

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED **AUG 22 1977**
DATE ENTERED **NOV 2 1977**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

~~GRAYS HARBOR LIGHT STATION~~
AND/OR COMMON

2 LOCATION

STREET & NUMBER

W of Westport

NOT FOR PUBLICATION

CITY, TOWN

WESTPORT

VICINITY OF

3rd

STATE

WASHINGTON

CODE

53

COUNTY

GRAYS HARBOR

CODE

027

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*

U.S. COAST GUARD
COMMANDER, THIRTEENTH COAST GUARD DISTRICT (flp)

STREET & NUMBER

915 Second Avenue

CITY, TOWN

Seattle

VICINITY OF

Washington

STATE

98174

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

GRAYS HARBOR COUNTY RECORDER

STREET & NUMBER

CITY, TOWN

ABERDEEN

STATE

WASHINGTON

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

NONE KNOWN

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

*SP
Lectern
9/7*
An impressive octagonal masonry tower rises above an octagonal base of moulede bands of ashler stone of smooth and rusticated finish. The tower, 26 feet 6 inches in diameter, diminishes as it rises to a height of 108 feet 1 inch. Large decorative brackets, one at each corner, support a walkway which surrounds the metal lantern.

The original masonry office, similar in size and detail to those remaining at North Head and Umpqua River (Oregon) has been razed with only the decorative tile floor remaining. Entry is gained through a door leading directly to the base of the tower. An iron stair, highly decorative in detail, rises through nine landings around the perimeter to the lantern.

The lantern, of sixteen sides, is glazed with three tiers of rectangular panes. A smaller circular walkway surrounds the lantern at the floor level of the top floor.

The third order lens is composed of prisms built around two bulleyes. It was manufactured in Paris in 1895 by Henry Le Paute Sons and is numbered HL-343. The revolving lens mechanism floats on a reservoir of mercury. This is the only mercury float lens in the Thirteenth Coast Guard District. A decorative three pillared support for the lens mechanism has scroll filigreed metal spandrels and fluted knob drops.

Windows which originally lit the interior of the tower have been sealed. Stucco covers the tower above the stone base.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Completed in 1898, Grays Harbor Light remains as the tallest light tower on the coast of Washington. The Lighthouse Board, after requesting a Harbor light, realized that a major coast light would be more suitable, and construction was delayed several years until additional construction funds were appropriated by Congress. Its location on the sand head, rather than on an elevated cliff as most west coast lights, requires such height for visibility.

The structure was designed by C.W. LEICK and may be considered his most imposing lighthouse. The iron lantern ^{houses} a third order lens manufactured in 1895 by Henry Le Paute Sons. It is unusual in design and consists of two bulleyes surrounded by prisms. The lens assembly floats in a drum containing 20 gallons of mercury and requires only a one-eighth horsepower motor for rotation. *Re: Le Paute 9/16/77*

The first fog signal building located to the west of the tower was of frame construction and housed two boilers to produce steam for the Brown's automatic siren. This structure burned in 1916.

The beacon has now been automated and the original keepers' quarters razed to provide a site for Coast Guard Housing.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Coast Guard Property Records, and "Sentinels of the North Pacific", by James A. Gibbs Jr. * Excerpts from Mr Gibbs' book are identified by quotation marks; no specific permission has been obtained for use of these quotes.

* Published by Binfords & Mort, 1955

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Lighthouse only, 1.0 acre

UTM REFERENCES

A	1 0	4 1 5 0 1 0	5 1 9 3 1 4 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

R. J. WILLIAMSON, LT USCG, Chief, Logistics & Property Branch

ORGANIZATION

DATE

13th Coast Guard District, 915-2nd Ave., FTS: 399-5620 or 5723

STREET & NUMBER

TELEPHONE

Seattle

Washington

98174

CITY OR TOWN

STATE

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES NO NONE

Barbara Painter 10.28.77

Jeanne M. Wheeler
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Federal Representative ED 11593

DATE

11/2/77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER.

DIRECTOR, OFFICE OF ANTHROPOLOGY AND HISTORIC PRESERVATION

DATE

11/2/77

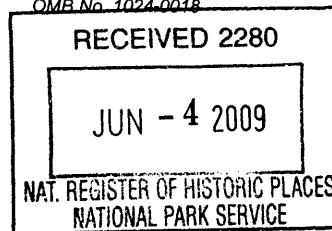
ATTEST:

Caryl D. Shull for Charles Krueger

KEEPER OF THE NATIONAL REGISTER

DATE

10-28-77



7700333

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Grays Harbor Light Station

Other names/site number Grays Harbor Lighthouse, Westport Lighthouse

2. Location


street & number 1020 W. Ocean Avenue not for publication

city or town Westport vicinity

State Washington code WA county Grays Harbor code 027 zip code 98595

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

 6-2-09
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

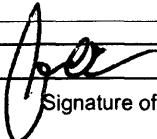
entered in the National Register.
 See continuation sheet

determined eligible for the
National Register.
 See continuation sheet

determined not eligible for the
National Register.

removed from the
National Register

other (explain:)



Signature of the Keeper

Date of Action

Edson H. Beall 7-15-09

Additional Documentation Attached

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
3	0	buildings
	0	sites
	0	structures
	0	objects
3	0	Total

Name of related multiple property listing:

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

Light Stations of the United States MPD

Number of contributing resources previously listed in the National Register

1

6. Functions or Use

Historic Functions

(Enter categories from instructions)

Transportation - Water-Related/Lighthouse

Current Functions

(Enter categories from instructions)

Transportation - Water-Related/Lighthouse

Recreation and Culture/Museum

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian:

Italinete

Materials

(Enter categories from instructions)

foundation Stone

walls Brick

Cast Iron

roof Iron

other Lantern Room Glass, Cast Iron & Bronze

Narrative Description

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

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.

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Architecture

Maritime History

Transportation

Period of Significance

1898-1946

Significant Dates

1898

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Leick, Carl W. (architect)

Erickson, C.S. (builder)

Narrative Statement of Significance

(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography

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

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 Engineering
- Record# _____

Primary location of additional data:

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

Name of repository:

National Archives
 Pacific-Alaska Region, NARA
 Westport (WA) Maritime Museum

10. Geographical DataAcreage of Property 2.3**UTM References**

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>4</u> <u>14</u> <u>901</u> Easting	<u>51</u> <u>939</u> <u>354</u> Northing	3	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing
2	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing	4	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet.

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet.

11. Form Prepared By

name/title William S. Hanable and Susan L. Licht, AIA
 organization Northwest Heritage Consultants date December 26, 2008
 street & number 6281 Walina Court SE telephone 503-749-4428
 city or town Salem state OR zip code 97317-9141

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items.)

Property Owner (Complete this item at the request of the SHPO or FPO.)

name Westport-South Beach Historical Society
 street & number PO Box 1074 2201 Westhaven Drive telephone 360-268-0078
 city or town Westport state WA zip code 98595-1074

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

GRAYS HARBOR LIGHT STATION
GRAYS HARBOR COUNTY, WASHINGTON

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Narrative Description

Grays Harbor Light Station is on the sandy spit know as Point Chehalis, which forms the southwest tip of the entrance to Grays Harbor. The light station sits on a westward-facing bulge in the point once known as Point Hanson, in the fishing community of Westport, Washington. The light station is located on the Pacific Ocean side of the spit, about two miles southwest of Point Chehalis' northernmost extremity. It sits atop the spit's primary dune about one-half mile from a surf-pounded beach. Two oil houses flank the lighthouse. The station is bordered on the north and west by Westport Light State Park, on the east by a U.S. Coast Guard Reservation, and on the south by a residential area.

To the south of the lighthouse, a sandy slope cleared of trees and brush rises gradually from a nearby street to the light station site. An access road runs north to south up the slope through tall trees to the light station. To the east, the inland side of the dune drops sharply on a heavily vegetated slope to an athletic field that was once part of the Coast Guard Radio Station Westport. Coast Guard family housing lies east of the athletic field. To the north, dense vegetation screens the light station. To the west, equally dense vegetation screens the light station. The upper portion of the lighthouse, however, is visible from the not-too-distant beach and ocean and from high ground at the head of the harbor 15 miles distant.

The dense vegetation is relatively new. In 1898, the site had scattered trees and dune grass. Construction of a jetty on the southern tip of Grays Harbor entrance in the early 1900s gradually left the site farther inland as beach accretion south of the jetty increased the distance between lighthouse and water's edge. By 1906, the lighthouse was several hundred feet from water's edge. Since 1917, when Army troops stationed near the lighthouse planted trees in an effort to stabilize the dune, the area around the lighthouse has been more heavily forested.ⁱ

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GRAYS HARBOR LIGHT STATION
GRAYS HARBOR COUNTY, WASHINGTON

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The only additional major site change in the vicinity of the lighthouse and oil houses took place in 1972 when the Coast Guard built a small campground to the west and north on the dune. Vegetation screens all but one of the campsites from view. Most provide a picnic table, fire pit, and parking space, although there are at least two campsites without parking areas.

Since 1939, the effective area of the light station has consisted of the lighthouse and its two adjacent oil houses. The Westport-South Beach Historical Society has owned the station since 2004. It acquired the property from the U.S. Coast Guard under provisions of the National Historic Lighthouse Preservation Act.

