NPS Form 10-900
(Rev. Aug. 2002)

OMB No. 1024-0018

404

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 Peshtigo Reef Light

other names/site number

2. Location

street & number Offshore in lower Green Bay, approximately 3.3 miles SE of Peshtigo Point ☐ not for publication

city or town Peshtigo Township ☒ vicinity

state Wisconsin code WI county Marinette code 075 zip code 54157

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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/Title Date

United States Coast Guard
State or Federal Agency or Tribal government

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

Signature of commenting official/Title Date

State Historic Preservation Officer - Wisconsin
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:) _____

for
Signature of the Keeper Date of Action

Edson H. Beall 5.2.07

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	
		buildings
		sites
1		structures
		objects
1	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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation
Water-related

Current Functions
(Enter categories from instructions)

Transportation
Water-related

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation Reinforced concrete
roof Concrete and metal
walls Steel
other Lantern: Metal, lexan glazing

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

Narrative Description

Summary

Peshtigo Reef Light is an offshore aid to navigation that marks a shallow, rocky shoal in lower Green Bay, Wisconsin. Established in 1936, it is located approximately 3.3 miles southeast of Peshtigo Point in Marinette County. This lighthouse includes a crib and pier foundation, service building, and light tower. The pier is cylindrical, built of reinforced concrete, and is sheathed with steel sheet piles. The superstructure atop the pier includes a cylindrical, 25-foot diameter, one story steel service building and a slightly tapering, nearly cylindrical, steel light tower. The tower is centered atop the service building and is 10 feet in diameter at the base. It stands four stories tall and is topped with a cylindrical lantern. This lighthouse structure is approximately 80 feet tall from the base of its foundation to the top of its lantern. The superstructure is painted white with a wide, red horizontal band around the tower's middle section. This property is owned by the U.S. Coast Guard and is operated as an automated aid to navigation identified as number 21990 in the Great Lakes regional light list. The lantern is equipped with a modern optic that signals a white light that flashes once every six seconds and is visible for a distance of 9 miles in clear weather. Its focal plane is 72 feet above lake level. An automated fog signal is installed on the service building's roof. It sounds a 3-second blast every 30 seconds from May to October. This property stands alone surrounded by water. Access is by boat.

The following description is based on historic research and a field visit in October 2005 conducted by Daniel Hart, architectural historian, and Timothy McGrath, photographer, of engineering-environmental Management, Inc. Background research examined materials such as building plans, U.S. Coast Guard (USCG) maintenance records, and historical documentation gathered from published and unpublished materials in archival collections and government agencies.

Contributing Resource (Lighthouse)

This property consists of one contributing resource, an offshore lighthouse surrounded by water. Its structure includes three principal sections. They are its pier, service building, and light tower. Peshtigo Reef Light sits on submerged land in around 6 feet of water in lower Green Bay, approximately 3.3 miles southeast of Peshtigo Point. The nearest land is in Peshtigo Township, Marinette County, Wisconsin. Navigable waters in the lighthouse's vicinity are traversed by commercial vessels going to and from the port of Green Bay, as well as recreational watercraft. This light is owned by the U.S. Coast Guard (USCG) and is operated an automated aid to navigation. It is identified as number 21990 in the Great Lakes regional light list.

Exterior

This lighthouse's foundation is a circular crib and pier that is 50 feet in diameter and approximately 26 feet tall. Riprap placed around the foundation's perimeter helps protect it from erosion and damage from ice. The foundation's base is a cylindrical wooden crib filled with concrete that supports a reinforced concrete cylindrical pier that contains the lighthouse's basement. The pier was built using five 6-foot diameter steel cylinders positioned vertically atop the crib. Groups of wooden piles were driven through the steel cylinders. Concrete was poured to fill the crib and construct the pier to a height approximately 10 feet above water level. From there, a circular exterior wall and interior partition walls were poured to build up the pier to approximately 20 feet above water level. This exterior wall and partitions enclose rooms in the lighthouse's basement. The basement includes a circular, 25-foot diameter machinery room in the center and storage rooms around the periphery. A concrete slab caps the basement and serves as both a roof for that interior space and the lighthouse's open-air main gallery deck.

The main gallery deck atop the pier is approximately 20 feet above water level. It is approximately 12 feet wide from its perimeter to the base of a 4-foot tall circular concrete wall centered atop the pier. This wall is 25-feet in diameter and surrounds the upper part of the basement's machinery room. The wall is pierced with 8 circular port-light openings spaced at equal intervals. These windows lighted the machinery room and were originally fitted with brass-framed glass lights, which have been removed. Some of the circular openings are covered, others are glazed with lexan, and others contain ventilator openings. The machinery room's circular upper wall is centered atop the pier. This circular wall supports a concrete slab that forms the machinery room's ceiling and the floor for the service building.

The exterior of the lighthouse's crib and concrete pier foundation is surrounded by a ring of steel sheet piles. This sheet pile cladding was emplaced circa 1990. There is a metal-rung ladder attached to the pier's sheet pile exterior on the southeast side, and others on the northwest, northeast and southwest sides. These provide access from water level to the main gallery deck. The deck's perimeter is surrounded by a guardrail made with steel stanchions that presently support two strands of steel cable. These stanchions retain three eye-rings and originally supported three strands of steel chain. Several stanchions are bent or broken.

The one-story service building is cylindrical, 25 feet in diameter, 10 feet tall, and built of steel plates fastened with bolts and nuts. It is supported by the perimeter of the circular concrete wall that surrounds the machinery room. The service building is thus 4 feet above the main gallery deck. It is painted white and has a flat roof made of concrete. There is one entrance, on the southeast side. It is fitted with an original rectangular metal door pierced with a circular light. This doorway is elevated above the pier deck and accessed by a set of concrete stairs 4 feet tall that sits on the main gallery deck. The service building's first story is lighted with 8 rectangular windows spaced around its perimeter. Its interior includes multiple rooms used as temporary quarters for visiting keepers.

