

LIGHTHOUSE ONLY

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	FEB 7 1977
DATE ENTERED	OCT 21 1977

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

1 NAME

HISTORIC

MUKILTEO LIGHT STATION

AND/OR COMMON

2 LOCATION

STREET & NUMBER

W A 5 2 5

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

MUKILTEO

VICINITY OF

2nd

STATE

CODE

COUNTY

CODE

WASHINGTON

53

SNOHOMISH

061

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> 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. Snohomish County Recorder

STREET & NUMBER

Courthouse

CITY, TOWN

Everett

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 checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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

The structure consists of a tower and connected engine house, both of which are frame construction. The tower base is square, twenty feet on a side, and rises one story to a decorative parallel band. Above this band, triangular squinches effect a transition to an octagonal plan. Below the walkway is a flourish of decorative bracketing vertically supporting the lantern and railing. Unfortunately, the original wood railing has been replaced by a plain metal one. The metal octagonal lantern is glazed with large rectangular panes. The lens is of the fourth order and was manufactured by L. SUATTER & CIE, Paris.

As is the lower tower, the engine house is sheathed with drop siding with corner boards above a wood watertable. The upper tower is wood shingled, though the original wood shingles on the pyramidal roof over the engine house have been covered with asbestos compo shingles. The apex of this roof is fitted with a cylindrical metal ventilator with a star finial.

The interior of the engine house has a Vee grooved board ceiling and walls, applied vertically below the chairrail and horizontally above. The circular openings through which the fog trumpets projected are readily discernable. The brass door hardware with engraved decorative elements is unusual.

There are two story and a half wood framed keeper dwellings adjacent to the light which are contemporary and of a design which was used by the Lighthouse Service frequently at this period. Similar houses are found at New Dungeness and Alki Point. A new electric fog signal has been constructed on the waterside near the tower.

Light Characteristics: white 2 sec flash every 5 sec
Light List #2488
Range: 15 miles
Heights: 33 feet over water, 30 feet over land
Fog Signal: a 3 sec blast every 30 seconds
4th order electric 15,000 candlepower

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 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

C. W. LEICK

STATEMENT OF SIGNIFICANCE

The point on which the structure is built was the site of a treaty meeting between Governor Isaac Stevens and the Indians in 1856. The site was established as a light station in 1906 and a facility designed by C. W. LEICK constructed. Mukilteo is the sole remaining of several structures of similar type constructed in the area. Among these were Ediz Hook (1906) and the second light at Cape Arago, Oregon,

Part of the original complex was a windmill which was built over one of the few wells which supplied water for the needs of the growing community. This structure is now gone, but is highly visible in early photographs.

The first entry in the guest register, which remains at the station, is dated 16 March 1906.

Original plans still on file at the 13th District HQ as are the original specs for the light and fog signal building dated June 1905. Specs for the 4th order lens (1898) are also still on file.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Coast Guard Property Records
 J. A. GIBBS Jr. Sentinels of the North Pacific (Portland: Binfords & Mort, 1955)
 JIM GIBBS West Coast Lighthouses (Seattle: Superior Publishing Company, 1974)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.46

UTM REFERENCES

A	10	51	910	0	53	10	64	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

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

STREET & NUMBER

Seattle

TELEPHONE

Washington 98174

CITY OR TOWN

STATE

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

Arthur M. Sholnik
 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

Robert B. Kettig

TITLE

Environmental Affairs Specialist

DATE

11/24/77

FOR NPS USE ONLY

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

Robert B. Kettig

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION

DATE

10/21/77

ATTEST:

Robert B. Kettig
 KEEPER OF THE NATIONAL REGISTER

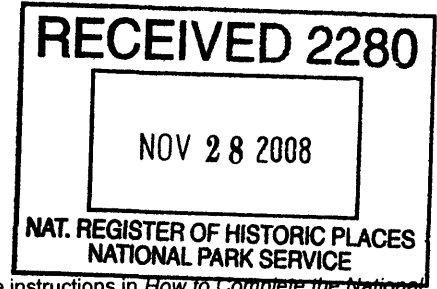
KEEPER OF THE NATIONAL REGISTER

DATE

10/12/77

United States Department of the Interior
National Park Service

7700 60



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 MUKILTEO LIGHT STATION
other names/site number _____

2. Location

street & number 608 Front Street not for publication
city or town Mukilteo vicinity NA
state Washington code WA county Snohomish code 061 zip code 98275

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.)

Signature of certifying official 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 commenting or other official 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 Keeper: 12/5/2008 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

Number of Resources within Property

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

Contributing	Noncontributing	
5	1	buildings
		sites
8	5	structures
		objects
13	6	Total

Name of related multiple property listing

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

Light Stations of the
 United States

Number of contributing resources previously listed in the National Register**3****6. Function or Use****Historic Functions**

(Enter categories from instructions)

Cat: Transportation
 Sub: Water-related

Current Functions

(Enter categories from instructions)

Cat: Transportation
 Sub: Water-related

7. Description**Architectural Classification** (Enter categories from instructions)

Late 19th and 20th century Revivals
 Colonial Revival/Classical Revival

Materials (Enter categories from instructions)

foundation Concrete

 roof Ceramic Tile Shingles

 walls Wood

 other Metal

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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.

Areas of Significance

(Enter categories from instructions)

MARITIME
TRANSPORTATION
ARCHITECTURE

Period of Significance

1906-1935

Significant Dates

1906, 1927

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation**Architect/Builder**

Leick, Carl W.

Criteria Considerations

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

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

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 Buildings Survey # _____
- 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:

10. Geographical Data**Acreage of Property** 1.46 acres**UTM References**

(Place additional UTM references on a continuation sheet)

- | | | | | | | | |
|----|------|---------|----------|----|------|---------|----------|
| 1. | 10 | 551784 | 5310817 | 3. | | | |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2. | | | | 4. | | | |
| | Zone | Easting | Northing | | Zone | Easting | Northing |

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

The nominated property is located in Section 04, Township 28, Range 4 of the Willamette Meridian in Snohomish County, WA. It is further identified as Tax Lot No. 28040400203300.

Boundary Justification ((Explain why the boundaries were selected on a continuation sheet.)

The nominated area of 1.46 acres encompasses the entire tax lot that has been historically occupied by the Mukilteo Light Station, less one acre that was donated to Washington State in 1954. The nominated area includes all of the remaining historic buildings and structures that are part of the Light Station Complex.

11. Form Prepared By

name/title	Mildred Andrews, PhD		
organization	Andrews History Group	date	April 15, 2008
street & number	3035 14 th West, Suite 6	telephone	(206) 524-1426
city or town	Seattle	state	WA
		zip code	98119

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	City of Mukilteo (maintained by the Mukilteo Historical Society)		
street & number	4480 Chennault Beach Road	telephone	(425) 355-4141
city or town	Mukilteo	state	WA
		zip code	98275

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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

**NATIONAL REGISTER OF HISTORIC PLACES
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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA**

Summary

The Mukilteo Light Station stands prominently on Point Elliott, a Puget Sound headland in the waterfront community of Mukilteo in southwest Snohomish County. At a height of 35 feet, the lighthouse beacon marks the turning point for ships entering Possession Strait, and is an important navigational aid for Washington state ferries that cross the strait between Mukilteo and Whidbey Island. The city of Everett, which is the Snohomish County seat, is approximately three miles north of Mukilteo.

The Light Station is a complex of six wood frame buildings and twelve auxiliary structures. The buildings include the fog signal building, or lighthouse (1906), the Keeper's Quarters (1906), Assistant Keeper's Quarters (1906), oil house (1906), garage (1928), and a small garden shed (n.d.). The lighthouse and keepers' quarters retain a high degree of physical integrity and are considered contributing buildings. The oil house (also known as the pump house) and garage have been altered. A prominent, two-story windmill, originally attached to the west end of the oil house, was demolished in 1934. Despite these and subsequent small alterations, the overall site remains intact and evokes a feeling of a turn-of-the-century light keepers station.

Auxiliary structures include the concrete seawall and gutter (1934), concrete curb (1934), ladder storage rack (ca. 1907), water basin (ca. 1935), triangle alarm (ca. 1935), flagpole (ca. 1986) perimeter fencing including both wood picket (reconstructed ca. 1970) and chain link (ca. 1950s), fog signal baffle (ca. 1976), raised garden bed (2001), pathway system between the buildings (1906), and the parking//maintenance area behind the oil house (no date). All but the chain link fence, fog signal baffle, flagpole, and raised garden bed are considered contributing features.

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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA**

Site

The 1.46 acre property is located at the eastern terminus of Front Street, just west of Mukilteo's commercial waterfront. The site is bounded by water to the north and west (including the 1934 seawall); a four-story, 1960s-era masonry condominium building to the east; and, Front Street and a paved parking lot to the south. The complex is partitioned from the parking area by a white picket fence. The southern-most boundary of the site is enclosed by a chain link fence that wraps around the west perimeter of the site and terminates at the seawall on the northwest corner of the property. Adjacent to the south of the parking area is a large open space which is being converted to a city park. It was a marshy lagoon at the time the station was built, and was in filled in the 1920s and again in the 1950s.

By 1907 a picket fence had been constructed along the southern periphery of the station. By 1932, the wood pickets had been replaced with board rails, which were later removed and replaced with wire. The existing wood picket fence was built in approximately 1970 by the U. S. Coast Guard to approximate the ca. 1907 fence. The fence posts and gate posts are concrete and probably date to 1907. The fence posts are square and slightly tapered at the top; the taller gate posts are square, not tapered, and have decorative square caps.

