Stations of the United States*. National Register of Historic Places Multiple Property Documentation Form. On file at the National Register of Historic Places, U.S. National Park Service, Washington, DC.

Davis, Olasee. 2008. *The lighthouse at Hams Bluff*. The Daily News, 23 April 2008. Christiansted, St. Croix, VI.

Holland, Francis Ross, Jr. 1972. *America's lighthouses, an illustrated history* (1988 Dover edition). New York: Dover Publications, Inc.

Lewisohn, Florence. 1964. *Divers information on the romantic history of St. Croix, from the time of Columbus until today*. Published by the St. Croix Landmarks Society. Nicholasville, KY: Warner's Printing Service, LLC.

Rowlett, Russ. 2018a. *Hams Bluff Light, U.S. Virgin Islands*, in *The Lighthouse Directory*. Internet: www.unc.edu/~rowlett/lighthouse/vi.htm

_____. 2018b. *Lighthouses of the U.S. Virgin Islands*, in *The Lighthouse Directory*. Internet: www.unc.edu/~rowlett/lighthouse/vi.htm

Stepka, Kenneth G. 1990. *Historic American Buildings Survey, Keeper's Quarters & Storage Building at Ham's Bluff Lighthouse, St. Croix, U.S. Virgin Islands*. On file at the St. Croix Landmark Society Research Library, Frederiksted St. Croix, VI.

Stepka, Kenneth G., and Diego Conde. 1990. *Historic American Buildings Survey, Ham's Bluff Lighthouse, Keeper's Quarter, and Assistant Keeper's Quarters, St. Croix, St. Croix County, U.S. Virgin Islands*. HABS Numbers VI-165, VI-165-A, and VI-165-B. Historic American Buildings Collection, Library of Congress, Washington, DC.

Taylor, Alan, and Russel Wright. 1978. *Cape du Diable, Maronberg National Register of Historic Places Inventory – Nomination Form*. On file at the St. Croix Landmark Society Research Library, Frederiksted St. Croix, VI.

United States Coast and Geodetic Survey. 1920. *West Indies: Harbor of St. Thomas, Chart Number 933, Scale 1:10,000*. Washington: U.S. Coast and Geodetic Survey.

_____. 1921. *West Indies: Virgin Islands, Virgin Gorda to St. Thomas and St. Croix, Chart Number 905, Scale 1:100,000*. Washington: U.S. Coast and Geodetic Survey.

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

United States Coast Guard. n.d. Historic light station information, West Indies / Virgin Islands.
U.S. Coast Guard Historian's Office, Washington, DC. Internet:
<https://media.defense.gov/2018/Ki/09/2001940158/-1/-1/O/LHAWL.PDF>

. 2018. *Light List Volume III Atlantic and Gulf Coasts, Little River, South Carolina, to Econfina River, Florida (includes Puerto Rico and the U.S. Virgin Islands)* COMDTPUB P16502.1. Washington: U.S. Coast Guard.

US Virgin Islands Maritime Museum. www.facebook.com/USVirginIslandsMaritimeMuseum

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: _____

Historic Resources Survey Number (if assigned): _____

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

10. Geographical Data

Acreage of Property 0.25 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

1. Latitude: _____ Longitude: _____

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 20

Easting: 301620

Northing: 1965720

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

The property's boundary is the perimeter of a 120-foot diameter circular land parcel centered on the historic light tower at the Hams Bluff Light location (see Figure 2). This parcel includes terrain extending outward to 55 feet from the exterior base of the lighthouse.

Boundary Justification (Explain why the boundaries were selected.)

This boundary encompasses the 0.25 acre parcel owned by the U.S. Coast Guard at the Hams Bluff Light location. The historic lighthouse is at the center of this parcel.

11. Form Prepared By

name/title: Daniel Koski-Karell, Ph.D.
organization: Office of Environmental Management (CG-47), USCG Headquarters
street & number: 2703 Martin Luther King Jr Avenue SE, Stop 7714
city or town: Washington state: DC zip code: 20593-7714
e-mail Daniel.A.Koski-Karell@uscg.mil
telephone: 202-475-2683
date: 15 May 2019

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

Additional Documentation

- **Figures:**

- # 1. Location map: USGS map (7.5' series) indicating property location.
- # 2. Historic property boundary.
- # 3. Historic resource photograph directions.