When built, this lighthouse was equipped to be remotely operated by keepers stationed at Sherwood Point Light Station, which is located on the Door Peninsula approximately 8.5 miles to the southeast. The quarters at Peshtigo Reef Light were meant to be available for temporary occupation if work circumstances or inclement weather made it necessary for visiting personnel to remain overnight.

The lighthouse's tower is approximately 30 feet tall and sits centered atop the service building's roof. It is 4 stories tall and is built of steel plates fastened with bolts and nuts. The tower is 10 feet in diameter at its base and tapers slightly towards its top. It is painted white except for a horizontal red band around the tower's middle one-third. The tower's fenestration includes four evenly-spaced circular port-lights on its lowest story, which is the lighthouse's second story. There are also four port-lights on the tower's uppermost story, which is the lighthouse's fifth story. There is a non-original 2-foot wide by 6.5-foot tall rectangular window that pierces the tower on the southeast side of the lighthouse's third story. The tower is capped with a circular metal platform that supports a cylindrical lantern surrounded by an open-air gallery 12 inches wide with a metal guardrail. The guardrail includes stanchions approximately 36 inches tall that support a handrail. A rectangular solar array is affixed to the lantern gallery on the south side. The lantern includes a lower parapet wall approximately 3 feet tall that is painted white. This supports the lantern's glazing. The glazed part includes metal mullions arranged in helical fashion, and diamond-shaped and triangle-shaped lexan panes. The lantern's roof is metal, capped with a vent ball, and is painted white.

Interior

The lighthouse includes a basement that occupies the interior of the concrete pier. The service building encloses the first story. The light tower holds the second through fifth stories. The lantern is the lighthouse's sixth story.

Basement

The basement includes a circular machinery room in the center. The machinery room is surrounded by four storerooms arranged in a ring around its periphery. The outer wall of the storerooms is the pier's exterior wall.

The machinery room is 22.5 feet in diameter. Its floor, ceiling, and surrounding wall are concrete. The room's upper part extends 4 feet above the pier's deck and is enclosed by a circular concrete wall that supports the service building. The machinery room's ceiling is supported by an I-beam that rises from the floor to the ceiling in the center of the room. A 12-inch diameter pipe extends from floor to ceiling next to this supporting beam. The ceiling is also supported by 8 reinforced concrete joists. These joists extend from the room's periphery and converge at the center of the ceiling, where the vertical supporting beam is positioned. The ceiling is 11 feet, 3 inches above the floor. Eight 16-inch-diameter port-lights are spaced equally around the concrete wall near the ceiling. Four steel heating radiators are attached to the surrounding wall, spaced at equal intervals, midway between the floor and ceiling. An 18-inch-wide double-rung metal ladder extends from the floor to a trapdoor opening in the ceiling at the south end of the machinery room. It provides access to the first story. The lower part of the machinery room's surrounding wall on the southern side is pierced with 6 rectangular window openings and a 4-foot wide doorway. The windows are 24 inches high by 30 inches wide. These light the storerooms and are fitted with metal-framed sash. The doorway provides access from the machinery room to the largest storeroom.

The floor, ceiling and walls of the four storerooms are concrete. The largest room (room number 1) is 30 feet long measured along its partition wall adjoining the machinery room. Four of the previously-mentioned rectangular windows are located along this partition wall. There are 7 vertical I-beams spaced 8 feet apart along the exterior wall. A 6-foot-square metal trapdoor pierces the ceiling at this room's northern end. The floor near the room's southern end is pierced with a 6-foot diameter opening for a well that extends down into the foundation's interior. A 3-foot-wide doorway near the room's southeastern end provides access to the adjoining storeroom (room number 2) towards the east. The doorway to the machinery room is 4 feet west of the doorway to storeroom number 2.

Room number 2 is the smallest storeroom. It is 7 feet long measured along its interior wall. There is a 4-foot-long wooden closet in the room's southwest corner. The walls, ceiling, and floor are concrete, except for a 4-inch tall raised hardwood floor that bisects the length of the room. The partition wall that adjoins the machinery room is pierced with two rectangular metal-sash windows. A 3-foot-wide door located at room number 2's northeast end provides access to the adjoining storeroom (room number 3).

The doorway from room number 2 provides access to the southern end of storeroom number 3, which is 16 feet long measured along its partition wall adjoining the machinery room. The walls, ceiling, and floor are concrete. A metal ladder is affixed to the interior wall immediately inside the door. It leads up to a 24-inch diameter circular opening in the ceiling. Three steel I-beams are attached to the exterior wall. A 3-foot-wide door at room number 3's northern end leads to storeroom number 4.

Room number 4 is accessible only through the doorway at its southeast end that connects with room number 3. Room number 4 is 21 feet long measured along its partition wall adjoining the machinery room. The walls, floor and ceiling are concrete. Three steel I-beams are spaced at 8-foot intervals along the room's exterior wall. A 6-foot-square metal hatch pierces the ceiling in the middle of the room. A solid concrete partition wall at room number 4's northwestern end separates it from storeroom number 1.

First Story

The one-story, cylindrical service building sits atop the machinery room. It contains the lighthouse's first story and has an interior diameter of 22.5 feet. The first story is divided into five rooms. There is an entrance foyer, kitchen, two bedrooms, and a bathroom. The ceiling is concrete and is supported by concrete beams that extend from the building's periphery and converge in the center, similar to the basement ceiling. Several features and furnishings remain intact. These include parts of the original window sash, doors, cabinets, sinks and a toilet.