The U.S. Coast Guard retains an easement through the property so that it can service a modern electronic optic mounted on the gallery outside the lantern of the lighthouse. The historical society opens the lighthouse for tours, conducted by volunteers, from February through November. The society currently closes the lighthouse to the public in the months of December and January when excessive moisture makes ascending the cast iron stairs of the lighthouse hazardous.

The lighthouse and its oil houses constitute a seacoast aid to navigation by reason of the electronic optic and the tower's role as a day mark. Its day mark characteristic as a conical white tower has remained consistent since 1902. That year, annual light lists began to describe the tower as "painted white," rather than the description of "cement-colored" used in 1899, 1900, and 1901.

Grays Harbor Light serves as a landfall for vessels completing transoceanic voyages, a beacon for vessels transiting the coast, and as a marker indicating the relative proximity of the entrance to Grays Harbor. Two oil houses flank the lighthouse tower. The oil houses have not served their original purpose of storing oil for the beacon's lamp since electricity reached the lighthouse in 1926. Nonetheless, they

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GRAYS HARBOR LIGHT STATION
GRAYS HARBOR COUNTY, WASHINGTON

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remain an integral part of lighthouse operation. The oil house south of the lighthouse shelters electrical panels related to the electronic optic. The oil house north of the lighthouse provides storage space for lighthouse-related supplies and tools.

Integrity

Grays Harbor Light Station retains integrity of location, setting, design, materials, workmanship, feeling, and association. The light tower and its adjacent oil houses are located where they were built in 1897-1898. The light station's setting remains much as it was during its period of significance, which is from 1898 to 1946. Although beach accretion has left the light station some distance from water's edge, that accretion occurred early in the period of significance. The effective light station, which after 1939 consisted of the lighthouse, the adjacent oil houses, and a fog signal building some distance away on the beach, still fulfills the architect's design concept of a classically elegant light tower flanked by architecturally complimentary outbuildings.

Except for the light tower's bricked-in windows and razed workroom (which the owner intends to restore) and the beachside fog signal building that was destroyed late in the period of significance, the surviving light station buildings retain integrity of design. The light station also largely retains integrity of materials, the exception being the 2003-2004 replacement of concrete roofs on the oil houses with metal roofs that replicate the original design. There is also integrity of workmanship, evidenced by the details of the cast iron staircase and landings leading to the service room and lantern, the lantern's uniquely attractive grill floor, and the century-old lens within the lantern. The light station's seeming isolation amidst 100-year-old trees and the presence of the ocean, which can be felt through the noise of the pounding surf, the

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GRAYS HARBOR LIGHT STATION
GRAYS HARBOR COUNTY, WASHINGTON

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moans of a fog horn to the north, and the lumber ships and fishing vessels that can be seen from windows of the watch room and lantern convey integrity of feeling and association.

Resource Description

Grays Harbor Lighthouse is a solitary octagonal pyramidal brick tower that rises 92 feet. The cast iron watch room, service room, and lantern atop the tower raise the structure's total height to 110 feet. The base of the lighthouse sits on 12 feet of sandstone, the top layer of which can be seen above ground. An inverted cone of concrete is within the sandstone base directly beneath the light tower. At the base, the lighthouse tower is 20 feet 6 inches in diameter and tapers to 16 feet 1 inch where the masonry tower terminates at the service room level. A service room and watch room, also of cast iron, support the cast iron and glass lantern. The watch room is 13 feet in diameter. Cast iron galleries encircle both the watch room and lantern. The cast iron details are exceptional at this level. The watch room gallery deck is supported at each corner of the octagon with a fluted pilaster supporting an Italianate bracket. In between these brackets at the cardinal points are four cast iron double hung windows. The tower becomes cylindrical at the watch room level and the 16-sided lantern crowns it all.

The lighthouse is primarily of a modified Italianate design with a mix of details including the cast iron interior and exterior brackets, window hoods over segmental arch windows, a combination of one over one window sash and two over two, and the front gable roof at the work room. Lighthouses of this time period were also classified as Utilitarian structures in the Age of Expansion, when transportation methods were expanding the movement of goods throughout the nation by rail and by maritime commerce.ⁱⁱ

Exterior brick is covered with a concrete wash or stucco, while interior brick is lined with 1-1/2-inch-thick 12 by 12 hollow tiles and covered with a concrete wash. A no-longer-extant workroom at the

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base of the tower on its east face, reached by concrete steps on its north side, originally provided access through exterior and interior doors. The original workroom floor still exists, including the original encaustic tile that was used as a decorative border. In the early 1960s, the Coast Guard razed the workroom because its steel frame and concrete roof had deteriorated. Since then, access has been through what was once the interior portal leading into the vestibule at the base of the lighthouse tower. Windows on the conical tower below the service room level were bricked-up in the early 1960s, but other windows remain at the service level on each primary compass direction (east, west, north, and south) face of the tower. The bricked-up windows were double-hung sashes recessed into the tower walls with decorative window hoods. The east and west faces had two windows, one just above the foundation and one just below the service room level. The north and south faces each had one window, each located at an intermediate point between foundation and just below the workroom level.ⁱⁱⁱ

The extant single door leads into a five-foot-deep vestibule where metal louvers are fitted into what was once a window opening behind and to the right of the door on the vestibule's northern side. Although steel, the door repeats the design pattern of the door installed in 1898. The vestibule opens onto the ground floor of the conical tower. From here a cast iron spiral staircase, resting on decorative brackets that are bolted to the wall, begins on the south side of the tower and rises through five landings to a wood paneled service room, which is the first level of the cast iron stories. From the service room, more steps lead through an airlock created between two wood doors to the cast iron watch room.

The cast iron watch room has no windows, but does have adjustable bronze vents on its wall that were originally used to control airflow to the oil lamp above in the lantern through the cast iron grill that

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serves as the floor of the lantern. A metal door in the south wall of the watch room leads to a gallery or catwalk that circles the lighthouse exterior. A ladder on the catwalk, just to the southwest of the door, leads to a similar catwalk that circles the lantern above. The interior of the watch room also housed the clockwork mechanism that, before electricity reached the lighthouse in 1933, rotated the Fresnel lens above in the lantern. The center of the watch room is occupied by a cast iron base for a small electric motor that, beginning in 1933, powered lens rotation. The base is also the foundation for horizontal and vertical cogs that transmit the motor's motion to the lens apparatus. A mercury vat sits below the base of the lens in an opening in the lantern's grill floor. The vat is mounted on a square threaded shaft for raising and lowering and thus suspended in the center of the grill floor of the lantern, as is part of the base of the Fresnel lens above.

The cast iron lantern, with bronze horizontal and vertical patterned mullions, encircles the Fresnel lens. The lantern has 16 sides. Each side is glazed with three tiers of rectangular panes. A cast iron catwalk provides access to all sides of the lens. The surrounding catwalk can be reached only by ladder from the watch room catwalk. A spider ring above the lens provides a tension ring that holds both the roof panels and lantern structure together, while a vent ball in the center of the iron roof that caps the lantern is intended to assist with ventilation.

The third-order Fresnel lens in the lantern is intact, although no longer operable. Henri-LePaute Sons, Paris, France, built the lens in 1895 and shipped it to Grays Harbor in 1898. The lens has two sides. Each has a single bull's-eye surrounded by prisms. The smaller side, a beehive lens, produced white flashes. The larger side, a clamshell lens, produced white flashes with its light beamed through a red screen mounted between the light source and the backside of the lens. The lens' flashing characteristics were adjusted over time. They were initially set to produce alternating white and red flashes of 16 seconds

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duration separated by 10-second intervals. In 1933, this changed to 17-seconds duration separated by 30-second intervals. In 1973, the light's characteristics changed again to a white flash of 23 seconds duration followed by red flash of 22 seconds duration at 30-second intervals. The lens floated on about a pint of mercury held in a larger supporting cast iron vat below the lens.^{iv}

A brass plaque on the outside of the mercury vat reads "H.L. 343, 3rd Order Lightning Light, Henri-LePaute Sons, Engineers, Lighthouse Manufacturers, Paris, Alternate red and white flashes, 5 seconds intervals." Originally illuminated by an oil lamp and turned by a clockwork mechanism, the lens was illuminated by an electric bulb and turned by an electric motor after 1933 when electricity reached the lighthouse. The Coast Guard automated Grays Harbor Light in the late 1960s. This eliminated the need for turning the lens apparatus on and off in the lighthouse at sundown and sunrise. In 1992, the Coast Guard mounted a modern electronic optic on the gallery outside the lantern, shut down the 1898 Fresnel lens, and removed the mercury from the vat below it. The lens remains in good condition, with the only visible damage being minor spalls caused by solar heating of its prisms.

The lighthouse had a method of heat distribution new to Carl Leick's lighthouse designs. He specified a boiler/radiator system that can be seen both in the drawings and the specifications. The system included not only the exact equipment required, but also a series of below floor distribution vents that are clearly seen at the base of the tower and in the center of a tile rosette in the center of the tower's ground floor. It was a move away from the wood stove heat sources of his previous lighthouse designs and provided for a heat source at the base of the tower that contributed to the flow of air up the "chimney" of the tower itself.

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The oil houses that flank the lighthouse are 11-foot-eight-inch-by-16-foot load-bearing brick structures and like the lighthouse are over-painted with concrete wash. Each building has an iron door in its east end with a small transom-like window above the door. The interior walls of these structures are painted brick, the floors are concrete, and their steel-framed roofs are hidden from view by wood false ceilings. The original steel-framed concrete roofs were replaced in 2004 with metal roofs.