- **Historic photographs:**

- # 1. Exterior south elevation, 1913, camera facing north. Photographer unknown.
- # 2. Exterior south elevation circa 1936, camera facing north. Photographer: Diego Conde. Historic American Buildings Survey Number VI-165. Copy digital photo file on enclosed disk (VI_St. Croix County_Hams Bluff Light_0001).
- # 3. Exterior west elevation circa 1959, camera facing east. U.S. Coast Guard photo, photographer unknown. Copy digital photo file on enclosed disk (VI_St. Croix County Hams Bluff Light_0002).

- **2018 photographs:**

Name of Property: Hams Bluff Light
City or Vicinity: Hams Bluff vicinity, northwest end of St. Croix Island
County and State: St. Croix County, VI
Name of Photographer: Daniel Koski-Karell, Ph.D.
Date of Photographs: March 2018
Location of Original Digital Files: U.S. Coast Guard Historian's Office, 2703 Martin Luther King Jr. Ave. SE, Washington, DC 20593
Number of Photographs: 5

1. Exterior southwest elevation, camera facing northeast, 2018 (VI_St Croix County_Hams Bluff Light_0003).
2. Lantern exterior, camera facing northeast, 2018 (VI_St Croix County_Hams Bluff Light_0004).
3. Entrance exterior, camera facing north, 2018 (VI_St Croix County_Hams Bluff Light_0005).
4. First story interior, camera facing northwest, 2018 (VI_St Croix County_Hams Bluff Light_0006).
5. Second story interior, camera facing north, 2018 (VI_St Croix County_Hams Bluff Light_0007).

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.

Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

NPS Form 10-900-a
United States Department of the Interior
National Park Service

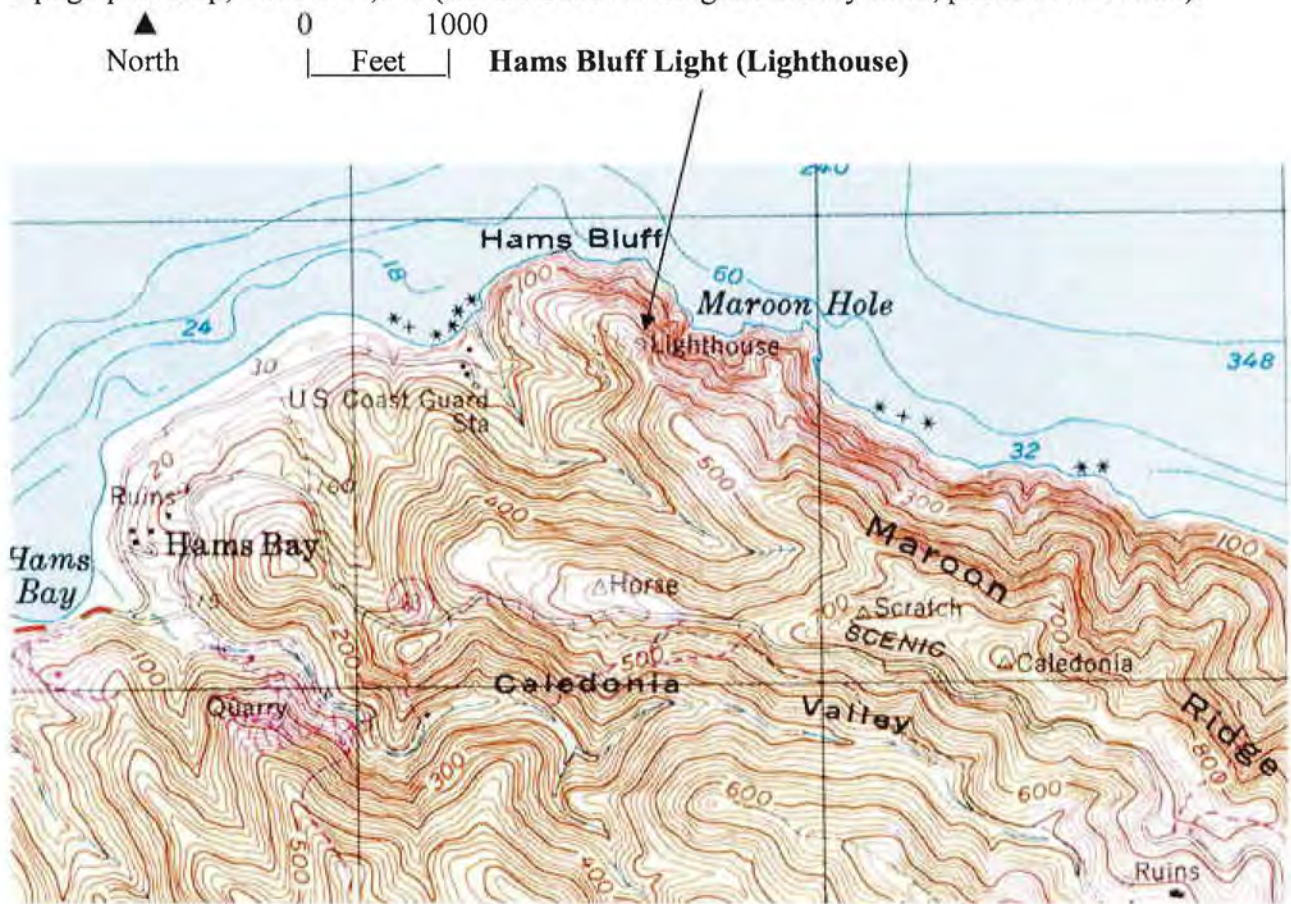
OMB No. 1024-0018

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Hams Bluff Light
Name of Property
St. Croix County, Virgin Islands
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Figure 1. Location map. This is a portion of the "Frederiksted, V.I." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1958, photorevised 1982).



Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

NPS Form 10-900-a
United States Department of the Interior
National Park Service

OMB No. 1024-0018

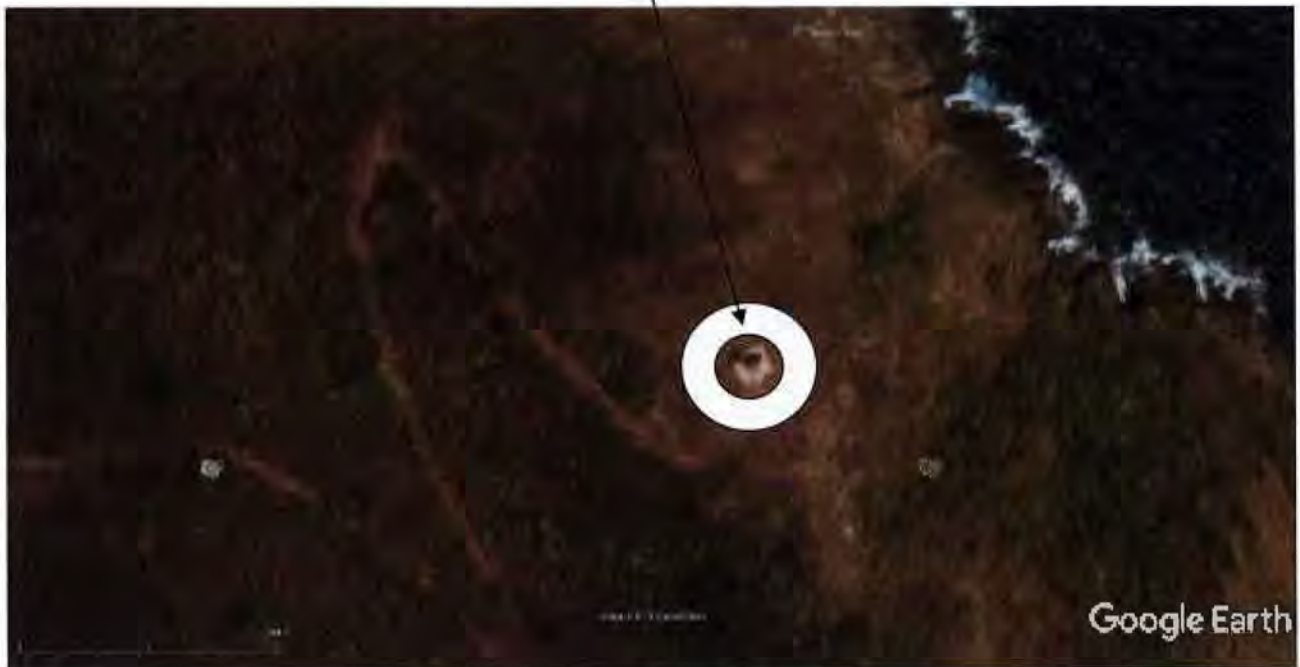
National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Figure 2. Historic property boundary. The boundary of the 0.25 acre Hams Bluff Light property is marked with the outer edge of the white circle. The historic lighthouse is at the center of this property. It is located at the following UTM coordinates (Zone 20): East 301620 North 1965720.