The first story is entered through the doorway at the top of the concrete stairs on the service building's southeast side. Inside the door, there is a foyer approximately 6 feet, 8 inches wide by 5 feet deep. The walls and ceiling are plastered concrete and the flooring consists of 8-inch-square wood tiles. A 24-inch by 30-inch trapdoor near the foyer floor's northwest corner provides access to the basement. The foyer is lighted by a 20-inch wide by 48-inch tall window next to the door on the east. This window has a wood sill, and was originally fitted with two-over-two double-hung metal sash. Only the lower 2-light sash remains. The exterior of this window is covered with lexan. A 3-foot-wide wooden door with a brass knob and hinges leads from the foyer into the kitchen. Interior trim in the foyer includes wooden baseboard along the floor and wood molding surrounding the door leading to the kitchen.

The kitchen occupies the first story's eastern one-third. It is bounded by a bathroom towards the north and two bedrooms towards the west and south. The kitchen measures approximately 12 feet long by 11.5 feet wide. Its floor is covered with 8-inch by 8-inch wood tiles. The walls and ceiling are concrete covered with plaster. A wooden cabinet is built into the southern wall. A 5-foot-long counter with a sink supported by cabinets at either end is located along the eastern exterior wall. Two 20-inch wide by 48-inch tall windows flank this counter, to the left and right of the sink. These windows have wood sills and were originally fitted with two-over-two double-hung metal sash. Only the lower 2-light sash remains. Both windows are covered with lexan on the outside. A metal heating radiator stands next to the northeastern wall. To the left of this, a doorway fitted with a wooden door leads to the bathroom. The kitchen's western wall includes two built-in closets with wooden doors. These are flanked, left and right, by two 3-foot-wide doors. The doorways are fitted with wooden doors and provide access to two bedrooms. A metal ladder leading to the second story is located about one foot from the wall between the closets.

Bedroom number 1 is situated in the southern part of the first story. It is bounded by the entrance foyer on the east and the bedroom number 2 towards the north. Its exterior wall is curved. The floor is covered with 8-inch by 8-inch wooden tiles. The walls and ceiling are plastered concrete. Bedroom number 1 is entered from the kitchen through the doorway to the left of the ladder that leads up to the second story. The bedroom's curved exterior wall is pierced with two 20-inch wide by 48-inch tall windows. They have wood sills and were originally fitted with two-over-two double-hung metal sash. Only the lower 2-light sash remains. Both windows are covered with lexan on the outside. A closet with a wooden door is situated near this room's northern corner. The walls have simple wooden baseboard. The doorways are framed with wood surrounds.

Bedroom number 2 is situated in the western portion of the first story. It is bounded by bedroom number 1 towards the south, and the bathroom and kitchen on the north and east. This room is entered from the kitchen through the doorway to the right of the ladder leading to the second story. Bedroom number 2 has an irregular L-shape. Its curved exterior wall is pierced with two 20-inch wide by 48-inch tall windows. They have wood sills and were originally fitted with two-over-two double-hung metal sash fenestration. Only the lower 2-light sash remains. Both windows are covered with lexan on the outside. This bedroom has 8-inch by 8-inch wood tile flooring and plastered concrete walls and ceiling. A closet with a wooden door is situated near the bedroom's southeast corner. Simple wooden baseboard extends along the base of each wall. The doorways have wooden surrounds.

The bathroom is located in the northwestern part of the first story. It adjoins bedroom number 2 on the west and the kitchen on the southeast. The bathroom measures approximately 6 feet long by 6 feet wide. It is furnished with a shower near the southwest corner, a toilet near the northwest corner, and a sink along the wall. The floor is covered with 8-inch by 8-inch wooden tiles. The walls and ceiling are concrete covered with plaster.

Second Story

The lighthouse's second story is a 10-foot diameter circular room inside the base of the light tower. Its walls and floor are concrete. The ceiling is made with steel plates and is 6 feet, 10 inches above the floor. A 27-inch by 24-inch rectangular trapdoor opening pierces the floor. The metal ladder providing access from the first story extends up through this opening approximately 4 feet above the floor. This facilitates getting off or onto the ladder. The surrounding wall is pierced with four 16-inch diameter port-light openings. They face northeast, southeast, southwest, and northwest. The southwest port-light vents a pipe that has been built into the wall. The ceiling is pierced with a 12-inch diameter deck-light window that provides light from the story above. A battery bank providing power for the lighthouse's existing aid to navigation equipment is positioned below the southeast port-light. It is recharged using the solar array mounted on the lantern gallery. A 28-inch-wide steel ship's ladder with pipe handrails rises to the ceiling in the western part of the room. It provides access to the third story through an opening that is 28 inches wide by 45 inches long. A 6-inch diameter pipe extends from the floor to ceiling in the room's northern part. A 12-inch diameter pipe extends from floor to ceiling near the ladder leading to the third story.

The lighthouse's existing fog signal sits outside atop the service building's roof, southeast of the light tower. It is a modern automated device that sounds a 3-second blast every 30 seconds and operates from May to October.

Third Story

The lighthouse's third story is a 9-foot, 4-inch diameter, circular room in the light tower. Its surrounding wall, floor and ceiling are made with steel plates. A 6-inch-wide I-beam supports the ceiling, which is 9 feet, 8 inches above the floor. The ceiling is pierced with a 12-inch diameter deck-light. A steel ship's ladder with pipe handrails leads up to the fourth story. It is positioned directly above the steel ship's ladder leading from the second story to the third story. The ladder leading up from the second story ends at a landing that is partly enclosed with steel plates. The doorway from this landing to the third story room has no door. The third story's surrounding wall is pierced with a 2-foot wide by 6.5-foot tall rectangular window on the southeast side. It is fitted with a metal framed, two-over-two, fixed-sash window. This window was installed subsequent to the lighthouse's original construction. A 12-inch pipe rises from floor to ceiling in the third story room. It is a continuation of the vertical pipe in the second story room. The third story's surrounding wall is pierced with 6-inch by 6-inch half-circle-shaped vents on the room's northeast and southwest sides.