The site is largely planted to lawn. A narrow paved walkway extends part way across the south edge of the property inside the picket fence. It terminates in a small expanse of pavement between the oil house, garage, and Assistant Keeper's quarters. A somewhat wider concrete walkway between the keepers' houses extends from the main entry gate in the picket fence north to the lighthouse. The water basin, triangle alarm and flagpole are located approximately mid-way on the walkway between the fence and the lighthouse. The walkway is intersected on the north end, in front of the keepers' quarters, by a third walkway which provides access to the dwellings. It is not known when the walkways were paved; however, they clearly represent the historic circulation patterns within the complex.

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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA**

A low, concrete curb extends across the property from east to west on the north side of the lighthouse. It was installed in 1934 when the seawall was built. A paved parking area is located to the rear (west) of the oil house and garage. This area was historically used to support maintenance activities and is an important open space. A rectangular, raised flower bed, constructed in 2001 and located between the lighthouse and the seawall, is a non-contributing feature.

Contributing Buildings

- *Fog Signal Building (Lighthouse) 1906*

The lighthouse consists of a prominent two-and-a-half story tower connected to a one-story engine house. It has a poured concrete foundation. Exterior walls are sheathed in horizontal drop siding with corner boards. The engine house currently functions as exhibit space.

The first floor of the tower is square in plan. A decorative band with recessed, square panels demarks the transition to the second story which is octagonal in plan. The tower's fenestration consists of one-over-one, single-hung windows with simple trim boards, located on the first floor of the south elevation, and two smaller single-hung windows in the tower. A prominent, bracketed cornice articulates the top of the second floor above which sits the lantern gallery. A viewing platform with a simple wood railing, compatible with the original design, encircles the lantern gallery. The original wood railing was replaced with a metal balustrade for a number of years and was returned to wood in 1986. Decorative, circular finials cap the posts. The lantern gallery, also octagonal in plan, has a metal roof crowned by a prominent ball and spike finial. The walls are glazed with large rectangular panels.

The engine house is square in plan. It has a hip roof surmounted by a large ventilator; an interior chimney pierces the west slope of the roof; and a small hip-roof dormer is located on the north slope. The lighthouse has a tile roof that was installed in 1986. Windows consist of two-over-two, double-hung wood sash. The entrance, located on the south elevation, is centrally placed and fitted with five-panel, double doors and a three-light transom light.

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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA**

The original doors, consisting of two sets (one interior and one exterior) of paneled, double doors and the transom were replaced by the existing doors and transom prior to 1986. The originals have been retained and are installed inside the garage as part of an exhibit.

The interior of the engine house consists of a single open space. The original floor has been replaced with tiles inscribed with the names of donors to the Mukilteo Historical Society. The walls have wainscoting above which the walls and ceiling are clad in tongue-and-groove wood paneling. The original, unadorned wood window trim remains intact. The west wall has a centrally placed opening (there is no door) - with a moveable transom - which provides access to the tower.

The first floor of the tower contains the "watch room" which consists of a small built-in desk with drawers. An alcove is located next to the desk and beneath the stairway. It originally housed the pulley mechanism that controlled the rotation of the lens in the lantern tower. It is no longer in place. The fog horn was originally located in the north wall in the engine room. A later fog horn was located in the west wall in the same engine room. The fog horn was removed from the building in the 1970s and replaced by the existing Coast Guard 100 horn which is located just outside the fence on the west side of the site. The interior walls of the tower are clad in the same tongue-and-groove paneling as the engine house.

A steep, narrow circular staircase ascends from the watch room to the lantern house. The stairway has 36 risers and a round, metal handrail. There is a small landing between the first and second floors which is fitted with a five-panel door in the same configuration as the interior doors in the houses. The lantern house is dominated by a 4th order Fresnel lens which replaced the original lens in 1927. Four round brass ventilators are set in the lower walls of the lantern house. They controlled air flow during the period prior to 1927 when kerosene lamps were in use.

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MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA

Alterations

The lighthouse remains remarkably intact. The only major alterations are to the entry doors, transom, and flooring in the engine house, and the removal of the original foghorn and mechanical equipment.

- *Quarters A and B (Keeper's Quarters and Assistant Keeper's Quarters) 1906*

The Keeper's Quarters, currently housing exhibits on local history, and the Assistant Keeper's Quarters, containing a gift shop and additional exhibits, are identical in plan, form and detailing. They are rectangular, one-and-one-half story structures designed in the Classic Revival style. The buildings are oriented to the north, toward the water. Each has a raised concrete foundation and full daylight basement. The moderately pitched side gable roofs have modest gable returns. The roofs are sheathed in simulated cedar shakes which replaced the original red tile roofs in 2003. The new shakes are brick red in color, unlike the former bright red. Two brick interior chimneys protrude just below the roof ridge. A gabled dormer is centrally placed on the north slope of each roof, directly above the main entrance. The dormers contain two multi-light windows flanked by pilasters, with a decorative sunburst motif above the windows.

Exterior walls are clad in horizontal drop siding with cornerboards, watertable, and frieze board. Fenestration consists primarily of double-hung sash with simple surrounds; the original wooden sashes have been replaced by vinyl which appears to be in approximately the same configuration as the original. The upper gable ends each contain a "Palladian-like" window with keystone. Small, triangular windows in a sunburst pattern are located in the corner of the roof-wall juncture. The basement is illuminated by three-light hopper-style windows.

The primary facades are symmetrically composed – each with a centrally placed, hip-roof porch with full entablature. The roof is supported by two pairs of Tuscan columns set on paneled pedestals. There is a simple wood balustrade and rail. Seven concrete steps with low concrete sidewalls provide access to the porch decks

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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA**

which are wood. The entrance is fitted with a paneled and glazed door with sidelights, flanked by pilasters. A small, enclosed porch is located on the rear (south) elevation of each dwelling. It has a hip roof, clad in the same material as the main roof. Exterior walls are sheathed in bead board. A band of windows in the upper wall illuminates the porch interior. Seven wood steps with a simple wood railing ascend to a paneled and glazed door on the east elevation which provides access to the porch interior. The original porch was not fully enclosed; it had partial lattice walls which were enclosed some time prior to 1930. Four concrete steps underneath the porch provide access to the basement. The basement entry is fitted with a single-panel door.

Interior

The spatial arrangement of the dwellings is largely intact as built. The first floor has a central hall and stair with kitchen, bath, and bedroom located at the rear of the house, and a dining room and office (or sitting room) at the front. The second floor contains two large bedrooms - each with large closets - on either side of the stairwell, and a large storeroom which runs the full length of the building. A bathroom was added between the bedrooms but the date is unknown.

Some of the original lathe and plaster walls remain, although most have been replaced with drywall. The walls and ceiling of the eastern-most bedroom on the second floor of the Keeper's Quarters are clad in tongue-and-groove paneling. All of the major rooms are carpeted. Door and window trim is mostly intact throughout; as are picture rails in the first floor bedroom and sitting room. Original paneled doors and hardware are intact. The central stairway with balustrade, including turned balusters and paneled newel post, is intact. The original finishes and fixtures in the kitchens and first floor bathrooms have been replaced.

The basements are accessible from both the interior and exterior of the houses. An interior stairway is located off the back hall between the kitchen and back bedroom. It has wood risers and a simple wood balustrade. The basement in the Assistant Keeper's Quarters has been partially partitioned otherwise they are large open spaces, with the exception of small rooms added for storage purposes. Basement floors and walls are concrete.

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Alterations

Like the lighthouse, the Keepers' Quarters remain remarkably intact. The only notable alterations are the replacement of the original wood window frames, new roofing, enclosure of the back porches, new finishes in the kitchen and first floor bathroom, the addition of a bathroom on the second floor, carpeting and miscellaneous minor changes to wall material and hardware.

- *Garage 1928*

The garage is a one-story, rectangular building with a poured concrete foundation. It was constructed to accommodate two vehicles. Today it is used for storage and exhibit space. The building has a hip roof with deep eaves. The roof is clad in simulated cedar shakes, manufactured by Engineered Rubber Products of West Liberty, Iowa, and installed in 2003. The roof's color is brick red, replacing the former bright red. Exterior walls are sheathed in tongue-and-groove siding with cornerboards and watertable. The primary façade is oriented to the east toward the parking lot/Front Street. It originally contained two large garage doors, one of which has been replaced with smaller, paneled, double doors. A small wooden box containing a fire extinguisher is attached to the wall between the garage door and the double doors. The north and south (side) elevations each contain three, six-over-six, double-hung wood windows with simple trim boards. A half-wall, shed-roofed addition with a centrally placed hinged door extends across most of the rear elevation. It is sheathed in horizontal plank siding and appears to have been added at a later date. The garage shares a wood deck, wheel chair accessible ramp, and pergola with the adjacent oil house, all of which are later additions. The interior of the garage is partitioned into two rooms. The original concrete floor is intact but most other surfaces have been refinished.

- *Oil House 1906*

The oil house is currently used for exhibit space, and there is a restroom in the rear of the building. It is a small, one-story building with a concrete foundation and a hip roof, which is clad in the same material as the garage roof. The primary façade is oriented to the east toward the parking lot/Front Street. The building is comprised of two rectangular volumes – the rear volume is slightly narrower than the one in front. It appears from photographs and

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drawings that the rear volume maintains the footprint of the windmill which was originally attached to the oil house, and that when the windmill was razed the foundation was used to support what is now the rear extension to the building. Exterior walls are sheathed in tongue-and-groove siding with cornerboards and a watertable. It contains a shallow, projecting rectangular bay window with three, four-light fixed windows. A single concrete step extends the length of the façade. The north (side) elevation contains a single, five-panel door; metal hand rail, and small, louvered wood vent. The south elevation has a two, two-light fixed pane windows which are probably not original.