▲ North 0 1000
| Feet | **Hams Bluff Light (Lighthouse)**



Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

NPS Form 10-900-a
United States Department of the Interior
National Park Service

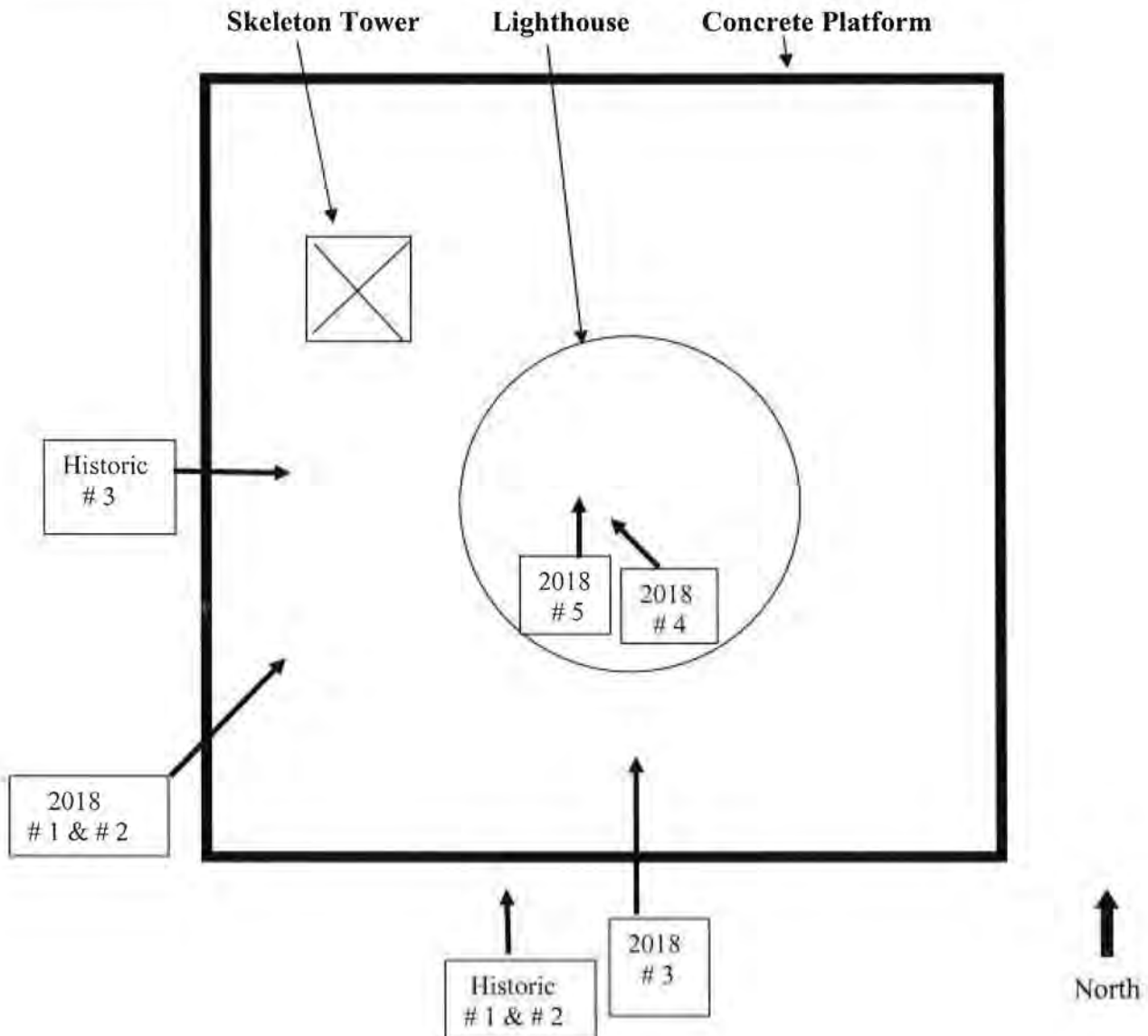
OMB No. 1024-0018

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Figure 3. Historic resource photograph directions. The property's 1913 lighthouse is marked with a circle. The modern skeleton tower is marked with a small rectangle. The property's concrete foundation platform is marked with a large dark-line rectangle. The camera-facing directions of historic photographs and 2018 photos are indicated.