The oil houses have design features that have elements of Early Classical revival combined with Greek revival. The wide band of trim at the cornice line and up along the gable is an almost universal feature of Greek revival and though most were made up of clean undecorated boards, more complicated applied decorations as seen the crenellated band boards did appear.

The keystone lintel over the entry door can be seen in both the colonial and later in the more classical styles, but in this case seems overly stylized vertically. The transom window has a segmented arch lintel that is much more in keeping with the more Italianate character of the lighthouse.

The original details of the smooth concrete roof with a gutter built into the stone cornice have been lost over time and replaced with the current standing seam metal roof. This change has taken away from the classical elegance that Carl Leick carefully designed into each of the light station's structures.

The 12-foot-wide plank road leading north from the 1897 wagon road to run up the lateral slope of the dune to the lighthouse is still extant although the planks have been removed or buried beneath a dirt surfacing. A second 10-foot-wide road of concrete, also leading north from the route of the 1897 wagon road, was built in 1947. It intersected and crossed the walkway leading from the old keepers' quarters, which in 1947 were a part of Coast Guard Radio Station Westport, to the lighthouse. The concrete road continued north, and then circled back to rise on a gentle traverse of the east face of the dune to reach the

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lighthouse. At this time or at some later date, the walkway from the keepers' quarters became a concrete path.

End Notes for Item 7

- ⁱ Teresa Ryan, "Cultural Perspectives of Environmental Assessment in Grays Harbor, Washington," 2001, accessed June 22, 2004, at http://www.psat.wa.gov/publications/01_proceedings/sessions/oral/7b_ryan.pdf; Lorraine Katherine Woxwell, "Prehistoric beach accretion rates and long-term response to sediment depletion in the Columbia River Littoral System," MS thesis, Portland State University, 1998.
- ⁱⁱ Carole Rifkin, *A Field Guide to American Architecture* (New York: The New American Library, Inc., 1980).
- ⁱⁱⁱ United States Light-House Board, "Specifications for the Erection of Grays Harbor Light-Station, Washington, October, 1896;" Susan L. Licht, AIA, Field Notes, April 26-28, 2008, Grays Harbor Light Station, in possession of Susan L. Licht, AIA, Salem, OR.
- ^{iv} United States Lighthouse Historical Society, "Grays Harbor Light (WA) – Historical Light Characteristics," accessed April 21, 2008, at http://uslhs.org/lighthouse_characteristics/maps/grays_harbor_light_map.htm.

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Statement of Significance

The Grays Harbor Light Station meets the registration requirements as defined in the Multiple Property Document, "Light Stations of the United States." The light's period of significance begins in 1898 when it was first exhibited and ends in 1946 when the light station's necessary elements changed due to technological advances.¹

Grays Harbor Light Station's national significance rests on two factors. The first factor, relevant to National Register Criterion A, is its function as the principal aid to navigation for America's leading timber port. As such, the light station fulfilled a critical role in nationally important maritime commerce and illustrates the nationwide impact of that commerce at home and abroad. The second factor, relevant to National Register Criterion C, is its association with Carl W. Leick. He was a master designer of light stations. The light stations he designed over a 30-year period dotted thousands of miles of America's coastline. They stretched over an aggregation of Oregon, Washington, and Alaska coastlines that in total exceeded the combined length of America's Atlantic and Gulf coasts. Grays Harbor Light Station is the expression of this master's best work.

The station was listed on the National Register of Historic Places in 1977, but included only one buildings (the lighthouse) as contributing resources. The current nomination is updated herein per current National Register guidelines with more comprehensive information about the originally listed building and with the addition of the remaining resources.

Maritime Commerce

Grays Harbor is one of the only three maritime approaches to the resource-rich Puget Basin, an area that is bounded on the north by the northern border of British Columbia, on the east by the Cascade Mountains, on the west by the Pacific Ocean, and on the south merges into the Willamette Valley.

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The only other maritime accesses to the basin are the Strait of Juan de Fuca and the Columbia River. These maritime entry points were particularly important in the 19th century. As one historian writing about Grays Harbor noted: *"The railway would have helped solve many problems, but it never came at the right time or in the places it was most needed.... The sea was the answer."*ⁱⁱ

This "heavy dependence on water shipping," was as true for the Pacific Northwest Coast, including Grays Harbor, as it was for the whole America's West Coast. As one of the limited number of maritime approaches through which that critical shipping could access the Puget Basin, Grays Harbor further benefited by being "walled in by one of the heaviest stands of timber in the Pacific Northwest." New England maritime fur trader Robert Gray, sailing in the *Columbia Rediviva*, identified the harbor on May 7, 1792. He named it Bulfinch Harbor to honor Charles Bulfinch, one of the owners of his vessel. After Royal Navy explorer George Vancouver's lieutenant Joseph Whidbey entered the harbor in October 1792 in HMS *Daedalus*, he renamed it in honor of Gray. He also named the southwest tip of the harbor Point Hanson in honor of the *Daedalus*' lieutenant. Ninety-eight square miles in area, the harbor was 15 miles deep from its entrance to its head.ⁱⁱⁱ

An 1841 United States Navy exploration, the first official United States expedition to investigate what is now Washington's outer coast, reported:

"Grays Harbor is the only [harbor] one of importance south of Cape Flattery, at the entrance of the Straits of Juan de Fuca, and above the mouth of the Columbia. This has a narrow opening, however, with dangerous breaks on either side...."^{iv}

This early assessment identified Grays Harbor's two fundamental characteristics as a port. These are its potential as a harbor, and its navigational hazards. The latter made navigation into the port potentially dangerous. The former made it worthwhile for the national government to mitigate the hazards of that

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navigation. The government would do so by, among other things, erecting a lighthouse to mark the harbor entrance.

Euro-Americans did not establish a permanent settlement on Grays Harbor until 1859. United States government officials and territorial settlers, however, recognized the harbor's commercial potential before 1859. In 1854, the federal Light-House Board established lighthouse reserves on both sides of the harbor. In 1869, President Andrew Johnson confirmed the reserves at Point Brown on the north side of the harbor and on Point Hanson (southwest of Chehalis Point) on the south side of the harbor as of September 11, 1854.^v

In 1858, even before the first permanent settlement arose on the harbor's shores, citizens of Washington Territory addressed Congress, "praying that Gray's harbor [sic] be surveyed by government and buoys placed to indicate the channel, and that Gray's harbor be made a port of entry." Washington Territory's 1859-1860 Legislature amplified the citizens' plea, petitioning Congress for a lighthouse at Grays Harbor. Congress responded by appropriating \$20,000 for a Grays Harbor lighthouse. However nothing happened, perhaps because the Civil War that raged between 1861 and 1865 preoccupied federal officials. As soon as the war was over, territorial officials began reminding Congress of the need for a beacon at Grays Harbor.^{vi}

Regular maritime commerce with other ports began in 1879, when the schooner *Kate and Anna* initiated service between Grays Harbor and Columbia River communities. Commercial logging operations began on the harbor in 1881. Within the year, the United States Light-House Board recommended that a light station be built on Point Chehalis. Only a few years passed before entrepreneurs such as Asa Simpson, one of Washington's great timber barons, sought to increase profits by building ships to carry the lumber their mills produced. Many of the barons' mills and shipyards were on Grays Harbor.^{vii}

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The schooners *Volunteer* and *Pioneer* came out of Grays Harbor shipyards in 1887. The following year the steamers *Cosmopolis* and *Point Loma* began regular service between Grays Harbor and San Francisco. By 1890, Grays Harbor had 13 sawmills that exported 60-million board feet of lumber. That year, 256 ships departed the harbor carrying about 278,000 short tons of cargo. This compared to about one million tons aggregated and exported from all the communities along the lower Columbia River and nearly one million tons aggregated and exported from all the communities bordering Puget Sound. The harbor's shipyards that year built nine steamers and three sailing vessels.^{viii}

The Northern Pacific Railroad reached Grays Harbor in 1895 and eventually transported about half of the harbor's lumber mills' production east by rail. Nonetheless, by 1905 Grays Harbor claimed to be the largest timber shipping port in the world. Logs arrived at the harbor's many mills bundled in rafts floated down the five rivers feeding into the harbor, from a logging rail network with over 1,000 miles of track, and—as roads improved—on fleets of huge logging trucks. Half of all spruce cut for America's World War I industrial effort came from harbor mills. In 1923, harbor mills cut a record-setting 1,128,750,000 board feet of lumber. Grays Harbor had become one of America's leading timber ports and would remain so. Its lumber shipments exceeded those of all of America's other coastal ports. The harbor's annual water-borne exports rose gradually to three million tons in 1930. Although fluctuating somewhat, the harbor's water-borne exports remained around that level for the rest of the 20th Century.^{ix}

The hundreds of ships arriving to pick up and departing to carry away Grays Harbor exports came and went from all over the world. Approaching Washington's dangerous coast through celestial navigation in an era before the appearance of aids to navigation such as radio beacons and radar, they needed lighthouses and fog signals to confirm their locations and to mark hazards such as reefs and shoals. A