Fourth Story

The fourth story is a circular tower room 8 feet, 8 inches in diameter. Its floor, surrounding wall, and ceiling are made of steel plates. Steel I-beams support the ceiling, which is 9 feet, 8 inches above the floor. A 36-inch-long by 30-inch wide opening in the southwestern part of the floor provides for access from the ship's ladder leading up from the third story. It is guarded with 2-inch-diameter pipe rails on three sides. A 28-inch wide steel ship's ladder rises from next to the opening in the floor and provides access to the fifth story. The floor is also pierced with a 12-inch diameter deck-light. A 12-inch-diameter pipe extends vertically from floor to ceiling. Four half-circle-shaped vents pierce the surrounding wall near the ceiling. They are similar to the vents on the third story.

Fifth Story

The fifth story is a circular room 8 feet in diameter. Its surrounding wall, floor and ceiling are made with steel plates. The ceiling is 7 feet high. This room is lighted with four 16-inch-diameter port-lights. They face northeast, southeast, southwest and northwest. The floor is pierced with a 30-inch by 36-inch opening for the ladder leading up from the fourth story. This opening is enclosed with vertical steel plates on three sides; the open end faces towards west. A double-rung vertical steel ladder extends to a trapdoor opening in the ceiling. It provides access to the lantern room. A 12-inch diameter pipe extends vertically from floor to ceiling.

Sixth Story (Lantern)

The lighthouse's sixth story is the lantern room. It is circular and 6 feet in diameter. The floor is made with steel plates, and is pierced with a 2-foot by 2-foot trapdoor providing for access from the fifth story. The lantern room's surrounding parapet wall is 3 feet tall and made of steel plates. It is pierced with a 2.5-foot tall metal door on the southwest side that provides access to the gallery outside. This door is bolted shut and covered with lexan. The parapet wall supports the lantern's metal mullions, which are arranged in helical fashion. The glazing consists of triangular and diamond-shaped lexan panes. A steel pedestal affixed to the center of the floor supports a modern 300-millimeter acrylic optic. This optic signals a white light that flashes once every 6 seconds. It has a focal plane 72 feet above water level and is visible for 9 miles in clear weather. The lantern room's metal ceiling is conical with a vent opening in the center. The ceiling is supported by eight metal bars arranged in radial fashion.

Changes in physical appearance and integrity issues

Peshtigo Reef Light today is very much the same as when it was constructed in 1936. Alterations to its basic structure have been limited. One change that has been made is the placement of steel sheet piling around the structure's crib and pier foundation. This provides support and protection for the pier, but covers its original concrete exterior almost to the main gallery. The sheet piles are unpainted, making the foundation's exterior a reddish-brown color instead of the original grayish-colored concrete. The sheet pile cladding also covers several port-lights that pierce the concrete pier. These port-lights originally provided light for the basement storage rooms. Another structural change is the large, 2-foot wide by 6.5-foot tall window that pierces the light tower on the lighthouse's third story. This window does not appear in images of the lighthouse showing it when first built. It was added at a later time. This window lights the third story directly, and the second and fourth stories indirectly from the deck-lights that pierce the third story's floor and ceiling. The lighthouse's daymark was originally a white structure with a black lantern. This was changed between 1992 and 2000. The existing daymark is all white except for a wide, red horizontal band painted around the tower's fourth story. Other changes relate to fenestration. The lantern's original glass glazing has been replaced with lexan, a modern plastic material resistant to damage from weather or vandalism. Also, the upper sashes of the double-hung windows on the first story have been removed. These windows are now covered on the outside with sheets of lexan, as are port-light windows for the machinery room and in the tower. The large rectangular window on the third story is also covered with lexan.

There have been several changes made to equipment installed at Peshtigo Reef Light. When built, the structure included a steel skeletal-tower radio antenna mounted atop the lantern. It was removed after the lighthouse's radio system for controlling the fog signal remotely was replaced with modern automated equipment. There was also a steel crane mounted atop the pier on the southwest side of the main gallery deck. It was removed circa the late 1990s.

There have been several changes relating to the lighthouse's aids to navigation, power system, and other equipment. The optic, fog signal and power supply have been upgraded through time and replaced with more modern equipment. The lantern room was originally equipped with a fourth order Fresnel lens illuminated with a 20,000 candlepower electric lamp. Its light signal was visible for 16 miles in clear weather. The lighthouse was also equipped with a 200-millimeter optic for use during the winter. The winter signal light was activated on the first of December and signaled a half-second white flash every 5 seconds. The existing optic is a modern automated 300-millimeter acrylic lens.

Electricity for the aids to navigation was provided by an engine and generator located in the basement machinery room from when the lighthouse was established in 1936 until it was solarized. The generator powered the optic and recharged a storage battery that served as a backup power supply in the event the generator system failed. The generator was removed after the solar array system for recharging the existing battery power system was installed in the 1990s.

The original fog signal was a compressed-air diaphragm horn. It sounded a single 2-second blast every 20 seconds. The resonator horns for this fog signal were mounted near the base of the light tower on the exterior of the second story room. The fog signal was powered by an engine and compressor in the machinery room. The lighthouse was also equipped with a solenoid-operated fog bell that was struck one blow continuously every 20 seconds, regardless of the weather. It provided an emergency fog signal in the event the radio-control system malfunctioned and prevented the keepers at Sherwood Point Light Station from activating the diaphragm fog horn. This fog signal equipment, engine and compressor have been removed. The existing fog signal is a modern automated device powered by batteries that are recharged using the solar array mounted on the lantern gallery.