Hams Bluff Light
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United States Department of the Interior
National Park Service

St. Croix County, VI
County and State
OMB No. 1024-0018

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Section number 7 Page 4

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Historic Photo # 1. Exterior south elevation, 1913, camera facing north, photographer unknown (from US Virgin Islands Maritime Museum web page).



Hams Bluff Light
Name of Property
NPS Form 10-900-a
United States Department of the Interior
National Park Service

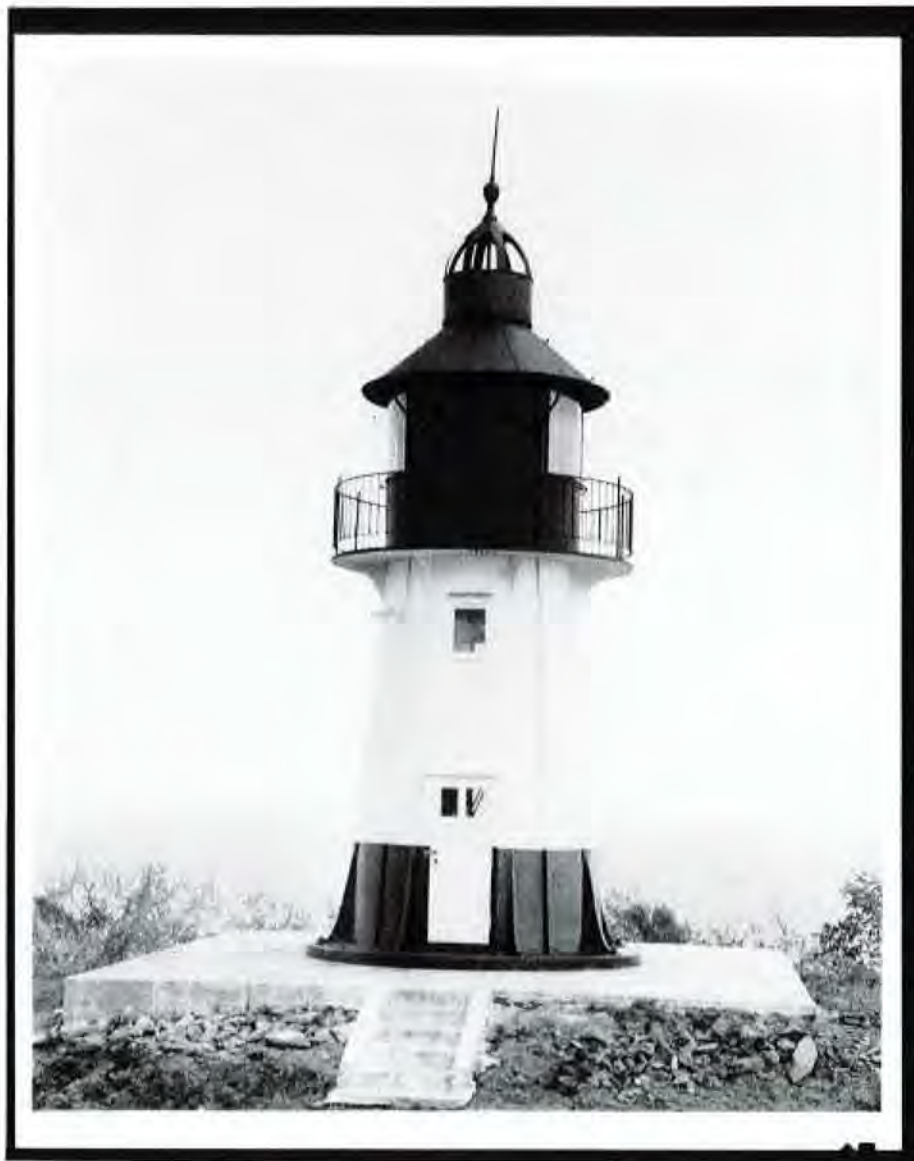
St. Croix County, VI
County and State
OMB No. 1024-0018

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 5

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Historic Photo # 2. Exterior south elevation circa 1936, camera facing north, Historic American Buildings Survey photo (VI_St Croix County_Hams Bluff Light_0001).



Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

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United States Department of the Interior
National Park Service

OMB No. 1024-0018

**National Register of Historic Places
Continuation Sheet**

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Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Historic Photo # 3. Exterior west elevation circa 1950, camera facing east, U.S. Coast Guard photo (VI_St Croix County_Hams Bluff Light_0002).



Hams Bluff Light
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National Park Service

St. Croix County, VI
County and State
OMB No. 1024-0018

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Section number 7 Page 7

Hams Bluff Light
Name of Property
St. Croix County, VI
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Light Stations of the United States
Name of multiple listing (if applicable)

2018 Photo # 1. Exterior southwest elevation, camera facing northeast, 2018
(VI_St Croix County_Hams Bluff Light_0003).



Hams Bluff Light
Name of Property
NPS Form 10-900-a
United States Department of the Interior
National Park Service

St. Croix County, VI
County and State
OMB No. 1024-0018

National Register of Historic Places
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Section number 7 Page 8

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

2018 Photo # 2. Lantern exterior, camera facing northeast, 2018 (VI_St Croix County_Hams Bluff Light_0004).



Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

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United States Department of the Interior
National Park Service

OMB No. 1024-0018

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Continuation Sheet**

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Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

2018 Photo # 3. Entrance exterior, camera facing north, 2018 (VI_St Croix County_Hams Bluff Light_0005



Hams Bluff Light
Name of Property

St. Croix County, VI
County and State

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United States Department of the Interior
National Park Service

OMB No. 1024-0018

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Continuation Sheet**

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Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

2018 Photo # 4. First story interior, camera facing northwest, 2018 (VI_St Croix County_Hams Bluff Light_0006).



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St. Croix County, VI
County and State

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United States Department of the Interior
National Park Service

OMB No. 1024-0018

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Continuation Sheet**

Section number 7 Page 11

Hams Bluff Light
Name of Property
St. Croix County, VI
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

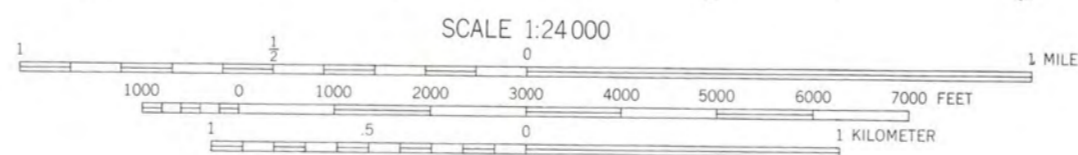
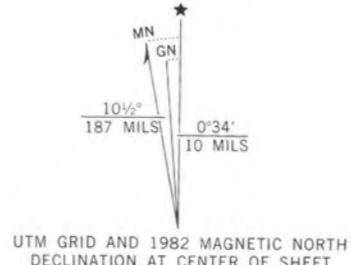
2018 Photo # 5. Second story interior, camera facing north, 2018 (VI_St Croix County_Hams Bluff Light_0007).





Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1954. Field checked 1958
Selected hydrographic data compiled from NOS charts 905 and 937 (1952). This information is not intended for navigational purposes
Polyconic projection. Puerto Rican Datum, 1940 adjustment 10,000-foot grid ticks based on Puerto Rican coordinate system, Puerto Rico, St. Croix zone. 1000-meter Universal Transverse Mercator grid, zone 20
Fine red dashed lines indicate selected fence and field lines visible on aerial photographs. This information is unchecked
Red tint indicates area in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled from aerial photographs taken 1977 and other sources
This information not field checked. Map edited 1/82



CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.8 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Medium-duty ——— Light-duty ———
Unimproved dirt - - - - -
Insular Route ○

FREDERIKSTED, V. I.
N 1740.5—W 6448/7.5
1958
PHOTOREVISED 1982
DMA 1621 III NE—SERIES E836



1950年10月24日









SHOPOROP



John Stars

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JEN

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6PM
2019

BIA





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2017
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1716

100-1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Hams Bluff Light

Multiple Name: Light Stations of the United States MPS

State & County: VIRGIN ISLANDS, St. Croix

Date Received: 8/1/2019 Date of Pending List: 8/28/2019 Date of 16th Day: 9/12/2019 Date of 45th Day: 9/16/2019 Date of Weekly List:

Reference number: MP100004382

Nominator: Federal Agency, SHPO

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

X Accept Return Reject 9/16/2019 Date

Abstract/Summary Comments: Meets the registration requirements of the MPS. Interestingly, this light station was constructed by the Danish government to serve navigation purposes of the colony. WWhen the Virgin Islands were sold to the US, it became part of the US service, where it continued as a manned station until 1970. Despite deterioration exacerbated by Hurricane Irma, it retains good historic integrity.