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rapidly increasing fleet of local fishing vessels going out to fishing grounds and returning to Grays Harbor canneries gradually joined this stream of vessels carrying lumber to ports across the world. By 1920, fifteen canneries could be found on the harbor's shores. By the 1930s, 200 commercial fishing vessels went out from the harbor seeking salmon, halibut, tuna, cod and pilchard. The commercial fishery grew. In 1947, 1,000 Grays Harbor boats brought in 10,000 tons of tuna. A sport fishing industry, based in Westport, arose after World War II. In 1948, at least one Westport-based boat offered fishing charters. By 1955, the town's harbor had 67 spaces reserved for sport fishing charter boats. Ten years later, over 250 sport fishing charter boats operated out of the community that had been home to Grays Harbor Light since 1898. The hundreds of charter boats were joined by thousands of owner-operated private craft trailered to Westport. Many craft in both categories went as far as 15 miles out to sea in search of salmon. Like large vessels, they relied on seacoast lighthouses. As one former commercial fishing boat captain put it, "*When you saw a lighthouse and recognized it, you knew you were headed in the right direction.*"^x

Lighthouse authorities tried to place lights so that mariners in both large and small vessels would have at least two within sight at the same time. This made uninterrupted visual navigation possible. Grays Harbor lighthouse, its beacon visible seaward at a distance of 27 miles, provided an important aid in a chain of lights stretching from Cape Disappointment at the mouth of the Columbia River to Cape Flattery at the entrance to the Strait of Juan de Fuca. The chain not only aided vessels arriving on transoceanic voyages to and from America's leading timber port, but also those transiting the coast. Ships in transit included not only lumber carriers, carriers of coal from Puget Sound ports and grain from the valleys of the Columbia and Willamette rivers, and vessels carrying passengers in coastwise and transoceanic trades. Given the prevailing southwest winds and the strong northward flowing current, Grays Harbor Light was particularly important. The *Coast Pilot* advised that ships that heaved-to waiting to cross the Columbia

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River bar might find themselves, 24 hours later, carried northward by the current and winds, off Grays Harbor.^{xi}

Efforts to have a light at Grays Harbor take its place in the Pacific Northwest's chain of lights renewed in 1882. The Light-House Board recommended construction of a lighthouse at Point Hanson. In 1884, Congress appropriated \$15,000 for a Grays Harbor light. The Light-House Board decided in 1886 that the type of light that could be constructed for this amount would not meet mariners' needs. Although it at first proposed a light on the north side of Grays Harbor at Point Brown, the board in later settled on a Point Hanson location. It chose a site about two miles southwest of the Grays Harbor entrance, rather than on the wave-swept and erosion-prone northern extremity of the spit. Engineers surveyed the point in 1895. Congress responded with a \$60,000 appropriation for a seacoast light.^{xii}

Carl W. Leick completed plans for the new Grays Harbor Light Station in 1896. Thirteenth Lighthouse District officials approved his plans on October 16, 1896. On August 23, 1897, lighthouse district officials and local dignitaries broke ground for lighthouse construction on the top of a sand dune facing the Pacific. The Reverend J.R. Thompson of Aberdeen laid the lighthouse cornerstone. Contractors built a wagon road from docks on the east side of Chehalis Point so that building materials could be brought to the construction site. A plank road led north from the wagon road, following the slope of the dune to climb to the lighthouse construction site atop the dune. At the end of 1897, ten feet of brickwork at the top of the tower remained to be completed, as did two more stories of ironwork. Vulcan Iron Works fabricated the ironwork and furnished the labor to install it. Contractor C.J. Erickson erected the tower. Reportedly Grays Harbor residents in Hoquiam, a fishing and lumbering community 15 miles distant at the head of the harbor, could see the unfinished lighthouse tower.^{xiii}

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Other buildings were less visible from far away but more complete. To the east, at the base of the sand dune, contractors cleared a swampy 350 by 300-foot area and filled it with clearing debris and sand to a height of 19 feet 6 inches. Within the area they erected dwellings for the keeper and assistant keepers and outbuildings. The outbuilding included privies behind each dwelling and a barn. A call bell system enabled communication between the keepers' houses and the lighthouse. A wood walkway connected the houses and lighthouse. About 50 feet directly west of the lighthouse, at the edge of the frontal slope of the sand dune, the contractors erected a fog signal building. A 60 x 90-foot timber bulkhead prevented the fog signal building from sliding down the dune's slope. Steam generated by a coal-fired boiler powered the building's sirens. A water tower and windmill were built about 20 yards southeast of the lighthouse.^{xiv}

Lighthouse construction went slowly. Ironwork arrived nearly three months late. The building contractor did not complete his work until March 26, 1898. The third-order lens also arrived late and did not take its place in the lantern until June 10, 1898. Christian Zauner, the first Grays Harbor Lighthouse keeper arrived with his wife Hermine and two daughters on June 14. On the evening of June 30, Thirteenth Lighthouse District officials, local dignitaries, and harbor residents gathered to dedicate and commission the light. The fog-signal building was complete, but the sirens it was to house did not arrive until August 23, 1898. The sirens, however, "were much eaten rust and extensive repairs were necessary before they could be used. Lighthouse officials chose replacement rather than repair. New sirens arrived in November 1898. They began operating in March 1899.^{xv}

Life for keepers at Grays Harbor differed little from the life keepers at other mainland light stations knew. The Fresnel lens at the top of the lighthouse required a rigorous operations and maintenance regime. It had to be lit at dusk and extinguished at daybreak. Before electricity reached Grays Harbor Lighthouse in

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1933, keepers on watch in hours of darkness carefully adjusted the wicks of the oil lamp that provided a light source for lens. They also monitored the air vents in the service room that provided oxygen for the lamp. Until replaced by a small electric motor, the clockwork mechanism that kept the lens turning had to be regularly rewound. After extinguishing the lamp at daybreak, the keepers kept busy with maintenance work such as lens and lantern cleaning. They also dealt with a constant stream of visitors. One keeper wrote to the Lighthouse Board asking that Sunday visiting hours begin only at noon. Excursion boats, he noted, provided most lighthouse visitors and they did not arrive at Westport until noon. He also observed that visitors should not be admitted on foggy or rainy days because of the mud and moisture they brought into the lighthouse.

Christian Zauner (1855-1944) was the first keeper at Grays Harbor. Austrian by birth, he immigrated to the United States where he became a citizen and a lighthouse keeper in 1886. After serving at Tillamook Rock and Destruction Island light stations as an assistant keeper, he transferred to Grays Harbor as head keeper in 1898. Zauner retired in 1925. J. Wilson, Assistant Keeper, became Acting Keeper but was superseded by Alvin R. Settles in 1926. Roy Jacobsen replaced Settles in 1935, but served only until 1939.^{xvi}

All the keepers saw major changes to Grays Harbor Light Station. The changes included a new fog signal building, conversion to electricity, and conversion of the keepers' dwellings to new uses.

The fog signal building directly to the west of the lighthouse burned in 1916. In 1922, the Commissioner of Lighthouses requested a \$20,000 appropriation for a new, fireproof, fog signal building. He repeated the request in 1924. After receiving news of an appropriation, district designers produced plans for a new fog-signal building in 1925. Completed in 1927 at a total cost of \$24,588, it sat at water's edge, about 2,145 feet west of the lighthouse and 450 feet from the usual high tide mark. Steel pilings

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protected the structure from wave action. An elevated wood walkway running between the lighthouse and water's edge provided access to the new structure. Fire prevention measures included use of concrete construction materials, asbestos shingle roofing, and a separate fuel house with its own asbestos shingle roof and an asbestos shingle sheath. The new building housed radio-activated compressed air-powered sirens. A separate adjacent concrete structure housed Grays Harbor's first radio beacon. To the east of the lighthouse, the Coast Guard built a radio compass building, transmitter house, and quarters for the direction-finding operators.^{xvii}

After 1939, when the U.S. Lighthouse Service merged with the Coast Guard, personnel from the Guard's Radio Station Westport, call sign NMW, operated the light. During the war, the keepers' quarters housed the radio station's commanding officer and the Assistant Keepers' quarters housed other Coast Guardsmen. A separate barracks was built for personnel of the Coast Guard's women's branch, the SPARS. NMW absorbed the old radio compass building, transmitter house, and beacon operators' quarters. At the end of World War II, the Coast Guard razed the old radio buildings and built a new radio station a little to the northeast. In 1972, voice operations at the radio station relocated to Astoria and Morse operations and direction-finding relocated to Point Reyes, California.^{xviii}

After Westport's new Coast Guard Motor Lifeboat Station Grays Harbor just south of the 1939-1940 building opened in 1971, officials razed the 1898 keepers' quarters and replaced them with family housing for Coast Guard personnel. The lighthouse remained in service, although Coast Guard officials turned off its third-order lens in 1992 and substituted a modern electronic optic for the Fresnel lens beacon mounted on the gallery outside the lantern. In 1998, the Coast Guard licensed the Westport-South Beach Historical Society to conduct interpretive tours at the lighthouse. In 2004, the Coast Guard transferred the lighthouse and the adjacent oil storage buildings to the society under provisions of the National Historic

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Lighthouse Historic Act of 2000. The modern electronic optic installed in 1992 continued to operate, with the Coast Guard retaining an easement for its maintenance.^{xix}

Architecture

Grays Harbor Lighthouse is the key feature of Grays Harbor Light Station. It embodies the work of a master lighthouse architect Carl W. (C.W.) Leick (1855-1939). James Gibbs, dean of Pacific lighthouse historians, wrote "*Perhaps C.W. Leick reached the apex of his career when he designed this masterpiece.... If one had to choose the most impressive watchtower in the Pacific Northwest from the architectural standpoint, chances are it would be Grays Harbor Lighthouse... It is one of Uncle Sam's finest sentinels.*" Many others, Gibbs noted, also "*consider this [Grays Harbor] tower to be his [Leick's] finest design.*"^{xx}