The oil house has had more alterations than any of the other contributing buildings; however, the most significant of these, removal of the windmill, was done early in the station's history. Due to the active life of the building subsequent to removal of the windmill, it is considered a change that has taken on significance in its own right.

Non-contributing Building

- *Shed (date of construction unknown)*

The shed is a small, rectangular, one-story building. It is currently used for storing gardening equipment. Its original use is unknown. The building has a slightly pitched gable roof. Exterior walls are clad in lap siding with cornerboards. Two small hinged doors are located on the west elevation. There are no windows. A small wood deck is attached on the front of the building.

Contributing Structures

- *Curb ca. 1934*

A low, concrete curb extends across the property from east to west on the north side of the lighthouse. It was installed in 1934 when the seawall was built.

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- *Ladder Storage Shed ca. 1907*

The ladder storage shed consists of four concrete posts supporting a gable roof that is clad in the same simulated shakes as the garage, oil house and keepers' quarters. The shed is 57 inches high. The posts are the same size and configuration as the picket fence posts. The structure rests on a rock pad.

- *Pathway system ca. 1907*

A system of paved pathways connects the main buildings on the site. Although it is not known when the paths were paved, their current configuration mirrors that which appears in historic photographs. A path extends part way across the south edge of the property inside the picket fence, terminating in a small expanse of pavement between the oil house, garage, and Assistant Keeper's quarters. A somewhat wider concrete walkway between the keepers' houses extends from the main entry gate in the picket fence north to the lighthouse. It is intersected on the north side of the houses by paths which provide access to the houses.

- *Parking/maintenance area (no date)*

A small paved area is located behind the garage and oil house. Although it is not known when the area was paved, it was used for maintenance purposes during the historic period.

- *Picket Fence (reconstructed) ca. 1970*

The picket fence appears to be a close replica in both form and position of the earliest fence on the site, shown in a 1907 photograph. The fence posts and gate posts are concrete and the pickets are wood. The gate posts are 7 inches square and 62 inches high. The fence posts are also square. They are 51 inches high and taper from six inches at the base to five inches at the top. The pickets are 43 inches high.

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- *Seawall 1934*

The concrete seawall is 236 feet in length. It is 1 foot 4 inches wide at the top, tapering to the ground at approximately an 80 degree angle. On the land side it is 4 feet 9 inches in height. A 1 foot 4 inch wide concrete gutter with curb extends from the base of the seawall along its entire length.

- *Triangle Alarm ca. 1935*

The triangle alarm consists of a six-foot high post on which is hung a 22-inch, metal triangle. It was used to warn the town's people of a fire at the station or a distressed vessel at sea.

- *Water Basin ca. 1935*

The water basin is a rectangular, 31.5 inches by 26 inches, concrete pedestal with a concave top for holding water. It is 27 inches high and rests on a small concrete pad. A water pipe is located next to the basin. The basin's original use is unknown but local informants speculate that it may have been used to clean fish and mollusks.

Non-Contributing Structures

- *Concrete block wall (no date)*

A concrete block wall extends from the seawall to the picket fence next to the condominium building. It is 45 inches high, 10 inches thick and has a 12 inch thick cap.

- *Flagpole 1986*

There has been a flagpole at the station since 1906; however, the current flagpole dates to 1986.

- *Foghorn baffle ca.1970*

The foghorn baffle is enclosed by a chain link fence and is not accessible. The center portion of the baffle is

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concrete and the top and sides are metal.

- *Chain link fence ca. 1950s*

The southern-most boundary of the site is enclosed by a chain link fence, 49 inches in height, which wraps around the west perimeter of the site and terminates at the seawall on the northwest corner of the complex. A section of the chain link fence surrounds the fog horn baffle, and has a locked gate.

- *Raised Garden Bed 2001*

The rectangular, raised garden bed is constructed of concrete blocks. It is 19 inches high, 25 feet by 10 inches long, and 15 feet wide.

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Narrative Statement of Significance:

The Mukilteo Light Station meets the registration requirements as defined in the Multiple Property Document, "Light Stations of the United States."¹ The period of significance begins in 1906 with construction of the light station, and ends in 1935 when the last contributing resource was built.

The Mukilteo Light Station, which opened in 1906, is significant under Criterion C as an exceptionally well preserved complex of buildings and structures. The assemblage, design, and construction are typical of those produced by the federal Light House Board in the Pacific Northwest during the late nineteenth and early twentieth centuries. The Mukilteo Light Station is also historically significant under Criterion A for its association with the maritime history of Puget Sound.

The station was listed on the National Register of Historic Places in 1977, but included only three buildings (the lighthouse and fog signal building and the two keepers' dwellings, all built in 1906) as contributing resources. The current nomination is updated herein per current National Register guidelines with more comprehensive information about the originally listed buildings and with the addition of the following contributing resources: the oil house, the ladder shed, the picket fence, sidewalks, the triangle alarm and the cement water tub. Two other contributing resources are the garage (1928) and the seawall (1934). Construction of the seawall resulted in reclamation of a former marshy tideland, which is now the northeast part of the station's lawn and gardens.

Located at a pivotal point for maritime navigators on Puget Sound, the Mukilteo Light Station is directly related to the transportation and economic history of the Pacific Northwest. The historic station is one of only a few that remain in the region, and it is one of the most - if not the most - intact. With the exception of the original windmill (demolished in the early 1930s), the complex retains all of the buildings and structures that contributed to the operation of an early 20th century light station. Today, the station retains its integrity of location, setting, design, feeling, materials and workmanship.

¹ Candace Clifford, *Light Stations of the United States*. Multiple Property Document, National Register of Historic Places. (Washington, D.C., 2002)

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Today, the Mukilteo Light Station is maintained as a museum and historic site by the Mukilteo Historical Society and the City of Mukilteo. The US Coast Guard continues to operate the light signal and fog horn, as navigational aids to maritime traffic.

First People

For centuries, the site of today's Mukilteo Light Station's was an important gathering place and trading center for Snohomish Indians and other tribes. From the Lushootseed language, spoken by Puget Sound Tribes, the word, Muckl-te-oh has often been translated as "good camping ground." In the Snohomish dialect, Muk-wil-teo or Buk-wil-tee-whu are loosely defined as "to swallow" or "narrow passage."² The Tulalip Tribal Chief William Shelton said that Muckl-te-oh meant "a throat, a neck, or a narrowing in a body of water."³ Others have defined it as "neck of a goose," a shape that is similar to the long narrow point of land.⁴ (The shape of the point was blunted and rounded in 1934 when engineers erected a seawall and reclaimed adjacent tidelands.)

On May 31, 1792, Captain George Vancouver (1758-1798) of the British Navy came ashore to take measurements and collect botanical specimens. He named the promontory Rose Point for its profusion of pink wild roses. Starts of these "Nootka" roses were recently re-established by the Mukilteo Historical Society at the base of the foghorn baffle. Nearly 50 years later, in May 1841, Lieutenant Charles Wilkes (1798-1877), commander of the U.S. Exploring Expedition, renamed the place Point Elliott in honor of one of his officers, Samuel Elliott.

On January 22, 1855, this may have been the site of the Point Elliott Treaty between Washington Territorial Governor Isaac Ingalls Stevens (1818-1862) and representatives of 22 Puget Sound Indian tribes whose homelands were between the Canadian Border and Pully Point (now Three Tree Point, south of Seattle). The tribes ceded to the United States, without knowing what the word meant, all of their land. According to the treaty, the tribes were to be compensated with money, assigned to reservations, and granted access in perpetuity to their ancestral hunting and fishing grounds.

The first non-native settlers arrived at the site in 1858, three years after the signing of the treaty. Jacob D. Fowler (1837-1892) and Morris H. Frost (1806-1882) became partners in a trading post, staked homestead

² Dawn Bates, Thom Hess and Vi Hilbert, *Lushootseed Dictionary* (Seattle: University of Washington Press, 1994), 38.

³ "Mukilteo - Thumbnail History," www.historylink.org

⁴ "Light Station Mukilteo," Snohomish County History brochure, nd.

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claims of 160 acres each, and founded the settlement that they called Point Elliott. In 1861, when the U. S. government established a local post office, Fowler became postmaster and changed the town's name to Mukilteo.⁵ In addition, Fowler served as Snohomish County's first judge, auditor, and notary public, and Mukilteo became the first county seat.⁶ The region's natural resources spawned major industries, including logging, lumber mills, fish canneries, boat building, and shipping.

Aids to Navigation in the Pacific Northwest

The history of government sponsored navigational aids in the region dates back to 1849, when Congress authorized a survey of the American West Coast for lighthouse sites. The survey was in response to increased shipping activity and a concurrent increase in navigational mishaps and shipwrecks. In 1852, Congress appropriated funds for navigational aids and established the US Light House Board. (The board was reorganized as the US Lighthouse Service in 1910. In 1939, the US Coast Guard took over operation of all lighthouses.)⁷

In 1857, the Light House Board began operating Washington Territory's first light stations, which were the Cape Flattery Light on Tatoosh Island and the New Dungeness Light on Admiralty Island in the Strait of Juan de Fuca. Others followed, including the first Admiralty Head Light House on Whidbey Island near Coupeville in 1861. Demand for the region's lumber and coal spawned trade and burgeoning maritime traffic, to which the Light House Board responded. In the Puget Sound area, the Point No Point light began operation in 1880 at the south end of Admiralty Inlet; the West Point light followed the next year on the west side of Magnolia bluff; and in 1885 a fog station was installed at Point Robinson on Maury Island.