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : **Yes**

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
Email: Brendan.Deyo@uscg.mil



16475

JUL 30 2019

From: B. Deyo, Chief
COMDT (CG-47)

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

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

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE HAMS BLUFF LIGHT
IN ST. CROIX COUNTY, VIRGIN ISLANDS

Ref: (a) National Historic Preservation Act Section 110, 54 U.S.C. 306102
(b) 36 CFR 60, National Register of Historic Places

1. The Coast Guard requests the Keeper of the National Register of Historic Places (NRHP) to include the Hams Bluff Light in St. Croix County, Virgin Islands, in the NRHP. The NRHP nomination documentation package is enclosed (Enclosure (1)). Based on information contained in the NRHP form, the Coast Guard has determined that this property is eligible for the NRHP.
2. I requested Virgin Islands State Historic Preservation Officer (VI SHPO) review and comment regarding the nomination of this property for inclusion in the NRHP. The VI SHPO provided comments and they were considered in preparing the final documentation package. The VI SHPO has signed page 1 of the nomination form.
3. Information concerning this property's NRHP nomination and a request for comment was provided to local elected officials. One comment letter supporting the nomination was received. A copy of this correspondence is included in the documentation package.
4. If you require any additional information, please contact Dr. Daniel Koski-Karell at (202) 475-5683.

#

Enclosure: (1) NRHP form for the Hams Bluff Light

Copy: CG D7(dpw) (w/ encl)
CG SILC (w/ encl)
CG CEU Miami (w/ encl)

**NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
HAMS BLUFF LIGHT
ST. CROIX, VIRGIN ISLANDS**

The Hams Bluff Light is under consideration for nomination to the National Register of Historic Places. It is located on the Island of St. Croix in the Virgin Islands.

The National Historic Preservation Act of 1966 as amended (54 U.S.C. § 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, archeology, engineering, and culture. Federal agencies are charged with identifying, evaluating and nominating such properties under their control to the National Register of Historic Places (NRHP).

The U.S. Coast Guard has completed a draft NRHP registration form for the Hams Bluff Light. It has been sent to the Virgin Islands State Historic Preservation Officer for formal review and comment concerning the Coast Guard's position that the property is eligible for inclusion in the National Register. Pursuant to implementing regulations 36 CFR 60.9, we are notifying local officials and others who may have an interest in the property and inviting them to comment on the nomination. The comment period is 45 days. The property is described below:

Site name and location:

- Hams Bluff Light.
- Located in the northwestern part of St. Croix Island, approximately four miles north of the town of Frederiksted and 1,400 feet east of the northern end of Hams Bluff Road. This lighthouse sits atop an elevated headland overlooking the sea at the northern end of Maroon Ridge.

Point of Contact:

- **Commandant (CG-47)**
Attn: Office of Environmental Management
U.S. Coast Guard Stop 7714
2703 Martin Luther King Jr. Avenue SE
Washington, DC 20593-7714

Summary Statement of Physical Characteristics:

The Hams Bluff Light was established in 1913 by the Danish Lighthouse Service. Following the transfer of the Virgin Islands to the United States, it was operated by the U.S. Lighthouse Service until 1939 and from then to the present by the U.S. Coast Guard. The property was maintained by resident keepers until the lighthouse's aid to navigation equipment was automated in 1974.

This property occupies a circular 0.25 acre parcel that is 120 feet in diameter. The parcel is centered on the lighthouse which sits atop a rectangular concrete platform that is

25 feet long by 25 feet wide. The lighthouse's conical tower is circular in plan and 10 feet in diameter at its base. The tower is 15 feet tall and supports a circular steel lantern that is eight feet in diameter and approximately nine feet tall. The lantern is not equipped with a functional lighted optic.

The Hams Bluff Light's operating navigational aid is mounted atop a steel skeleton tower that is rectangular plan and stands on the concrete platform next to the historic lighthouse. It is a modern automated light-emitting diode (LED) beacon maintained by the U.S. Coast Guard and identified as number 32845 on the regional Light List.. This beacon signals a flashing white light that is visible for 14 miles in clear weather. Its battery power supply is recharged using a solar array.