Leick designed Grays Harbor Lighthouse relatively early in his career. His 1896 drawings for it and the resulting structure are records of attention to elegance-creating detail and pleasing form. Ornamentation in the panels on the exterior door of the lighthouse at the workroom is, for example, repeated on the two doors of the airlock protecting the service room near the top of the tower. The tall octagonal tower's exterior lines recall the classic simplicity of the Federal Octagonal period (1792-1817) and the slightly more ornate late 19th century Federal Revival period of lighthouse design.^{xxi}

Leick's career in designing buildings included many notable accomplishments. He was born in Germany and returned there for his professional schooling. Upon completing that schooling, he opened his own "School of Drafting" in Astoria, Oregon, in December 1883. While in Astoria, he designed the Flavell House (1885) and Grace Episcopal Church (1886).^{xxii}

After completing the design of Grace Episcopal Church, Leick in 1887 accepted the position of draftsman with the U.S. Engineer's Office, Thirteenth Lighthouse District, Portland, Oregon. In keeping

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with the custom of the day, as draftsman he designed light stations and the supervising District Engineer approved his drawings. During the following 20 years, Leick created detailed plans for 12 light stations in Alaska, 7 light stations in Oregon, and 15 light stations in Washington. In 1910, Leick accepted the position of Assistant District Superintendent of Lighthouse Inspectors at the 13th District, but continued to design lighthouses. He retired in 1926 and remained in Portland until his death in 1939.^{xxiii}

Leick's designs for light stations and lighthouses in Washington included Turn Point (1893), Grays Harbor (1896), North Head (1898), Brown's Point (1889), Admiralty Head (1903), Alki Point (1903), Semiahmoo Bay (1904), Slip Point (1905), Burrows Island (1906), Mukilteo (1906), Patos Island (1908), Ediz Hook (1908), Lime Kiln (1914), Point Wilson (1914), and Marrowstone Island (1918). He also planned major additions to Washington light stations at Cape Disappointment, Destruction Island, Cape Flattery, Dungeness, Smith Island, West Point, and Point No Point.

In addition to these 22 designs for Washington, Leick also drew up plans for seven Oregon light stations. These included Cape Arago (1908), Coquille River (1896), Desdemona Sands (1902), Heceta Head (1893), Umpqua River (1893), Warrior Rock (1889), and Willamette River (1895).^{xxiv}

Leick's Alaskan work included light stations at Cape Hinchinbrook (1910), Cape Sarichef (1904), Eldred Rock (1906), Fairway Island (1904), Guard Islands (1904), Five Fingers or Lincoln Rock (1902), Mary Island (1903), Point Retreat (1904), Point Sherman (1904), Scotch Cap (1903), and Sentinel Island (1902). Many of these lighthouses were replaced in the 1920s and 1930s.

Carl Leick's lighthouse designs are excellent examples of the latest in technology and style for lighthouses of their time. He followed the practice of the Lighthouse Service and its predecessor organizations in adapting previous designs. George W. Putnam, long-time head of the service, said of the

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practice that it “produce[d] some of the best architecture in the country (simple, honest, dignified and strikingly located).”^{xxv}

Within a five-year period he designed Heceta Head (1893), Umpqua (1893), Coquille River (1896), North Head (1898), and Grays Harbor (1898) lighthouses. These five lighthouses show the progression of Leick’s use of architectural style and materials in the construction of these masonry lighthouses. Of these five, three of them were built using the same set of plans. Heceta Head, Umpqua and North Head are all considered “sister” lighthouses. But even when using the same plan, the timeline between the Heceta and Umpqua lighthouses and the North Head lighthouse helps to explain the “improvements” that were made to North Head that did not exist at Umpqua and Heceta.

These five lighthouses show the development of how and where Leick used stone, how he adjusted masonry towers for height and weight, and how he constantly tried to improve on the finishes for both the interior and exterior of the masonry. The progression of his material choices can be clearly seen in the five lighthouses listed above.

The other things that changed in Leick’s designs between 1893 and 1898 were treatments of the interior floors and heating systems for the attached workrooms and tower. He was quite progressive in his selection of heating and cooling systems. His choices developed from wood stove heat (1893) to a sophisticated boiler and radiator system (1898).

The cast iron work at four of these five lighthouses is very ordinary. Other than at Grays Harbor, Leick did not add much additional metal detail and used standard issue Bureau of Lighthouse lanterns and interior stairs. At Grays Harbor, however, he developed the metal work into a beautiful collection of Victorian scrolls and brackets on both the interior and the exterior. The two-story cast iron lantern has extraordinary detail.

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The continuous desire to select materials that were going to make lighthouse keepers' work easier drove Leick to try many different finishes and materials. He always tried to improve the light keepers' existence by making his buildings easier to care for both in the interior and on the exterior.

Developmental History

Construction of Grays Harbor Light Station began in 1897 and was completed in 1898. The original station included a light tower, two oil storage houses, a fog signal building, a windmill, a water tank, one dwelling for the keeper and another dwelling for two assistant keepers, and outbuildings included privies and a barn north of the keepers' quarters.

The stucco-covered brick tower was originally stone colored. This stone color was extended up through the first level of the cast iron, that is, the service room. The remaining exterior parts of the tower, the service room and lantern and were originally painted black. In 1901, a switch was made to white for the exterior below the service room, that is, the masonry part of the tower.^{xxvi}

In 1916, the fog signal building erected in 1898 burned. Then in 1918, the earlier water tower, which had consisted of an open timber frame supporting a tank, was replaced with an enclosed frame supporting a tank. A well and pump house about one third of the distance between the lighthouse and the beach appear to have supplied the site's water as early as 1921.^{xxvii}

In 1926, new buildings replaced the destroyed fog signal house. The fog signal and a new radio beacon were installed in a building at water's edge about approximately 2145 feet directly west of the lighthouse tower and 450 feet from what was then believed to be the high tide mark. In the years since the 1898 lighthouse construction, beach accretion had increased the distance between lighthouse and surf, with tidal flats stretching between them. An elevated wood walkway connected the lighthouse and the fog

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between the lighthouse and the fog signal/radio beacon building. A small radio compass building was erected below the lighthouse to the east, at the bottom of the walkway between lighthouse and keepers' quarters. South of the lighthouse and west of the keepers' quarters, to the west of the plank road leading to the lighthouse, a transmitter house, barracks, and woodshed were built.^{xxviii}

In 1933, electricity reached the lighthouse. A small electric motor replaced the clockwork mechanism that rotated the Fresnel lens.

In 1939, after the Coast Guard incorporated the Lighthouse Service, the effective light station boundaries decreased to include only the lighthouse, its adjacent oil houses, a water tank, and the fog signal/radio beacon building to the west at water's edge. A 750-gallon fuel oil tank was placed on a concrete saddle outside the east end of the workroom to supply an oil heater inside the workroom. The area to the east of the lighthouse, including the old keepers' quarters complex, became a part of Coast Guard Radio Station Westport.^{xxix}

In 1946, the 1926 fog-signal and radio beacon buildings were taken out of service. The fog-signal was moved to a location about 1.1 miles northwest of the lighthouse near or on the south jetty at the entrance to Grays Harbor. Technological developments allowed the radio beacon function to be carried out by a small equipment package placed in the light tower's service room. An aerial photograph shows the abandoned 1926 fog signal and radio beacon buildings still extant in 1949, although the elevated walkway connecting the lighthouse and 1926 fog signal building had been dismantled. Westport residents report that the abandoned buildings later washed away.^{xxx}

In 1956, the rails and posts on the gallery outside the lantern were replaced, the masonry outside of the light tower was resurfaced, and the cast iron exterior surfaces of the light tower was taken down to bare metal and repainted.^{xxxi}

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By 1960, although no documentation of its razing has been located, the light station's water tower had been removed. A partially obscured date on a site plan updated in 1960 suggests that the removal took place in the 1950s. Also in 1960, the ruby glass screen that enabled the Grays Harbor Light's red flash was replaced with a red Plexiglas screen that is still in the lighthouse, although no longer in place before the lens.^{xxxii}

In 1961, according to local residents, or 1964 according to Coast Guard records, the workroom at the base of the lighthouse on its east side was razed. The tiled workroom floor was left intact outside the vestibule door. The vestibule door that led from the workroom into the light tower was replaced with a solid core door. The local contractor who took the building down salvaged two stone slabs placed in the workroom's exterior walls in 1898. One gave the lighthouse's latitude and longitude "Lat 46° 53' 16" North Long 124° 07' 13" West." The other bore the inscription "U.S. L.H.E. [U.S. Light House Establishment], Erected 1897." The contractor's son returned the salvaged stone slabs to the lighthouse in 2004.^{xxxiii}

In 1963, windows in the lighthouse tower below the service room level were closed with a double course of bricks. Wood window trim was removed on the interior and all of the stone window hoods and sills were removed on the exterior. Disturbed exterior surfaces were refinished to match existing surfaces. At this time, the masonry part of the lighthouse tower was repainted white and the cast iron part of the lighthouse tower was painted dark green.^{xxxiv}

In 1972, the Coast Guard built a small campground immediately west of the lighthouse. This entailed grading a road and campsites in the area once occupied by the 1916 fog signal building. At this time, the Coast Guard reduced its reserved land in the area from a tract of more than 300 acres that encompassed its light station and radio station to a tract of 15.9 acres that included only family housing

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built on the site of the old keeper's quarters the area around the lighthouse, oil houses, and campground. The Coast Guard also retained a 1.6-acre parcel nearby which had quarters on it for the officers of the Grays Harbor Lifeboat Motor Station.^{xxxv}

In 1990, the window over the door of the southern oil storage shed, then housing an emergency generator for the radio beacon, was replaced with a louver.^{xxxvi}

In 1992, the Coast Guard shut down the Fresnel lens and replaced it with a modern electronic optic strapped to the rail of the lantern on the west side. At this time, the Coast Guard removed the mercury from the vat beneath the Fresnel lens.