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)

- [X] 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.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield information important in prehistory or history.

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

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B Removed from its original location.
- [ ] C A birthplace or 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.

Areas of Significance
(Enter categories from instructions)

Maritime History
Transportation
Architecture
Engineering

Period of Significance
1936 to 1956

Significant Dates

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect / Builder
U.S. Bureau of Lighthouses, Twelfth District

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.

9. Major Bibliographical References

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

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 record number _____
- [ ] recorded by Historic American Engineering record number _____

Primary location of additional data:

- [ ]
- [ ] Other State agency
- [X] Federal agency
- [ ] Local government
- [ ] University
- [X] Other

Name of repository: Wisconsin Maritime Museum; Wisconsin Historical Society; USCG District 9 Headquarters; USCG Historian's Office

Narrative Statement of Significance

Peshtigo Reef Light marks the southeast end of a hazardous shoal that extends 3.3 miles into Green Bay from Peshtigo Point. This lighthouse's period of historic significance begins in 1936 when its construction was completed and ends in 1956, the most recent year of its operation 50 years before the present. This property is significant in the local history of Marinette County, Wisconsin. It was an important local aid to navigation throughout its period of historical significance, and continues serving this function today for both commercial shipping and recreational watercraft. Peshtigo Reef Light is eligible for listing in the National Register under Criteria A and C. It is significant in terms of Criterion A for its association with the efforts of the Federal government to provide for safe maritime transport on the Great Lakes. This property exemplifies how the long-term Federal program for establishing an integrated system of navigational aids throughout the United States was manifested in the Marinette County locality. It is significant under Criterion C because it represents and embodies important aspects of early twentieth century lighthouse architecture and engineering. This property exemplifies design and construction methods used in building steel lighthouses on piers and breakwaters during that time period. The lighthouse structure includes three principal components, a crib and concrete pier foundation, steel station building, and steel light tower. It possesses qualities of original location, setting and design, and also embodies historical qualities of integrity in materials, workmanship, feeling and association. The character and appearance of Peshtigo Reef Light are largely unchanged from when it was initially established as an aid to navigation. Its existing structural integrity attests to the lasting value of its design, as well as the high quality of its materials and construction. The changes that have been made include cladding the crib and pier foundation with steel sheet piles for protection and support, and repainting the lighthouse's daymark to include a red horizontal band on an otherwise all-white structure. Changes to equipment include replacing the lantern's original optic and fog signal with modern automated equipment, and removing interior furnishings associated with the lighthouse's operation. Despite these changes, the property's character and appearance remain essentially the same as during its 1936 to 1956 period of significance. This lighthouse has been an operating Federal aid to navigation and local landmark in the lower Green Bay area for 70 years. It continues to evoke feelings that recall the dedication to duty that characterized United States lighthouse keepers in their work to warn mariners of danger and safely guide vessels navigating Wisconsin's Green Bay waters.

This property's nomination to the National Register is submitted as an individual registration associated with the overarching *Light Stations of the United States* multiple property documentation form (MPDF). The following discussion focuses on the nominated property. Information and historic contexts presented and available in the *Light Stations of the United States* MPDF are not repeated here. This submission focuses on additional facts and details linking Peshtigo Reef Light with the history of its geographic location and that support the significance of this specific property.

Significance under Criteria A and C

This property qualifies under criterion A for its association with events related to Federal government efforts to provide for an integrated system of navigational aids throughout the United States, and for promoting maritime safety on the Great Lakes. Peshtigo Reef Light has been an important aid to navigation since it was established by the U.S. Bureau of Lighthouses in 1936. It is historically significant because of its contribution to the broad historical patterns of maritime transportation and commerce associated with Marinette County and Wisconsin's Green Bay and Lake Michigan waters. Lighthouses such as this have enabled safe passage for thousands of ships and exemplify the Federal government's role in providing for a nationwide system of aids to navigation. This lighthouse's signal light, fog signal and daymark have guided mariners through lower Green Bay and been an important enhancement to navigational safety in and around Marinette County from 1936 to the present.

Peshtigo Reef Light also qualifies for National Register listing under criterion C. It embodies and represents distinctive design and engineering characteristics of offshore lighthouses built on crib and pier foundations in the Great Lakes region during the 1930s. It was constructed during the time period when the Federal government engaged in a concerted effort to replace light vessels marking offshore hazards to navigation in the Great Lakes with permanent lighthouse structures. The harsh winter weather associated with this locality's environmental setting required the light vessel assigned there to be absent from its station for much of the year. To resolve this problem, the Bureau of Lighthouses adopted a construction program for offshore lighthouses using designs that could withstand the forces of strong waves and inclement weather. This structure's durable, compact and weather-resistant character embodies the success of its design, its appropriateness to this natural setting, and its high quality of construction. The property's good state of preservation embodies the permanence and durability of 1930s offshore lighthouses throughout the Great Lakes. It stands as a monument to Marinette County's maritime and commercial history, and is widely regarded as a landmark in lower Green Bay.

Shipping, Commerce, and the Establishment of Navigational Aids on the Great Lakes

The Great Lakes region includes Lakes Ontario, Erie, Huron, Michigan and Superior, along with their connecting waters and the St. Lawrence River. It is one of the largest concentrations of fresh water on earth. This waterway system has a total shore length of approximately 11,000 statute miles and a total water surface area of about 95,000 square miles. The completion of the Erie Canal in 1825 linked Lake Erie at Buffalo, New York, with the port of New York City via the Hudson River. This marked the beginning of a period of enormous growth in population, maritime traffic and trade in the Great Lakes Region. In 1829, the Welland Canal opened and linked Lake Ontario and Lake Erie. The St. Mary's Falls Ship Canal (the Soo Locks) at Sault Sainte Marie opened in 1855, thus completing one of the last major links in the Great Lakes navigation system. With the opening of the St. Lawrence Seaway in 1959, the industrial and agricultural heartland of North America became accessible to deep-draft oceangoing vessels navigating the Great Lakes. In addition, barge and small craft traffic reaches the Great Lakes from the Gulf of Mexico via the Mississippi River and the Illinois Waterway, and also from New York City by way of the Hudson River and the New York State Barge Canal System.