Summary Statement of Historical Significance:

The lighthouse atop Hams Bluff is associated with events that have made a significant contribution to the broad patterns of Virgin Islands history. It has historic importance as representative of the Federal government's role in providing for maritime safety in local waters. This navigational aid marks the northwestern end of St. Croix and the southern side of the navigable passage between that island and St. Thomas, an area that has been a locus for shipping activity since colonial times.

This property embodies the distinctive characteristics of an important lighthouse type, period, and method of construction. It has significance as a representative example of an early twentieth century steel light tower, an important stage in the development of lighthouses in the United States. Its association with the Danish Lighthouse Service is a rare quality that enhances the property's historical and architectural significance. The Hams Bluff Light retains integrity of location and setting, possesses its original design, and includes structural materials and workmanship that are largely unaltered from when the lighthouse was built in 1913.

Map enclosed:

- Site Location

Photographs enclosed:

- Property view, camera facing northeast.
- First story interior, camera facing northwest.
- Lantern exterior, camera facing northeast.

33rd Legislature of the Virgin Islands

Office of the Senate President



Capitol Building
P.O. Box 1690, St. Thomas
U.S. Virgin Islands 00804
(340) 774-0880

56A King Street
Christiansted, St. Croix
U.S. Virgin Islands 00820
(340) 773-2424

CHAIRMAN:

Committee of the Whole

COMMITTEE MEMBER:

Youth, Sports, Parks & Recreation

Housing, Transportation &
Infrastructure/ Telecommunications

Rules & Judiciary

The Honorable
Kenneth L. Gittens
Senate President

April 3, 2019

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

RE: National Register Nomination for the Hams Bluff Light, St. Croix, Virgin Islands

Dear Officer Deyo:

Warm greetings to you from the United States Virgin Islands. I hope this correspondence reaches you well. I write to you on behalf of the Legislature of the Virgin Islands in support of the United States Coast Guard's nomination of the Hams Bluff Light to the National Register of Historic Places (NRHP). Additionally, the Legislature would like to advocate for the conservation and restoration of the lighthouse as part of the nomination.

As noted in the nomination summary, the Hams Bluff Light holds great significance in the history of St. Croix, including the island's links to Danish control of the island. In addition, the lighthouse historically served as a navigational aid, marking the passage from the northwestern end of St. Croix to the southern end of St. Thomas, an area used for shipping trade since the colonial period. Surviving the catastrophic storms of Irma and Maria in 2017 has added to the importance of this incredible landmark. The Hams Bluff Light also already serves as an attraction for both local and visiting hikers alike. National recognition would further enhance awareness of this vital site.

On behalf of the Members of the 33rd Legislature of the Virgin Islands, I thank the U.S. Coast Guard for its efforts in collecting and presenting the information attesting to the historical and architectural importance of Hams Bluff Light and submitting the nomination for inclusion on the NRHP. The Legislature fully supports your endeavors and looks forward to your success.

Regards,

A handwritten signature in blue ink, appearing to read 'K. Gittens', written over a printed name and title.

Kenneth L. Gittens
Senate President

cc: Honorable Albert Bryan, Jr. – Governor of the United States Virgin Islands
All Senators of the 33rd Legislature of the Virgin Islands
Honorable Stacey Plaskett – Virgin Islands Delegate to the United States Congress

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 04 2019

The Honorable Albert Bryan, Jr., Governor
Government House
5047 Kongens Gade
St. Thomas, VI 00802-6487

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE HAMS BLUFF LIGHT,
ST. CROIX COUNTY, VI

Dear Governor Bryan:

The U. S. Coast Guard (USCG) has determined that the Hams Bluff in St. Croix County, Virgin Islands, 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 Hams Bluff to the Virgin Islands 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 blue ink that reads "Brendan G. Deyo".

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

Enclosure: (1) Summary of NRHP nomination for the Hams Bluff Light

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

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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
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Email: Brandon.Deyo@uscg.mil

16475

FEB 04 2019

The Honorable Kenneth L. Gittens
Legislature of the Virgin Islands
1110 Strand Street
Christiansted, St. Croix, VI 00820

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE HAMS BLUFF LIGHT,
ST. CROIX COUNTY, VI

Dear Senator Gittens:

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Sincerely,

A handwritten signature in blue ink that reads "Brandon G. Deyo".

B. DEYO

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

Enclosure: (1) Summary of NRHP nomination for the Hams Bluff Light

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