In 2002, the Thirteenth Coast Guard District Aids to Navigation Branch submitted a Shore Station Maintenance Record form to the District's Civil Engineers. The form outlined a series of problems causing the lighthouse to deteriorate. The district assigned a high priority to fixing the problems because it intended to transfer the lighthouse to another owner under provisions of the National Historic Lighthouse Preservation Act of 2000 (PL 106-355; 16 USC 470w-7).

In 2003, C&G General Contractors, Tacoma, Washington, received a \$220,000 contract to make necessary repairs. Scaffolding went up in November 2003 and C&G completed contract work in March 2004. The work accomplished included removal of mold and mildew, filling and plastering of cracks in the tower, removal of all paint and all rust on metal walkways, stairs, railings, mullions, window frames, and roof. All wood louvers were replaced with new steel louvers. Haze gray paint was applied to metal railings, stairs, and landings exposed during the cleanup. Exterior brick walls had all paint removed and were repainted. Interior walls had all paint removed and were left unpainted. In December 2003, All-West Glass of Oakville, Washington, replaced several broken panes in the lantern.^{xxxvii}

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End Notes to Item 8

- ⁱ National Park Service, "How to Complete the National Register Registration Form," National Register Bulletin 16A, Part III, accessed April 13, 2005, at http://www.cr.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_III.htm.
- ⁱⁱ George T. Renner, "Cities of the Puget Basin," *Economic Geography* 11(3) (July 1935), 280; Robert A. Weinstein, *Grays Harbor Country 1885-1913* (New York: Penguin Books, 1978), 16.
- ⁱⁱⁱ Writers' Program, Work Projects Administration, *Washington: a Guide to the Evergreen State*, American Guide Series (Portland: Binford & Mort, Publishers and the Washington State Historical Society, 1941), 166-167; Weinstein, 14; Erna Gunther, *Indian Life on the Northwest Coast of North America as Seen by the Early Explorers and Fur Traders During the Last Decades of the Eighteenth Century* (Chicago: University of Chicago Press, 1972), 84-85.
- ^{iv} Jenkins, John S., *United States Exploring Expeditions. Voyages of the U.S. Exploring Expedition Squadron, Commanded by Captain Charles Wilkes, of the United States Navy, in 1838, 1839, 1841, and 1842* (Ann Arbor, MI: University of Michigan Library, 2005), accessed May 24, 2008, at <http://name.umd.umich.edu/aja4817.0001.001>. Jenkins reproduced the various expeditions' reports.
- ^v Andrew Johnson, "Message of the President of the United States in relation to points upon the coasts of Oregon, Washington Territory, and Alaska, for light-houses," February 24, 1869, 40th Cong., 3rd Sess., Executive Document No. 53.
- ^{vi} United States House of Representatives, *Journal of the House of Representatives*, Vol. 54, January 29, 1858, accessed June 24, 2004, in American Memory Collection, at <http://www.loc.gov>; Hubert Howe Bancroft and Victor Fuller, *History of Washington, Idaho, and Montana* (San Francisco: The History Company, 1890) accessed May 26, 2008, at <http://books.google.com>, 336.
- ^{vii} Writers' Program, 167; Committee on Commerce, United States House of Representatives, "Light-house and Fog-Signal on Destruction Island, Washington Territory," May 1, 1882, Report No. 1558, 50th Cong., 1st Sess., US Serial Set 2069.

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^{viii} James H. Hitchman, *A Maritime History of the Pacific Coast 1540-1980* (New York: University Press of America, 1990), 46, 52.

^{ix} William D. Welsh, *A Brief Historical Sketch of Grays Harbor, Washington* (Aberdeen, WA: Chambers of Commerce of Hoquiam and Aberdeen, Washington, 1942); Hitchman, 82-85, 89; Edwin Van Syckle, *They Tried to Cut it All* (Seattle: Pacific Search Press, 1980), 269; Aberdeen Museum of History, "Timeline," accessed May 24, 2008, at <http://www.aberdeen-museum.org>.

^x Hitchman, 89; Writer's Program, 170; Marion Sherrad Oneal, "Can't Keep a Good Town Down," *The Saturday Evening Post* 219(33) (February 15, 1947): 12; Ruth McCausland, *Washington's Westport* (Virginia Beach, VA: The Donning Company/Publishers, 143, 145; "Largest Charter Fleet: Westport Has Developed into 'Name' Fish Resort," *The Tri-City [Pasco-Kennewick-Richland, WA] Herald*, April 14, 1964; Tom Koenninger, "Rescuing Fishermen Coast Guard's Mission," *The Daily [Centralia, WA] Chronicle*, October 17-18, 1970; Laurie Rust, quoted in David Scheer, "Lighthouse Ladies Aim for Bright Future," *The [Aberdeen, WA] Daily World*, September 14, 1997.

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^{xiv} U.S. Light-House Establishment, "Contract for the Erection of Grays Harbor Light-Station," Washington, D.C., 1896, in files of the Westport Maritime Museum, Westport, WA; United States Light-House Board, Annual Report of the Light-House Board for the Fiscal Year Ended June 30, 1899 (Washington, D.C.: Government Printing Office, 1899), 189.

^{xv} United States Light-House Board, Annual Report of the Light-House Board for the Fiscal Year Ended June 30, 1898 (Washington, D.C.: Government Printing Office, 1898), 197; United States Light-House Board, *Annual Report of the Light-House Board for the Fiscal Year Ended June 30, 1899* (Washington, D.C.: Government Printing Office, 1899), 189, 192.

^{xvi} Ted and Sharlene Nelson, 129; McCausland, 45, 49.

^{xvii} Commissioner of Lighthouses, *Annual Report of the Commissioner of Lighthouses to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1922* (Washington, D.C.: Government Printing Office, 1922), 71; Commissioner of Lighthouses, *Annual Report of the Commissioner of Lighthouses to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1924* (Washington, D.C.: Government Printing Office, 1924), 36; Commissioner of Lighthouses, *Annual Report of the Commissioner of Lighthouses to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1925* (Washington, D.C.: Government Printing Office, 1925), 1, 30; Commissioner of Lighthouses, *Annual Report of the Commissioner of Lighthouses to the Secretary of the Treasury for the Fiscal Year Ending June 30, 1926* (Washington, D.C.: Government Printing Office, 1926), 27; Commissioner of Lighthouses, *Annual Report of the*

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^{xviii} “Coast Guard Radio Station Westport (NMW),” accessed June 6, 2008, at [http://www.comme.org/rogues_gallery.htm#COAST_GUARD_RADIO_WESTPORT_\(NMW\)](http://www.comme.org/rogues_gallery.htm#COAST_GUARD_RADIO_WESTPORT_(NMW)); Capt. Glenn Harris, “Log Book,” accessed June 6, 2008, at <http://www.captglennharris.com/Pages.html>.

^{xix} McCausland, 72-73; Annette Hay, “Station Grays Harbor,” accessed May 24, 2008, at http://www.uscg.mil/history/stations/Grays_Harbor.html; Quitclaim Deed, Parcel 106500100000, Golden Lots 1-13, Block 1, in files of Westport Maritime Museum, Westport, WA.

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^{xxiii} Aliberti, Ray, *Lighthouses Northwest: the Designs of Carl Leick* (Coupeville, WA: Lighthouse Press, 2000), 5-6, 15. Karen Groth, Portland, Oregon, has spent several years researching Leick’s biography. She provided Leick’s birth date and date promotion to Assistant District Superintendent of Lighthouse Inspectors during a telephone conversation on May 15, 2008.

^{xxiv} Donovan, Sally, “Lighthouse Stations of Oregon,” August 21, 1992, in files of Oregon State Historic Preservation Office, Salem, Oregon.

^{xxv} George Putnam, quoted in Clifford, *op cit*.

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^{xxxvi} U.S. Lighthouse Society, "Grays Harbor Historic Light List Characteristics," accessed April 21, 2008, at

http://www.uslhs.org/lighthouse_characteristics/maps/grays_harbor_light_map.htm.

^{xxxvii} Group Astoria Drawing G-22 007, January 24, 1918; "Grays Harbor Light Station, Location Plan of Buildings," January 22, 1925, Record Group 26, National Archives.

^{xxxviii} "Grays Harbor Light Station, Location Plan of Buildings," January 22, 1925, on National Archives Microfilm 35 Red.

^{xxxix} Telephone interview, May 28, 2008, William S. Hanable with Captain Gene Davis, USCG-Ret., Curator, Coast Guard Museum Northwest and former District Radio Officer, 13th Coast Guard District; Group Astoria Drawing G-22 030, November 17, 1939.