By the 1880s, Washington Territory had a rapidly growing railroad and shipping network that linked the region to national and international markets. Between 1880 and 1890, the territorial population exploded from 75,116 to 349,390 (excluding Native Americans). In November 1889, when Washington was granted

⁵ Daryl C. McClary, "Mukilteo Light Station," www.historylink.org (06/10/2004)

⁶ Ruth Kirk and Carmela Alexander, *Exploring Washington's Past: A Road Guide to History* (Seattle: University of Washington Press, 1990) 260

⁷ *ibid.* Clifford. Please see for further details and historic context. Form (12/02/2002)

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statehood, one of the benefits was additional federal funding for navigational aids, including fog signals, lighthouses, and buoys.⁸

New light towers and related buildings, constructed primarily of brick and concrete, replaced many of the earlier facilities, and in addition, several new light stations were established throughout the region.⁹

Roots of the Mukilteo Light Station

By the turn of the century, the volume of ship traffic in the Possession Sound area had increased to a point of danger with several near collisions. A handful of Mukilteo citizens worked with the Chamber of Commerce in Everett to lobby the federal Lighthouse Service for a new light station to be built on Elliot Point. Their efforts proved successful.

Roots of the Mukilteo Light Station are documented in the following letter dated February 21, 1902, from the Secretary of the U. S. Treasury to the Speaker of the U. S. House of Representatives:

"This Department has the honor to acknowledge the receipt of letters from your committee, dated Dec. 7, 1902, and Feb. 5, 1902, inclosing [sic] for suggestions copies of S. bill No. 257, appropriating \$15,--- to establish a light and fog signal station at Muckilteo [sic] Point, near Everett, Wash.

The Department in reply begs to state that the matter was referred to the Light House Board, which in turn referred the bill to its local officers at Portland, Oreg., for examination into the need for this light and fog-signal.

The Board now reports that the proposed light and fog-signal would be of much benefit to navigation, not only to vessels entering the harbor of Everett, Wash., but to vessels going up Possession Sound and Saratoga Passage and by way of Deception Pass to points north, which route is much requested by the smaller

⁸ August Gene Grulich and Elizabeth Anderson, *Point Robinson Light Station*, Nomination to the National Register of Historic Places (01/09/2004)

⁹ *ibid.* Clifford.

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boats running out of Tacoma and Seattle. The tides are very strong and deceiving at Muckilteo Point. Some time ago one of the large San Francisco vessels narrowly escaped running ashore there in a fog.

Everett is rapidly increasing in importance as a shipping point, and many ocean-going and coastwise lumber vessels run regularly to that port. It is also probable that many large steamers will be entering and leaving there in the near future.

The Board estimates that a suitable light and fog-signal station can be established at Muckilteo Point at a cost not exceeding \$22,000. The Department concurs with the Board in deeming the establishment of that station required by the rapidly increasing commerce of the vicinity, and therefore has the honor to recommend passage of this bill, when amended, to appropriate the amount of \$22,000, which will be needed therefor [sic].”

On January 9, 1903, Congress enacted a bill to appropriate \$22,000 for the establishment of a light and fog-signal at Mukilteo Point, Possession Sound, Washington. The final cost of \$27,000 was approved at a later date.

The Architect

The Mukilteo Light Station was designed by Carl W. Leick (1854-1939). During the 1870s and 1880s, Leick practiced architecture in Astoria, Oregon, where his designs included the Captain George Flavel House, the Clatsop County Courthouse and the Grace Episcopal Church. In 1889, Leick moved to Portland to work as a draftsman for the Engineering Office of the 13th Lighthouse District of the U. S. Light House Board. The office designed navigational aids for maritime traffic throughout the Northwest. As a light station designer, Leick's motto was, "Build 'em stout, and make 'em last."¹⁰ Extant examples of his work include the Admiralty Head Light Station at Ebey's Landing on Whidbey Island (1903) and the Grays Harbor Lighthouse at Westport (1898). The Mukilteo station is one of the last of several similar wood-frame light stations, designed by Leick, including the Ediz Hook Lighthouse (1908) and the second light at

¹⁰ *ibid.* McClary

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Cape Arago in Oregon.¹¹ From 1911 to 1926, Leick served as assistant superintendent in the office of the U.S. Lighthouse Inspector.

Light Station Begins Operation at Mukilteo

The Light House Service began construction at Mukilteo in 1905, and completed the project in eight months. The complex included the lighthouse and fog signal building, two keepers' dwellings located to the left and right of the tower, and at a safe distance, the oil house and windmill. The windmill was built over a well, which pumped freshwater to the town of Mukilteo. The 38-foot, octagonal tower was made of wood, a unique feature, since most lighthouses of this period were built of brick and concrete. A 1907 report by the Light House Board says, "The reservation was inclosed by a fence, and cement monuments marking the boundary of the reservation were made and placed in position. . ." The lighthouse was equipped with an oil lamp and a rotating lens that was controlled by a clockwork mechanism.

When the station began operation on March 1, 1906, *The Seattle Times* reported: "The light is considered without exception the most up-to-date and thoroughly equipped station on the Sound." The next day, *The Everett Morning Tribune* weighed in with bold headlines: "Best Light House in Entire Puget Sound District." The Tribune reporter wrote, ". . . last night . . . dozens of people curiously watched the glint of the lamp as it shot its beam of yellow light in the direction of the city at regular intervals."

Every three hours, the lighthouse keeper had to refill the oil lamp, trim the wick, adjust the air intake in the tower, and rewind the lens. The lens and windows in the tower required frequent cleaning. In addition, the keeper had to add oil to the compressor, which powered the foghorn. "The fog signal building was equipped with a Daboll trumpet fog signal, invented and manufactured by Celadon L. Daboll of New London, Connecticut. The fog signal was activated by compressed air, produced by an engine, which passed across a vibrating reed."¹² The giant brass trumpet extended through the rear wall of the lighthouse building. In foggy conditions, the signal's deep bass notes could be heard every 16 seconds up to eight miles away.

At the time that the Mukilteo Light Station was built, kerosene was the primary fuel for lights. Because of kerosene's volatile flammability, Congress issued appropriations to fund the construction of separate

¹¹ R. J. Williamson, *Mukilteo Light Station*, National Register of Historic Places Nomination Form, 1977. See also, Ray Aliberti, *The Designs of Carl Leick: A Biographical Sketch and a Catalog of Designs* (Coupeville, WA, 2002)

¹² *ibid.* McClary, 1

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fireproof oil houses at each lighthouse station. In the late 1920s, when electricity replaced kerosene, the oil house at Mukilteo was converted to storage and a workshop. In the late 1920s, the garage was built to accommodate increasing use of automobiles and trucks. Hydro-electric power rendered the station's original windmill useless, and in the early 1930s, it was demolished. The most recent addition to the station is the seawall, which was constructed in 1934, and which reclaimed tidelands for the lawn and gardens at the northeast corner of the station.

The present lens is a fourth order Fresnel lens, made in France in 1852 and brought to Mukilteo in 1927, when the lighthouse was converted to electricity. The light has a flash pattern of two seconds on, three seconds off, a signal that is unique to Mukilteo. In July 1979, the Coast Guard automated the lighthouse and fog signal. A 150-watt Halogen bulb is used in the Fresnel lens to produce a 27,000 candlepower beam. The beacon's signal is a two-second white flash every five seconds, which is visible for 14 miles.

The original foghorn was replaced in the 1970s by the current Coast Guard 1000 horn, which sounds for three seconds and then is silent for 27 seconds. The horn is activated by a sensor unit, which detects fog within a half-mile range of the light station. As in the case of the light, if power is lost, a 12-volt, battery-powered system automatically comes on.

Light Station Keepers

The first keeper of the Mukilteo Light Station was Peter N. Christiansen (1858-1925), who came with his wife, Theodine (1862-1937) and four children. Christiansen, a Norwegian immigrant, had been a sailor for 21 years – ten with the U.S. Navy—before joining the Lighthouse Service in 1893. He died on October 5, 1925, presumably of a heart attack, after helping unload a large shipment of coal for the light station.

Peter Christiansen's successor was Edward A. Brooks (1872-1941), who came from the New Dungeness Light Station near Sequim with his wife Anna and four children. Brooks served at the lighthouse until his retirement in 1937. He was replaced by Ray E. Dunson, who came from an assignment at the Smith Island Light Station near the east end of the Strait of Juan de Fuca, with his wife Katherine and four children. Dunson was the Mukilteo station keeper until 1939, when the US Coast Guard took responsibility for lighthouses.

Between 1939 and 1979, the Coast Guard had at least three keepers stationed at Mukilteo. With rotating schedules, they stood 24-hour watches to aid mariners in distress and keep the lighthouse in constant operation. Vivan R. Corrie, who was in charge from 1946 until 1960, set the record for the longest tour of duty, while the station was under the Coast Guard's jurisdiction. The station's complement was reduced back to a single caretaker in 1979, when the lighthouse was automated. The last Coast Guard caretaker was Boatswain Mate Kurtis Betz, who was stationed at Mukilteo from 1986 to 1990.