Commerce grew rapidly in the Great Lakes region throughout the second half of the nineteenth century and into the twentieth century. The lumber industry accounted for early development and expansion of marine traffic, leading to an increase in aids to navigation. Iron ore production in northern Wisconsin, Michigan's Upper Peninsula and Minnesota, as well as grain from farms and flour from mills in the northwest, furnished cargoes carried aboard southbound vessels. These shipments corresponded with the heavy up-bound movement of coal and manufactured goods from ports in the lower Great Lakes.

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

The need for aids to navigation on the Great Lakes increased along with the expansion of shipping and settlement. Seven lighthouses were built in the region between 1818 and 1822, and 32 were completed during the 1830s. From 1841 to 1852, the U.S. Lighthouse Establishment added 33 new lights. Between 1852 and 1860, the total number of aids to navigation increased from 76 to 102. Another construction boom occurred in the 1890s. By the beginning of the twentieth century, the Great Lakes had 334 major-lighted aids, 67 fog signals, and 563 buoys.

Several distinct designs or types of lighthouses emerged during the nineteenth century. Until 1870 or so, the most common design consisted of a wood, stone, or brick keeper's dwelling that exhibited the lighthouse's optic in a lantern on the roof or atop an attached square tower. By the 1870s, taller towers that were connected to a keeper's dwelling by an enclosed passageway became popular. From 1870 to around 1910, lighthouse engineers practiced and perfected the construction of light stations built on isolated islands and on crib structures placed atop submerged reefs and shoals. Another widespread lighthouse type in the Great Lakes is the pierhead light, used for guiding vessels into harbors along the coasts. Such lights differ from East Coast lights that serve the same purpose in that they are constructed on piers that project from shore into the lakes rather than on land. Great Lakes breakwater lights are closely related to pierhead lights. Usually constructed of metal plates, they are generally tower-like structures positioned at the head of a breakwater.

Light vessels also served in the Great Lakes region. During the nineteenth century and early twentieth century, they were a substitute for building expensive lighthouses at offshore sites. However, harsh weather in late autumn often forced lightships to leave their stations before the end of the shipping season. In the spring, light vessels often had to wait in port until larger, stronger vessels broke the ice. This sometimes prevented their return to assigned locations by the beginning of shipping season. Some dangerous areas were thus left unmarked for a period of time near the start or end of a year's shipping season. To overcome this, lighthouse engineers worked throughout the late 1920s and 1930s to replace all lightships on the Great Lakes with permanent aids to navigation. This contributed a great deal to enhancing maritime safety and commerce.

Historic Context of Peshtigo Reef Light

The maritime history of the Green Bay region began in the seventeenth century when French explorers, missionaries and traders visited the area and established outposts, missions and settlements along the western shore of Lake Michigan. The first mission on what is now the mainland of Wisconsin was the Mission of St. Francis Xavier. It was established in 1669 on the western shore of lower Green Bay at the mouth of the Oconto River, some 12 miles southwest of Peshtigo Point. Washington Island, approximately 42 miles northeast of Peshtigo Point where Green Bay meets Lake Michigan, became an important center of trade between Native American groups and French colonial groups. After the French cession of Canada to Britain during the 1760s, British colonial groups came to dominate commercial trade in the Green Bay area.

The United States did not establish effective occupation of the Green Bay region until 1814 when Fort Howard was built where the Fox River empties into the southern end of the bay. The fort's strategic location led to substantial settlement expansion in the area. This included the founding of the borough of Green Bay in 1838 and the borough of Fort Howard in 1856. These settlements faced one another across the Fox River, and both grew into cities during the late nineteenth century. The entwined character and economy of these communities led to their consolidation in 1895 to form the present-day city of Green Bay.

Long-distance travel and commercial activity in the Green Bay region relied principally on water-borne transportation from early colonial times through the late nineteenth century. Maritime commerce continues to be important today. It was not until 1855 that the state of Wisconsin constructed a road along Green Bay's western shore connecting commercial centers of the lower bay with the Marinette-Menominee area at the Wisconsin-Michigan border. Vessels navigating Green Bay's waters dominated the transportation of commercial cargoes in the area until around the middle twentieth century.

The rise in volume of maritime commerce in lower Green Bay during the late nineteenth century led to increased awareness that measures were required for promoting maritime safety. One area of attention was the Peshtigo Point area. While the point is a prominent landmark on Green Bay's western shore, it does not present a serious hazard to navigation by itself. However, a broad shoal extends offshore to approximately 3.3 miles southeast of the point. Its shallow depths and rocks present a problematic obstacle to vessels navigating lower Green Bay.

The U.S. Lighthouse Board sent a team to Green Bay in 1865 to assess which types of Federal aids to navigation were needed, and to recommend locations where they should be established. The findings identified three places where establishing lights had the highest priority. They were Chambers Island in Door County, Peshtigo Reef, and Grassy Island near the mouth of the Fox River at Green Bay's southern end. In 1866, the U.S. Congress appropriated $25,000 for building light stations at these three places. Chambers Island Light was constructed, but the appropriation was withdrawn in 1867 before the others could be built. Even so, the Lighthouse Board was able to mark Peshtigo Reef with four spar buoys. A daymark to identify the southeast end of Peshtigo Reef was built in 1869. It consisted of a 30-foot by 30-foot wooden crib that was filled with rock and surmounted by a wooden pyramidal superstructure topped with an iron cage.