^{xxx} The 1945 Light List states that the fog signal/radio beacon are west of the lighthouse on the beach. The 1947 Light List states that the fog signal and radio beacon are 2,240 yards northwest of the lighthouse. Coast Guard Museum Northwest photograph 07.12.49. Telephone interview, William S. Hanable with Colleen Berger, May 29, 2008.

^{xxxxi} Group Astoria Drawing G-22 059, May 14, 1956.

^{xxxii} Group Astoria Drawing G-22 129, April 21, 1960, "Revised to As Built." A partially obscured origination date on this drawing of "195" suggests that the water tower was removed in the 1950s. Group Astoria Drawing G-22 056, October 14, 1960.

^{xxxiii} Berger, May 29, 2008. Berger obtained the 1961 date from the contractor's son. Group Astoria Drawing G-22 017, "Reconditioning Light Tower," which is annotated "remove existing work room," is dated May 8, 1964.

^{xxxiv} Photos taken in 1898 ([http://www.jonesphotocollection.com/obj9764\\$11588](http://www.jonesphotocollection.com/obj9764$11588)) and later (Coast Guard Museum Northwest 76.165.14a and 77.85.39) verify window placement shown in drawings in National Archives Microfilm 35 Red; Group Astoria Drawing G-22 014, July 23, 1963.

^{xxxv} Davis, May 29, 2008; Group Astoria Drawing G-22 073, September 27, 1972.

^{xxxvi} Group Astoria Drawing G-22 127, June 11, 1990.

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^{xxxvii} Juarez, Antony, "Coast Guard Renovates Grays Harbor Lighthouse," accessed May 9, 2008, at

http://www.lighthousepot.com/lite_digest.asp?action=get_article&sk=1979&lhd2=1210390720; telephone

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Verbal Boundary Description

The boundary for Grays Harbor Light Station includes a portion of the Golden Addition to the City of Westport, Lots 1 through 13, located in Township 16 North, Range 12 West, Section 12, Willamette Meridian, otherwise known as Grays Harbor County Real Estate Tax Parcel No. 106500100000.

Boundary Justification

The boundary described for Grays Harbor County Real Estate Tax Parcel No. 106500100000 encompasses all of the historic resources of Grays Harbor Light Station as they existed at the end of the station's period of significance.

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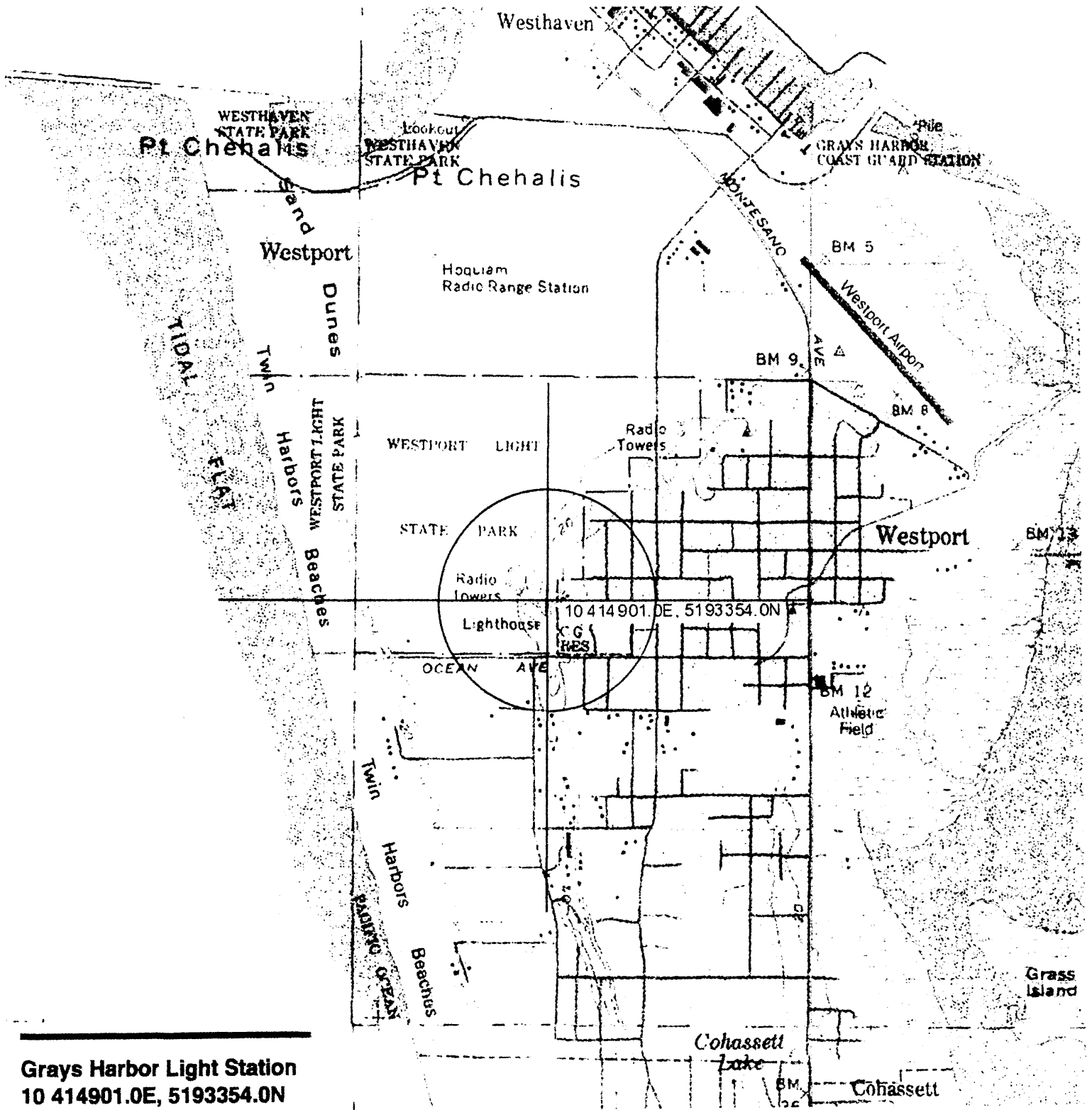
Section number _____

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PHOTOGRAPH INFORMATION

<u>NAME OF PHOTOGRAPHER</u>	<u>NEGATIVE FILED</u>	<u>NAME OF PROPERTY</u>
William S. Hanable	Not Applicable (digital)	Grays Harbor Light Station

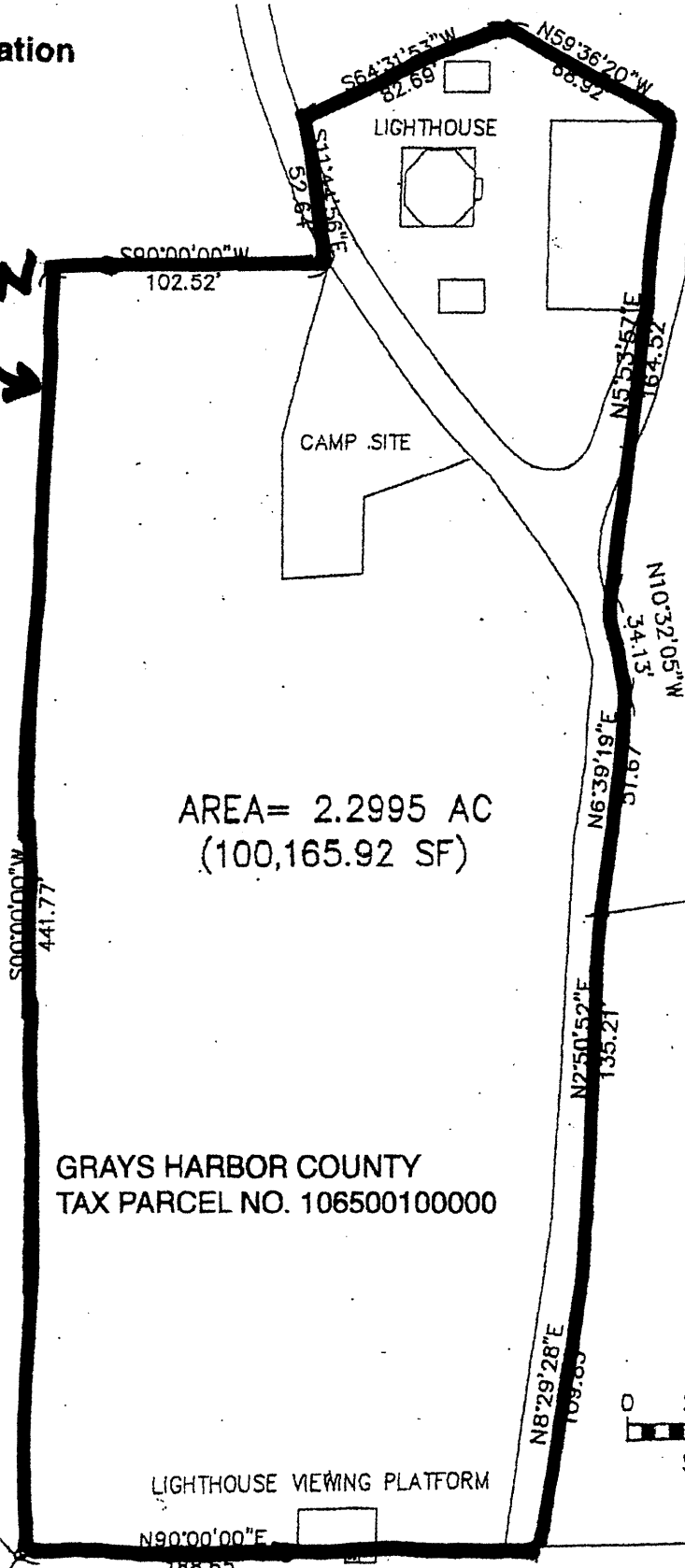
<u>PHOTO #</u>	<u>DATE OF PHOTO</u>	<u>DESCRIPTION OF VIEW</u>
1	9/19/2008	Access road to light station Looking north
2	4/21/2008	Light tower, oil houses, grounds Looking north (south face of tower)
3	9/20/2008	Light tower, south oil house Looking northwest (south and east faces of tower)
4	9/20/2008	Light tower, north oil house Looking east (west face of tower)
5	9/20/2008	Lantern room, gallery, and modern optic on gallery (Looking north)
6	10/11/08	South oil house (Looking west)
7	10/11/08	North oil house (Looking southwest)
8	9/20/08	Well in tower floor, heating/ventilation pipes (Looking west)
9	9/20/08	Brackets in tower supporting landing staircase (first landing above tower floor)
10	9/20/08	Bricked-in window interior (Looking south)
11	9/20/08	Staircase leading from service room to lantern, wall vents (Looking northwest)
12	9/20/08	Mercury vat support pillars, lens rotation motor, vat, lantern floor (Looking north)
13	9/20/08	Mercury vat manufacturer's plate, cast iron detail, lantern floor (Looking northwest)
14	9/20/08	Beehive lens (for white flashes) (mounted back to back w/clamshell) (Looking east)
15	9/20/08	Clamshell lens (for red flashes) (mounted back to back w/beehive) (Looking west)