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Recent History

In 1954, the Washington State Parks and Recreation Commission acquired 17 acres of land adjacent to the Mukilteo Light Station, which it planned to develop into a state park. The Coast Guard donated an additional acre of unused swampy land from the Station's southwest corner, reducing the size of the Station to 1.46 acres. Mukilteo State Park was opened to the public in 1957. However, the park was predominantly a large asphalt parking lot, built to service its four-lane boat-launching ramp. The park's main public attraction was its 1,495 foot-long strip of sandy beach.

In the 1960s, the Coast Guard announced its plan to demolish the light station and replace its Fresnel lens with a modern, rotating beacon. The Mukilteo community protested vehemently, and the lens stayed in the tower. Today, the original lighthouse and Fresnel lens remain intact and continue their historic function.

On October 21, 1977, the Mukilteo Light Station was placed on the National Register of Historic Places. In 1990, the Coast Guard offered the City of Mukilteo a free long-term lease of the light station for the recreation and enjoyment of the public and gave permission to use it as a museum. The Mukilteo Historical Society, a nonprofit organization, volunteered to conduct tours and become the informal caretaker of the facility. The Coast Guard retained possession of the two keepers' dwellings to house personnel until 1996, at which time the lighthouse and entire station was leased to the city for another five years. In approximately 1998, Representative Jack Metcalf (1927-2007) introduced a bill in Congress that permanently transferred ownership of the entire Mukilteo Light Station from the Coast Guard to the City of Mukilteo. The transfer was officially completed in the spring of 2001.¹³

The Mukilteo Historical Society has installed a museum and gift shop in the assistant keeper's dwelling. The former oil house, which is handicapped-accessible, is used as the Interpretive Center, with displays representative of the museum exhibits and the gift shop inventory. The second keeper's dwelling houses the society's archives and workspace. Members of the society serve as voluntary docents to take visitors on tours of the light station, including the tower, where they discuss the history and ongoing function of the Fresnel lens. One of the station's prize displays is another Fresnel lens. It is a fourth-order, bulls-eye lens that was salvaged from the former Desdemona Sands Lighthouse near Astoria at the mouth of the Columbia River.

Today, the Coast Guard continues to maintain the fully-automated light, foghorn, and communication equipment at the site, as working aids to navigation. Throughout its history, the light station has been a

¹³ i bid. McClary

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landmark for sports fishermen and ferryboat users. A stone's throw away from the station, the Washington State Ferry System continues operations on the busy route between Mukilteo and Whidbey Island.

Summary

Today, the station retains its integrity of setting, design, feeling, and association. Each of the six contributing buildings is well-maintained and in its original location. The restored picket fence, sidewalks, triangle alarm and other contributing structures all work together to enhance the historic buildings and landscape. The light station remains a working navigational aid, and the U. S. Coast Guard continues to maintain the light, sound and communication equipment. The grounds are always accessible to visitors. The lighthouse tower and Keeper's Quarters B, which houses a museum and gift shop, are open during regularly scheduled hours or by appointment. The station is a popular venue for weddings, memorial services, meetings, receptions, concerts and performances, military re-enlistment and commissioning ceremonies, tours for schools and other groups, and more.

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**MUKILTEO LIGHT STATION
SNOHOMISH COUNTY, WA.**

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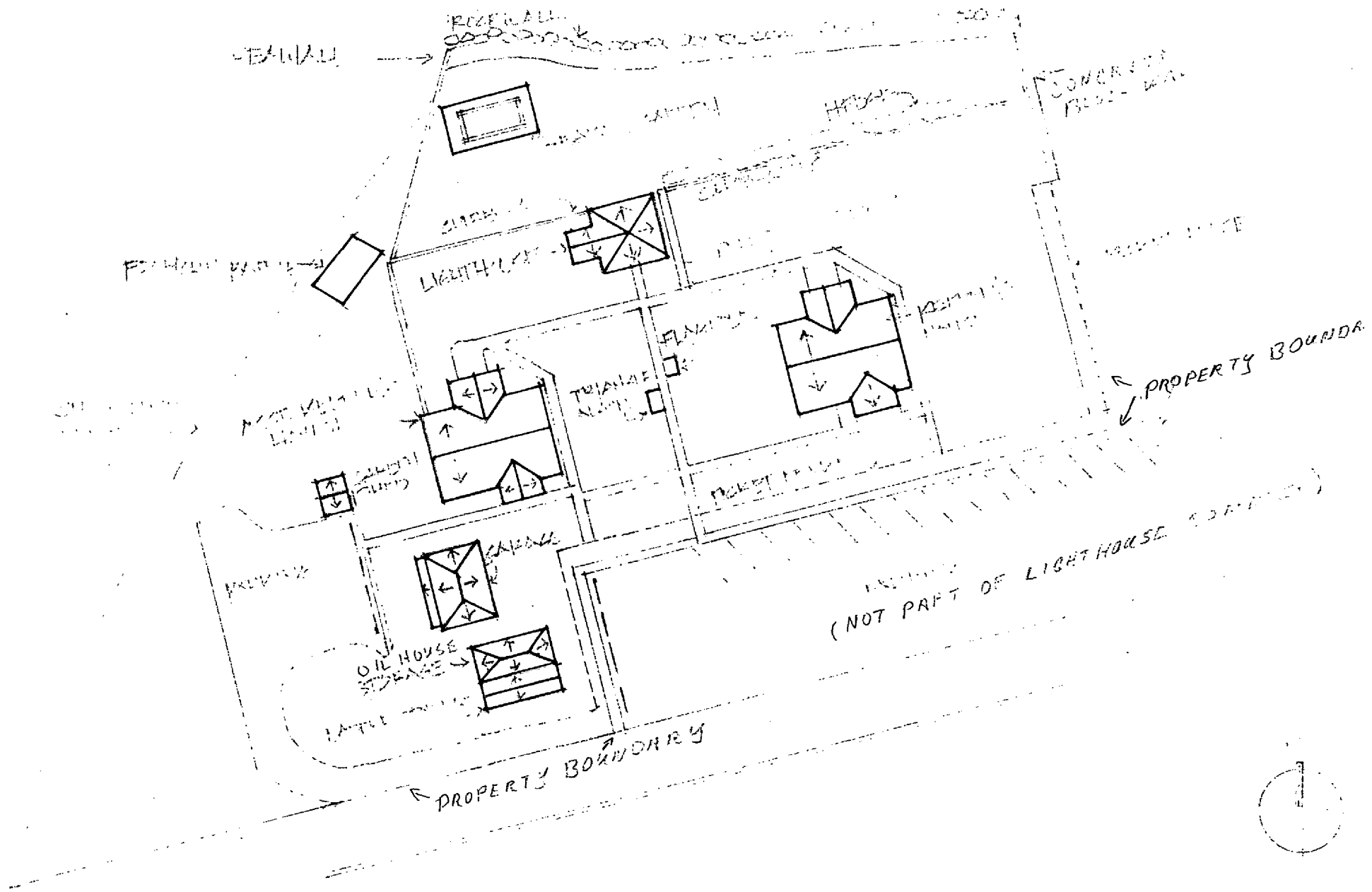
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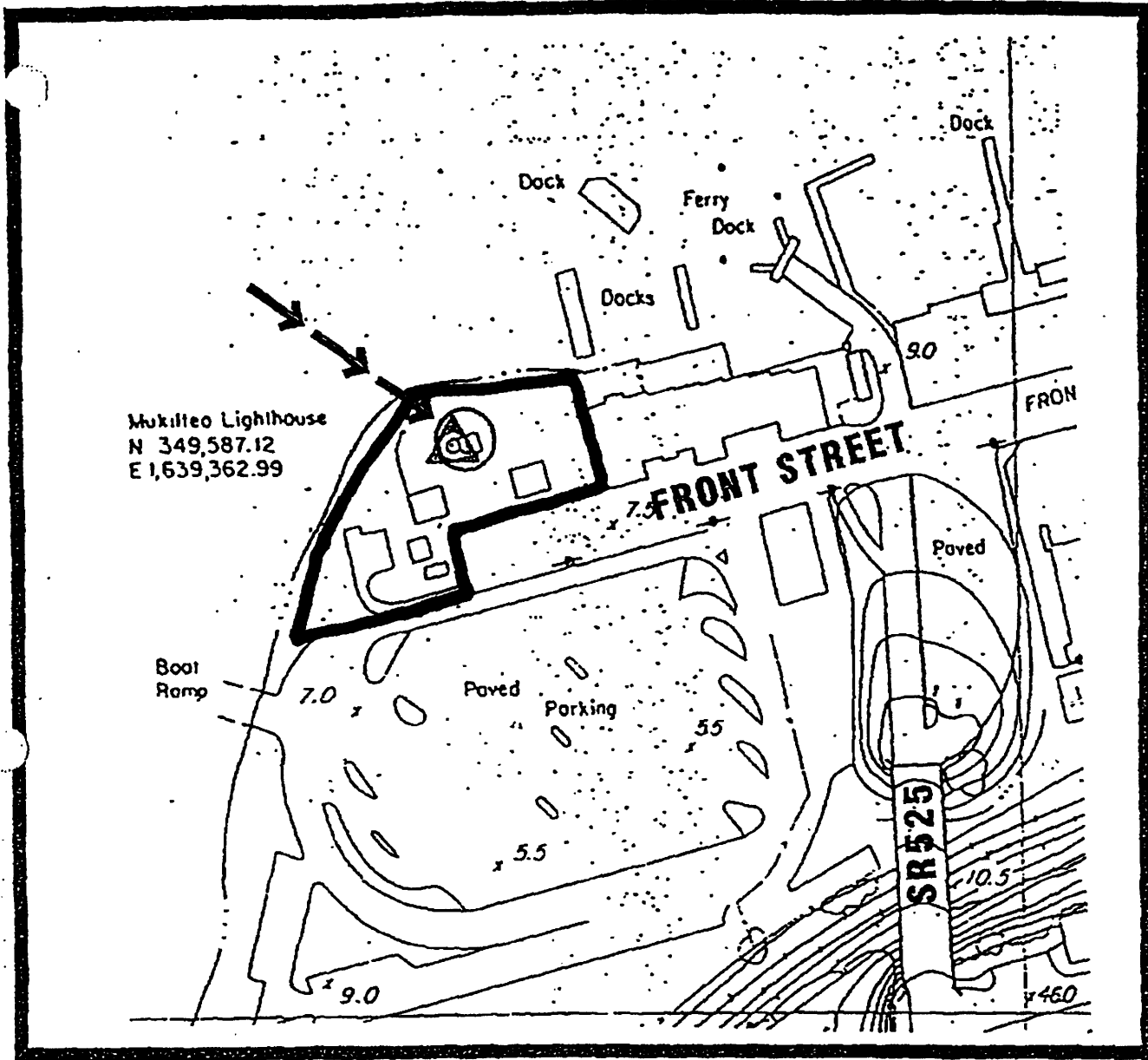
Williamson, R. J., Lt., US Coast Guard. *Mukilteo Light Station*. National Register of Historic Places Inventory-Nomination Form, National Park Service, 1977