In 1892, the Lighthouse Board requested that $10,000 be appropriated to establish a light and fog signal station to mark Peshtigo Reef. The U.S. Congress endorsed this request in 1893 but failed to appropriate funds to pay for it, so nothing was done. In 1898, the Lighthouse Board recommended that $15,000 be appropriated to construct a light vessel to mark Peshtigo Reef. Congress finally appropriated funding for this in 1902. The Johnson Boiler Company of Ferrysburg, Michigan, was awarded a contract to build the vessel. Work on it began in 1904.

The light vessel for Peshtigo Reef was designated *LV77*. It was a steel-hull scow-type vessel that displaced 110 tons, was 75 feet long with a beam of 21 feet, 7 inches, and had a draft of 9 feet, 3 inches. The vessel did not have a propulsion system and was intended to be towed to and from its station by a lighthouse tender. Its light was a signal consisting of three oil-fueled lens-lanterns mounted on a ring that was raised to the top of the vessel's lantern mast. The vessel's fog signal was a hand-operated bell. *LV77* included four staterooms, a head, galley, and storage space for enough food and lamp fuel to operate a full navigation season without additional supply.

LV77 arrived at Sturgeon Bay, Wisconsin, in the latter part of 1905. It was towed to its duty station at the beginning of the 1906 navigation season. The light vessel's lantern was first exhibited on 28 April 1906. In 1911, a compressed-air-operated 8-inch chime whistle was installed as its fog signal. *LV77* continued to mark Peshtigo Reef every navigation season until 1934.

The U.S. Lighthouse Board was abolished in 1910 and replaced with the Bureau of Lighthouses. The newly-established bureau undertook several measures to improve the facilities and operation of the nation's Lighthouse Service. During the 1920s and 1930s, the Bureau of Lighthouses sought to replace the aging light vessels then operating on the Great Lakes with permanent offshore lighthouses. This program took advantage of advances in the design and technology of building and operating aids to navigation. It resulted in a substantial number of new offshore lights in the Great Lakes region. Two locations selected for building lighthouses were Peshtigo Reef and the Green Bay entrance channel. Similar designs were prepared for these two lights. They varied in some details, however, because the Green Bay entrance channel light was to be manned by keepers, while the Peshtigo Reef lighthouse was to be operated semi-automatically without resident keepers. It was planned that Peshtigo Reef's aids to navigation would be operated automatically, with the fog signal being radio-controlled by keepers at the Sherwood Point Light Station located 8 miles to the southeast. Keepers would need only visit Peshtigo Reef Light intermittently for maintenance and refueling.

Construction of a permanent lighthouse on Peshtigo Reef began in September 1934. The initial work consisted of building a wooden crib to serve as the structure's foundation. This was completed before deteriorating weather caused work at the site to be suspended. Construction began again in the spring of 1935. A ring of sheet piling facilitated filling the crib with concrete and constructing a concrete pier on top. In August 1935, a temporary light and fog signal were established atop the concrete pier. This relieved *LV77* from further service at Peshtigo Reef. The vessel was towed back to Sturgeon Bay for future assignment elsewhere. It was subsequently decommissioned in 1939.

The lighthouse was completed in June 1936. It was operated using a gasoline-engine generator that powered a 20,000 candlepower electric lamp inside a fourth order Fresnel lens. This was an automated device and its light was visible for 16 miles in clear weather. A battery was kept charged for service as a backup power supply in the event the generator failed. The lighthouse was also equipped with a 200-millimeter white lens that was activated each December to serve as the light signal during winter. The lighthouse's fog signal was operated in a semiautomatic fashion. When fog occurred, the signal was activated using a radio transmission from Sherwood Point Light Station. The fog signal was a compressed-air-operated diaphragm horn that sounded a 2-second blast every 20 seconds. The lighthouse was also equipped with a solenoid-operated fog bell that was struck one blow every 20 seconds. This bell operated continuously, and provided a backup if the diaphragm horn failed. The semiautomatic operation of Peshtigo Reef Light was successful. Keepers from Sherwood Point Light Station on the Door Peninsula traveled back and forth only when necessary, using a small wooden launch.

During the 1990s, the Peshtigo Reef Light's optic, fog signal, and generator power supply were replaced with modern equipment and the light tower was repainted to include a wide, red horizontal band around its middle one-third. The rest of the lighthouse continued to be painted white. The present whereabouts of the lighthouse's original fourth order Fresnel lens is unknown. The existing optic is a modern 300-millimeter acrylic lens beacon. The lighthouse's optic and fog signals are fully automated and powered by batteries recharged using the solar array mounted on the lantern gallery. This property is visited periodically for maintenance by personnel from the U.S. Coast Guard Aids to Navigation Team (ANT) responsible for the area.

Today, the lighthouse at the southeast end of Peshtigo Reef remains standing in its original position. Its basic structure, appearance and setting remain essentially unchanged from the property's 1936 to 1956 period of historical significance. This lighthouse continues to fulfill its original role of aiding mariners by marking the end of Peshtigo Reef for vessels navigating lower Green Bay. It remains a prominent aid to navigation associated with Marinette County and the Green Bay area. This property is widely recognized in the Marinette County locality as an important local landmark.

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10. Geographical Data

Acreage of Property Less than one acre

UTM References:	Zone	Easting	Northing
1	16	454260	4978300

Verbal Boundary Description: The boundary of the nominated property is the exterior perimeter of riprap placed to protect the perimeter of the lighthouse's circular foundation. The lighthouse stands alone in the open waters of lower Green Bay.