Grays Harbor Light Station
10 414901.0E, 5193354.0N
USGS Westport, WA 1994
1"=2000 Feet
1:24000

Grays Harbor Light Station
Westport, WA
Tax Plat

**NOMINATION
BOUNDARIES** →

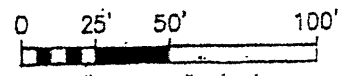


AREA= 2.2995 AC
(100,165.92 SF)

GRAYS HARBOR COUNTY
TAX PARCEL NO. 106500100000

COAST GUARD
PARCEL

ACCESS ROAD TO
LIGHTHOUSE AND
CAMPGROUND



SCALE: 1" = 50'

FND ALUM CAP

N30°59'30"E
58.33'

FND CITY MONUMENT

LIGHTHOUSE VIEWING PLATFORM

N90°00'00"E
188.65

NORTH 90°00'00"E 1497.81 FT TO CENTER OF FORREST STREET

OCEAN AVE.

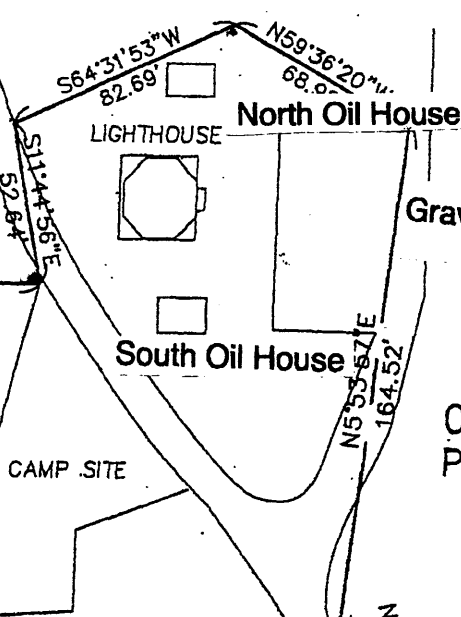
SURF ST

2002 01/15/06 PM, BPOnter,

2002 01/15/06 PM, BPOnter,

WESTPORT LIGHT STATE PARK

Coast Guard
Campground



Gravel Parking Area

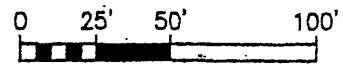
COAST GUARD
PARCEL

AREA= 2.2995 AC
(100,165.92 SF)

Annotated Plan
Grays Harbor Light Station

ACCESS ROAD TO
LIGHTHOUSE AND
CAMPGROUND

N



SCALE: 1" = 50'

FND ALUM CAP

N30°59'30"E
58.33'

LIGHTHOUSE VIEWING PLATFORM

N90°00'00"E
188.65'

FND CITY MONUMENT

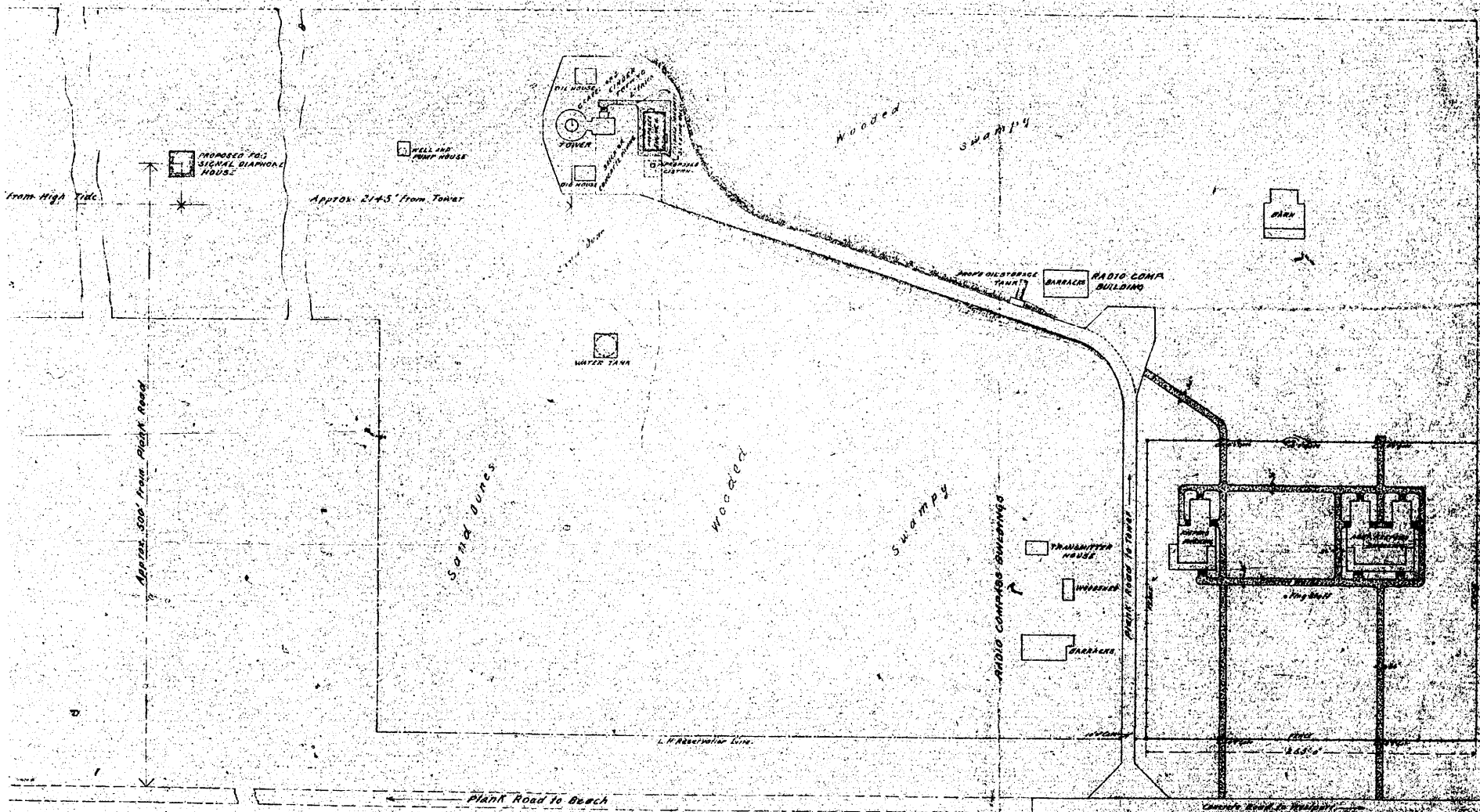
NORTH 90°00'00"E 1497.81 FT TO CENTER OF FORREST STREET

OCEAN AVE.

SURF ST

005 01:15:36 PM, E:\P\11w

10/24/2011 10:15:36 AM



OFFICE OF SUPERINTENDENT OF LIGHTHOUSES
 17th DISTRICT, PORTLAND, OREGON
GRAY'S HARBOR LIGHT STATION
LOCATION PLAN OF BUILDINGS
 SCALE 1" = 40.0'
 APPROVED [Signature]
 DRAWN BY C.M.E.
 TRACED BY C.M.E.
 CHECKED BY C.M.E. No. 332

Photos Courtesy of the Jones Photo Historical Collection,
Anderson & Middleton Company



Lighthouse and fog station — 1898 — #27723_1



Houses near Lighthouse — 1935 — #8187_3



Grays Harbor Light — circa 1915 — #3102_1



Grays Harbor Light House 18a — circa 1915 — #G0158_1



Grays Harbor Lighthouse — circa 1930 — #7210_1



Grays Harbor Lighthouse — 5/1951 — #26150_1



Grays Harbor Light,
Lighthouse — circa 1932 — #7202_1



Grays Harbor Lighthouse — circa 1922 —
#G1336_1



United States Coast Guard Lighthouse Service radio beacon and foghorn station — circa 1932 —
#7203_1