MUKILTEO LIGHTHOUSE STATION

NTS

1912



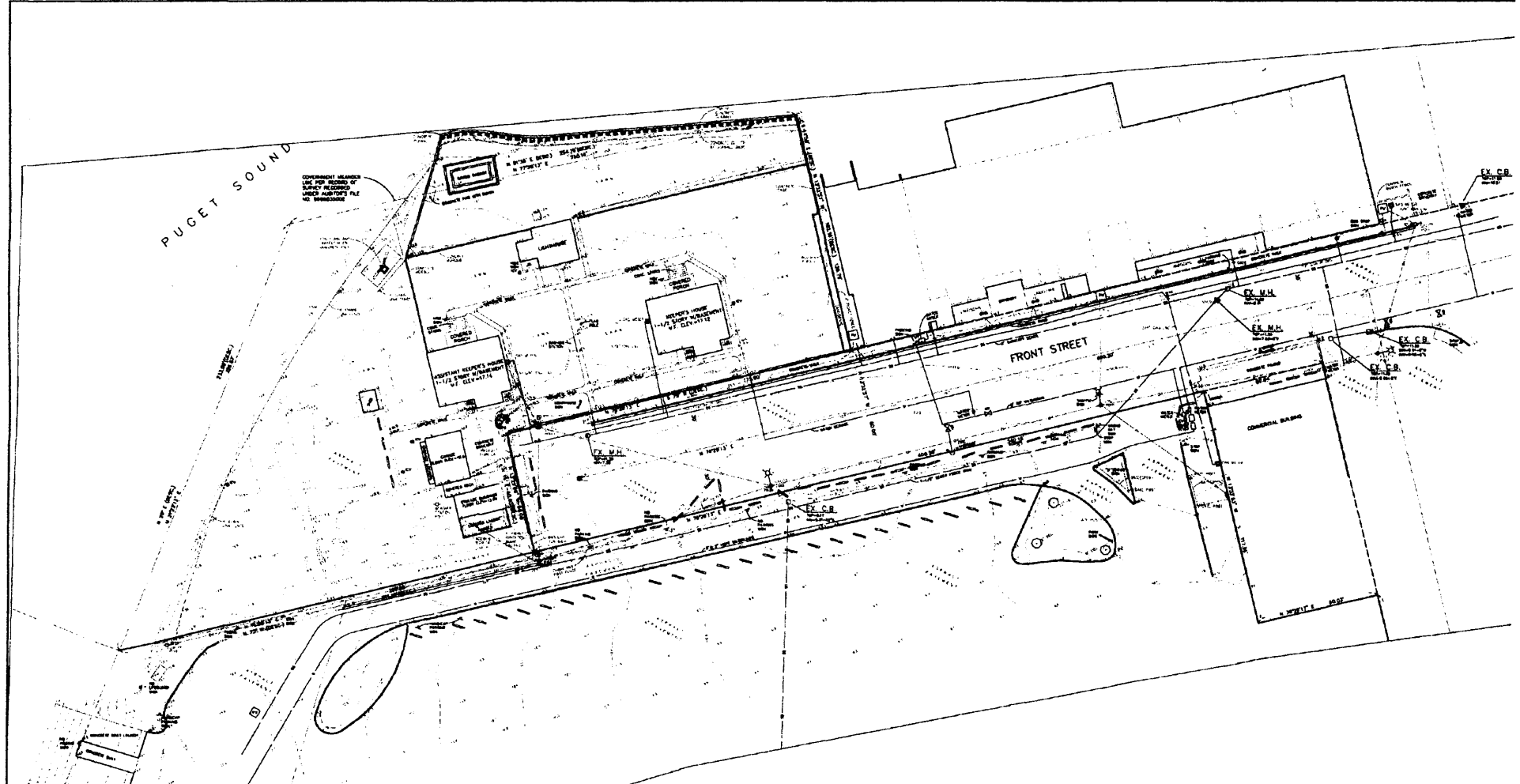
Mukilteo Lighthouse
N 349,587.12
E 1,639,362.99

FRONT STREET

SR 525

ADDRESS Mukilteo Lighthouse





PUGET SOUND

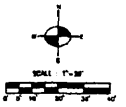
FRONT STREET

- LEGEND**
- EWERING CASES MOUNTING
 - CATCH BASIN
 - STORM BASIN MANHOLE
 - YARD BASIN
 - SEWER MANHOLE
 - SANITARY SEWER CLEANOUT
 - WATER VALVE
 - WATER METER
 - FIVE INCH MAIN
 - WATER CLOSURE
 - GAS METER
 - SIGNAL BOX
 - TELEPHONE PENETRAL
 - YARD LIGHT
 - STREET LIGHT STANDARD
 - STORM DRAINAGE LINE
 - SEWER LINE
 - WATER LINE
 - UNDERGROUND ELECTRICAL LINE
 - OVERHEAD UTILITY LINE
 - POWER POLE
 - ELECTRICAL METERS
 - ELECTRICAL BOX
 - CABLE TV BOX
 - BOX
 - FENCE AS NOTED

LEGAL DESCRIPTION
MUKILTEO LIGHTHOUSE (A.T. NO. 200102120217)
 A PARCEL OF LAND DESCRIBED IN THE BOOK TO THE UNITED STATES RECORDS OR RECORDED IN THE COUNTY OF SNOHOMISH COUNTY, WASHINGTON, AND ACCORDING TO THE RECORDS OF SNOHOMISH COUNTY AS DECEMBER 5, 1904 LOCATED IN A PORTION OF COMMUNITY LOT 2, BLOCK 4, TOWNSHIP 36 NORTH, RANGE 4 EAST, 3RD MERIDIAN, SNOHOMISH COUNTY, WASHINGTON MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTH LINE OF FRONT STREET ON A PROLONGATION NORTHEAST OF THE EASTERLY LINE OF BRIDGE LANE'S PLAT, NAMED SO, PARCELMENT IN THE TOWN OF MUKILTEO, SNOHOMISH COUNTY, WASHINGTON, AND ACCORDING TO THE RECORDS OF SNOHOMISH COUNTY AS DECEMBER 5, 1904, SAID POINT BEING 577.15 FEET NORTH 15 DEGREES 00' WEST OF THE POINT OF BEGINNING OF THE LARGER CORNER TO FRACTIONAL SECTION 23, T46N, R4E, W3M AND FRACTIONAL SECTION 4, T36N, R4E, W3M;
 THENCE S 70° 15' E A DISTANCE OF 172.89 FEET ALONG THE NORTH LINE OF FRONT STREET TO A POINT;
 THENCE S 70° 15' E A DISTANCE OF 50.00 FEET ALONG THE WEST CORNER OF FRONT STREET TO THE INTERSECTION CORNER OF BLOCK 4, COMMUNITY LOT 2, SNOHOMISH COUNTY, WASHINGTON;
 THENCE N 27° 15' E A DISTANCE OF 233.00 FEET ALONG THE NORTHERLY LINE;
 THENCE S 70° 15' E A DISTANCE OF 20.00 FEET ALONG THE WEST LINE;
 THENCE S 17° 30' E A DISTANCE OF 17.10 FEET TO 167° E. NEAR FEET 1. VAL. IN SECTION 23, TO THE POINT OF BEGINNING.

BASIS OF BEARINGS
 NORTH AMERICAN DATUM 1983 FROM ADJUSTMENT WASHINGTON STATE COORDINATE SYSTEM NORTH ZONE 10S BEARING TO 213.2 OF POINT OF TRANSPORTATION CONTROL POINTS CP-2428-132 1987 AND CP-2428-132 1987.

- NOTES**
1. THE LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON IS APPROXIMATE AND THE OWNER SHOULD CONTACT THE JURISDICTION OF ALL UTILITIES IN THE AREA TO DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES ON AND ADJACENT TO THE PROPERTY.
 2. ALL DISTANCES AND DISTANCES SHOWN HEREON ARE BASED UPON A SURVEY OF THE RECORDED PROPERTIES AS INDICATED BY RECORDS OF SURVEY RECORDED UNDER SURVEYOR'S FILE NUMBER 200102120217.