Boundary Justification: The nominated property is the lighthouse structure that historically has been owned by the U.S. Coast Guard. It consists of the lighthouse's crib and pier foundation, service building, and light tower.

11. Form Prepared By

name / title Daniel Koski-Karell, Ph.D., USCG HQ Environmental Management Division, & Jayne Aaron and Daniel Hart, e^2M Inc

organization United States Coast Guard (COMDT CG-443) date 11 December 2006

street & number 2100 Second Street SW telephone 202.475.5683

city or town Washington State DC zip code 20593

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Map: **USGS map** (7.5 or 15 minute series) indicating the property's location.

Photographs: Representative **black and white photographs** of the property.

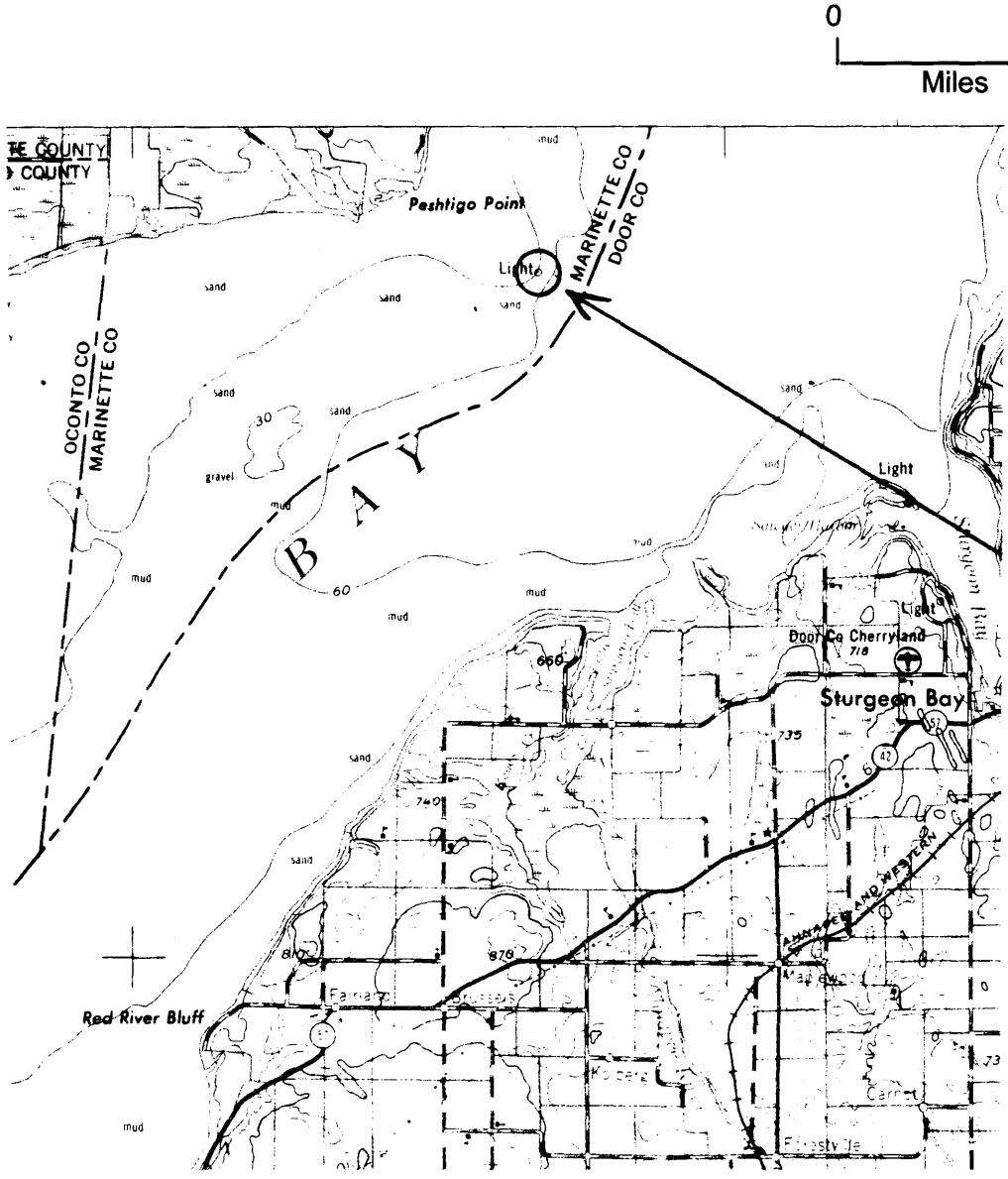
Property Owner

name United States Coast Guard

street & number 2100 Second Street SW telephone 202.267.1587

city or town Washington state DC zip code 20593

This is a portion of the "Manitowoc, Wisconsin; Michigan - NL 16-11" topographic map, scale 1:250,000 (United States Geological Survey 1954, limited revision 1967).



Peshtigo Reef Light
Marinette County, WI
UTM 16 / 454260 / 4978300

PHOTOGRAPHS

The following information is common to all the photographs:

Name of property: Peshtigo Reef Light
County and state: Marinette County, Wisconsin
Photographer: Timothy McGrath
Date of photographs: 28 October 2005
Original negatives at: U.S. Coast Guard Historian's Office
U.S. Coast Guard Headquarters, Washington, DC

Photograph Number	Description
1.	Southeast elevation, looking northwest.
2.	Southeast elevation and entrance, looking northwest.
3.	Basement machinery room, looking north.
4.	Basement machinery room and access ladder, looking northwest.
5.	First story northwest bedroom interior, view to kitchen, looking northeast.
6.	Fifth story interior showing ladder and trapdoor entry to lantern room, looking north.