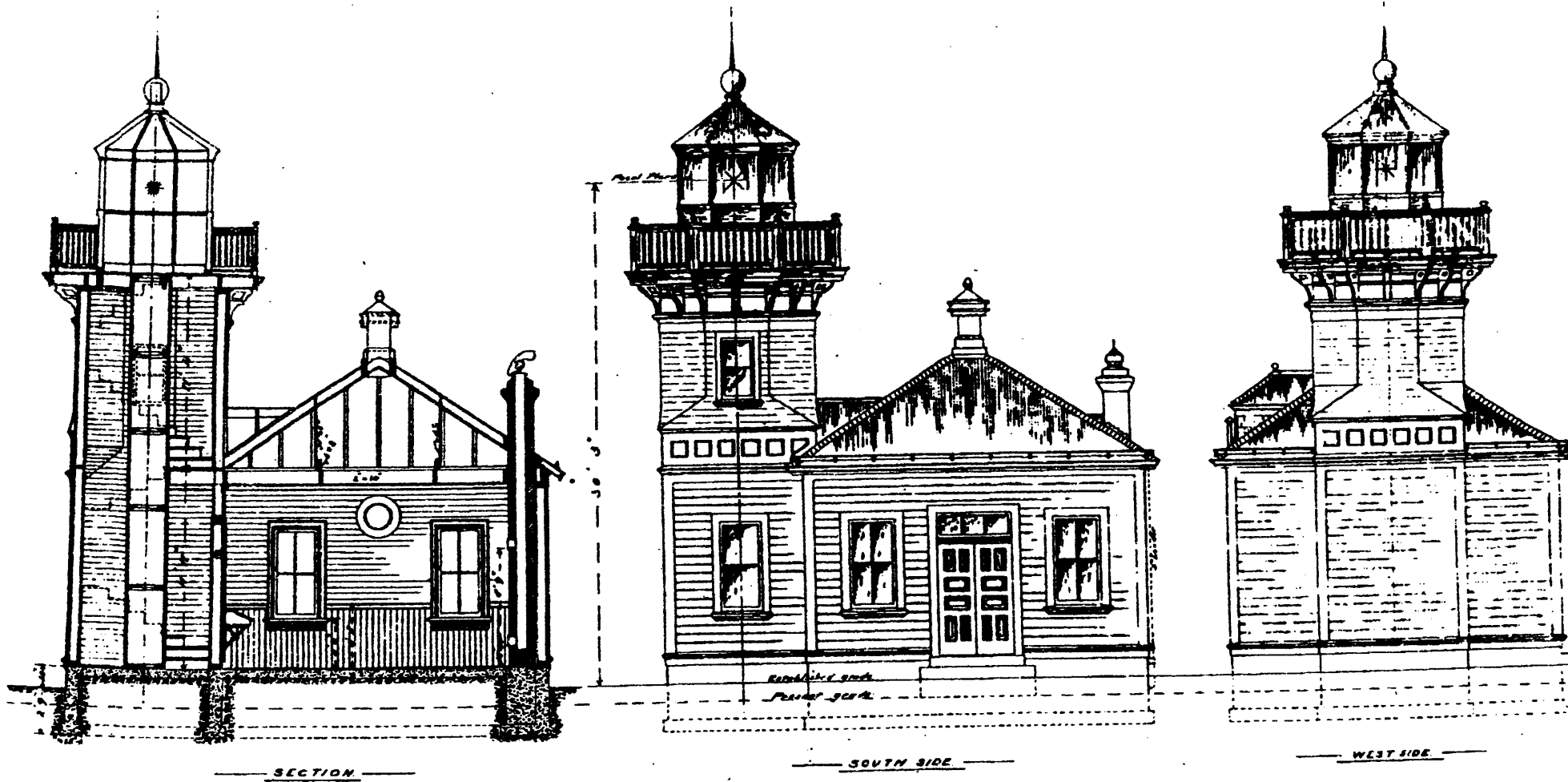


TOPOGRAPHY SURV
 FOR
MUKILTEO LIGHTHOUSE
 IN NW1/4, SECTION 4, T.28 N.,
 CITY OF MUKILTEO,
 SNOHOMISH COUNTY, WAS



LSA Lovell-Sauerland
 Engineers/Architects/Planners
 19000 23rd Avenue S. Suite 200 • Issaquah, WA 98027 • 206
 425-840-4000 FAX 425-840-4001

FOG SIGNAL BUILDING.



Mukilleo Point, Wash., Light Station

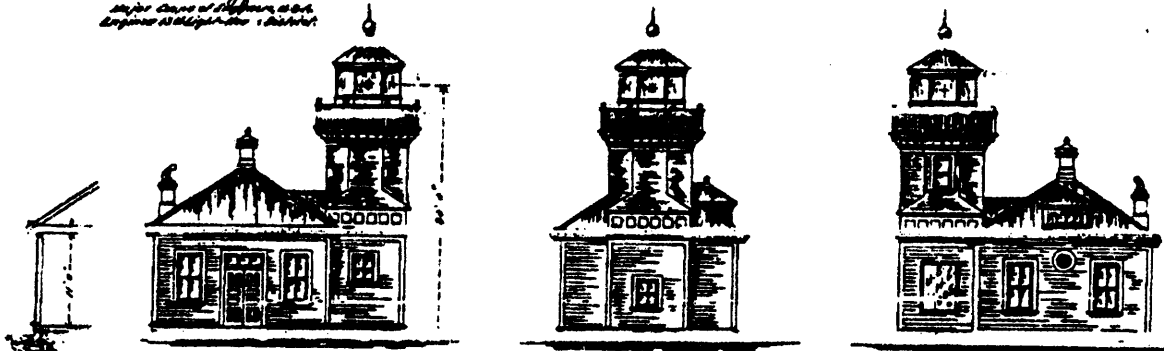
PLAN I

SKETCHES
of
Proposed Buildings

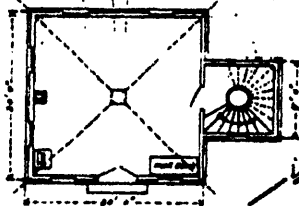
Engine Office and Light House
 For Mukilleo Point, Wash., D.C.
 See N. Light House Board with letter of
 18th Feb.

W.C. Langhite
 Major Genl of Engineers, U.S.A.
 Engineer in Charge, 1st District

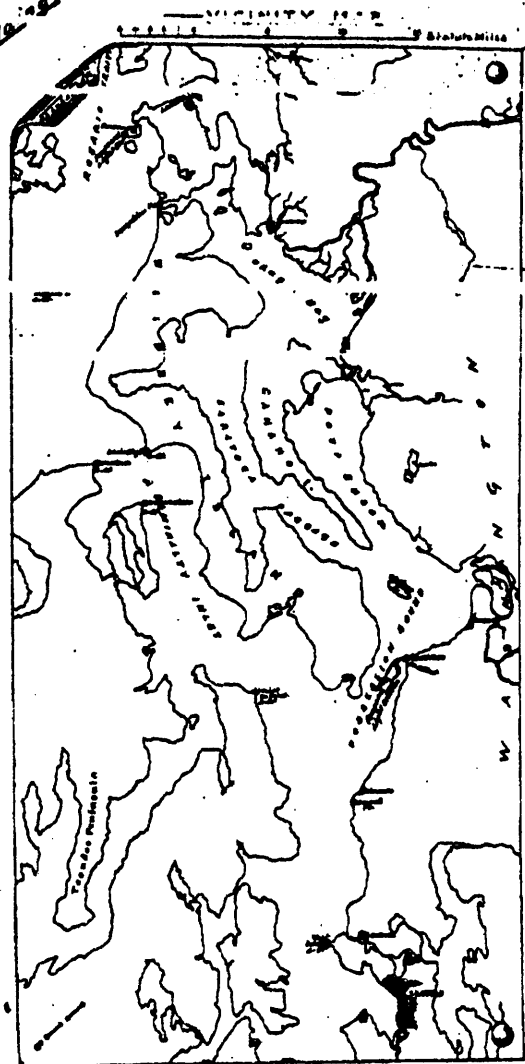
— SKETCH A-1 —
SEPT 1888



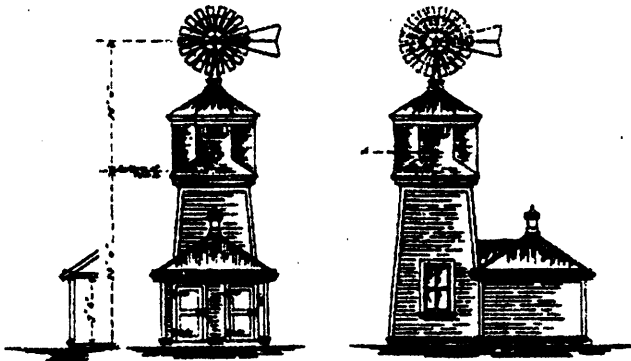
Section — Side — Front



PLAN



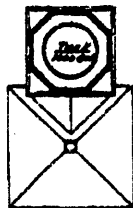
Wind Mill and Tank Tower, Shed,
Coal and Oil Rooms.



Section — Front — Side



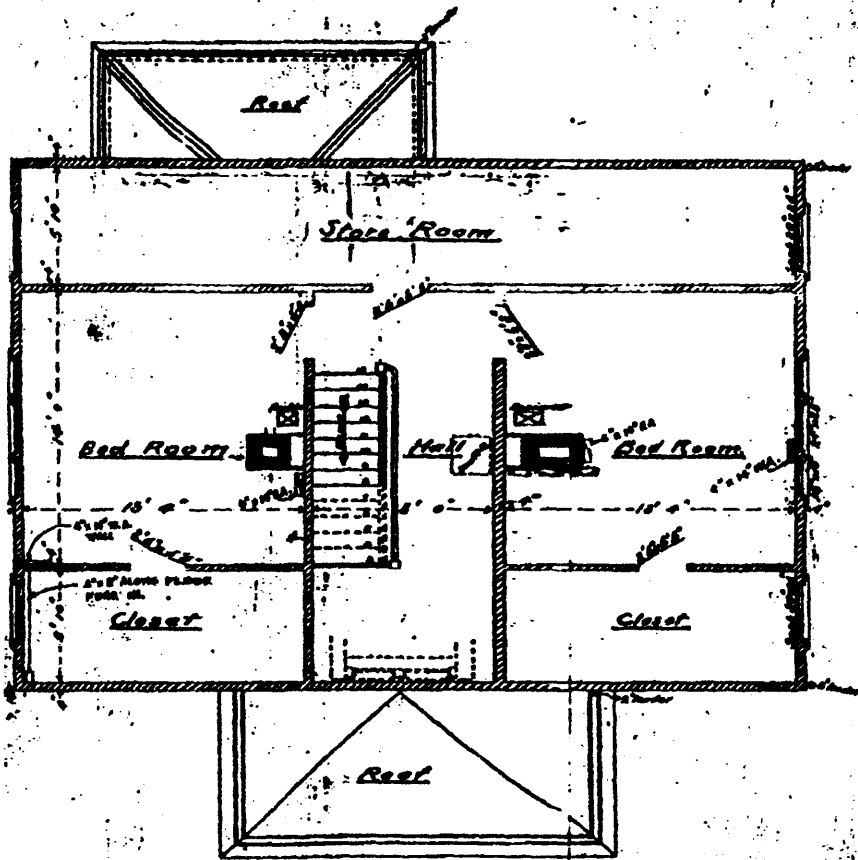
PLAN



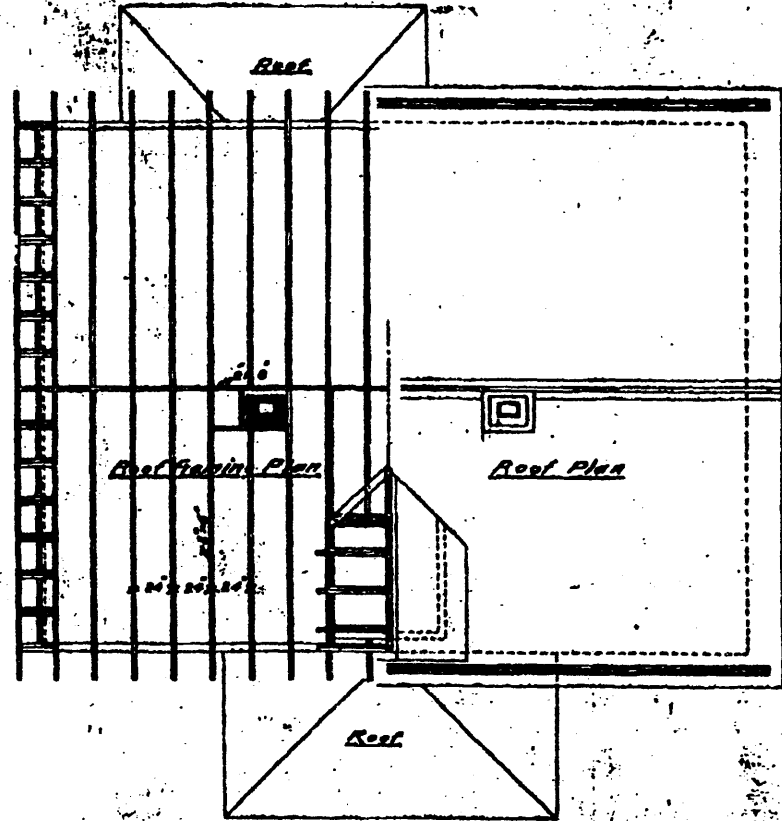
PLAN

NO. 21 BY

KEEPERS DWELLING



SECOND FLOOR PLAN



ROOF PLAN

SCALE: 1/4" = 1'

COOK

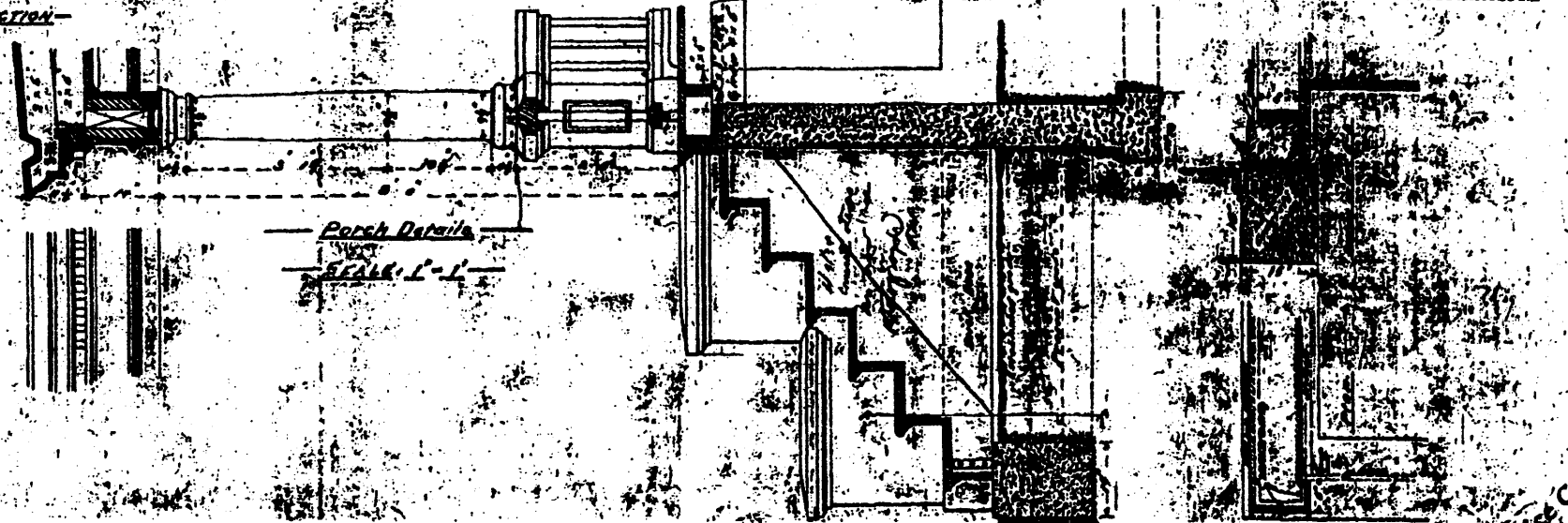
MUKILTEO POINT, WASH., LIGHT STATION.

PLATE 1

KEEPERS DWELLING



SECTION



Porch Details

SCALE 1/2" = 1'

COPIED

MUKILTEO POINT, WASH. LIGHT STATION

PL.

WINDOWS

INSIDE VIEW

OUTSIDE VIEW

KEEPERS DWELLING

DOORS

SECTION

STAIRS

SECTION A-A







Light House Mukilteo Wn.

JULIEN
972



LIGHT HOUSE MUKILTEO WA

JULIEN
972

PHOTOGRAPHY AND GRAPHICS LOG		
<i>Black and White Photographs</i>		
1	Lighthouse Station, View to North	Katelyn Wright 03/08
2	Lighthouse and Keepers' Dwellings, View to SW	Katelyn Wright 03/08
3	Keeper's Dwelling, View to SW	Katelyn Wright 03/08
4	Keeper's Dwelling, View to SE	Katelyn Wright 03/08
5	Keepers' Dwelling, View to NE	Katelyn Wright 03/08
6	Keeper's Dwelling, Central Stair	Katelyn Wright 03/08
7	Asst. Keeper's Dwelling, View to SE	Katelyn Wright 03/08
8	Asst. Keeper's Dwelling, View to West	Katelyn Wright 03/08
9	Lighthouse, View to North	Katelyn Wright 03/08
10	Lighthouse, View to SW	Katelyn Wright 03/08
11	Lighthouse Engine Room, View to Stairwell	Katelyn Wright 03/08
12	Lighthouse Tower, Interior Door	Katelyn Wright 03/08
13	Fresnel Lens, view to north	Katelyn Wright 03/08
14	Seawall, view to East	Katelyn Wright 03/08
15	Light Station, view to East	Katelyn Wright 03/08
16	Garage, Oil house, Ladder shed, view to NE	Katelyn Wright 03/08
17	Garage, view to west	Katelyn Wright 03/08
18	Garage interior, view of original doors in engine house	Katelyn Wright 03/08
19	Oil house, view to south	Katelyn Wright 03/08
<i>Color Photographs</i>		
About 6 – forthcoming		
<i>Drawings/Plans</i>		
1	Fog Signal Building	
2	Mukilteo Light Station Restoration	US Coast Guard, 09/86
3	Proposed Buildings	Engineer Office, 13 th Lighthouse District, Portland, Oregon, 1904
4	Keepers Dwelling	
5	Keepers Dwelling	
6	Keepers Dwelling	