

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Ram Island Light Station
other names/site number _____

2. Location

street & number Ram Island, Boothbay Harbor N/A not for publication
city, town Boothbay Harbor, vicinity
state Maine code ME county Lincoln code 015 zip code 04538

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>3</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>4</u>	_____ structures
	<input type="checkbox"/> object		_____ objects
			<u>0</u> Total

Name of related multiple property listing: Light Stations of Maine
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Earle S. Threlkoff SHPO 10/30/87
Signature of certifying official Date
Maine Historic Preservation Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Robert C. ... 12/7/87
Signature of commenting or other official Date
U.S. DEPT. OF TRANSPORTATION OST/P-14
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Amy Schlager 1/24/88
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Water-Related

Current Functions (enter categories from instructions)

Transportation: Water-Related

Vacant

7. Description

Architectural Classification

(enter categories from instructions)

Other: Light Station

Materials (enter categories from instructions)

foundation Stone: Granite

walls Brick

Wood: Weatherboard

roof Asphalt

other Iron Deck and Lantern on Tower

Describe present and historic physical appearance.

Ram Island Light Station consists of a round two-stage light tower, a one-and-a-half-story frame keeper's house, an oil house, and a gable roofed fuel house. The light tower stands on a rock outcropping, and it was originally linked to the main island by means of a long elevated walkway. The entire complex, with the exception of the oil house, was built in 1883.

1. LIGHT TOWER - CONTRIBUTING STRUCTURE

The tower is composed of a tall, cylindrical quarry faced ashlar granite base surmounted by a brick shaft which is of a smaller diameter. A wide corbelled frieze band rises to the iron walkway and railing. The polygonal lantern, which shelters a modern beacon, features clear glass panes in its upper half and iron panels below. Its iron roof is capped by a spherical ventilator. The landward side of the tower's brick stage is punctuated by a door which formerly opened off the walkway. It leads to a short spiral stair. Documentary photographs of the walkway show that it was a multi span wooden structure supported by four iron lattice supports.

2. KEEPER'S HOUSE -CONTRIBUTING BUILDING

Sheathed entirely in clapboards, the L-shaped keeper's house faces northwest. The original configuration of its front elevation is partially obscured by a one-story shed roofed addition which carries across all but a fraction of the facade. This addition has a window (now boarded shut as are all the openings) on each of its three walls. A smaller enclosure containing a door and window join the shed to the west. Centrally located on the roof is a shed roofed dormer. The west gable end contains three window openings, two in the first story and one in the gable peak, whereas the east end has a pair of windows. Both gables retain their plain truss-shaped bargeboards. The ell has a single window on the west side, two at the rear and a door behind a shed roofed porch on the east elevation. A brick flue rises through the roof at the junction of the main block and ell. The house rests on a granite foundation.

3. FUEL HOUSE - CONTRIBUTING BUILDING

Standing to the southwest of the house is the rectangular fuel house. It has two openings on both the west and south ends and a door in the north gable end. A diminutive gable roofed structure stands at the southeast corner of this shed.

4. OIL HOUSE - CONTRIBUTING BUILDING

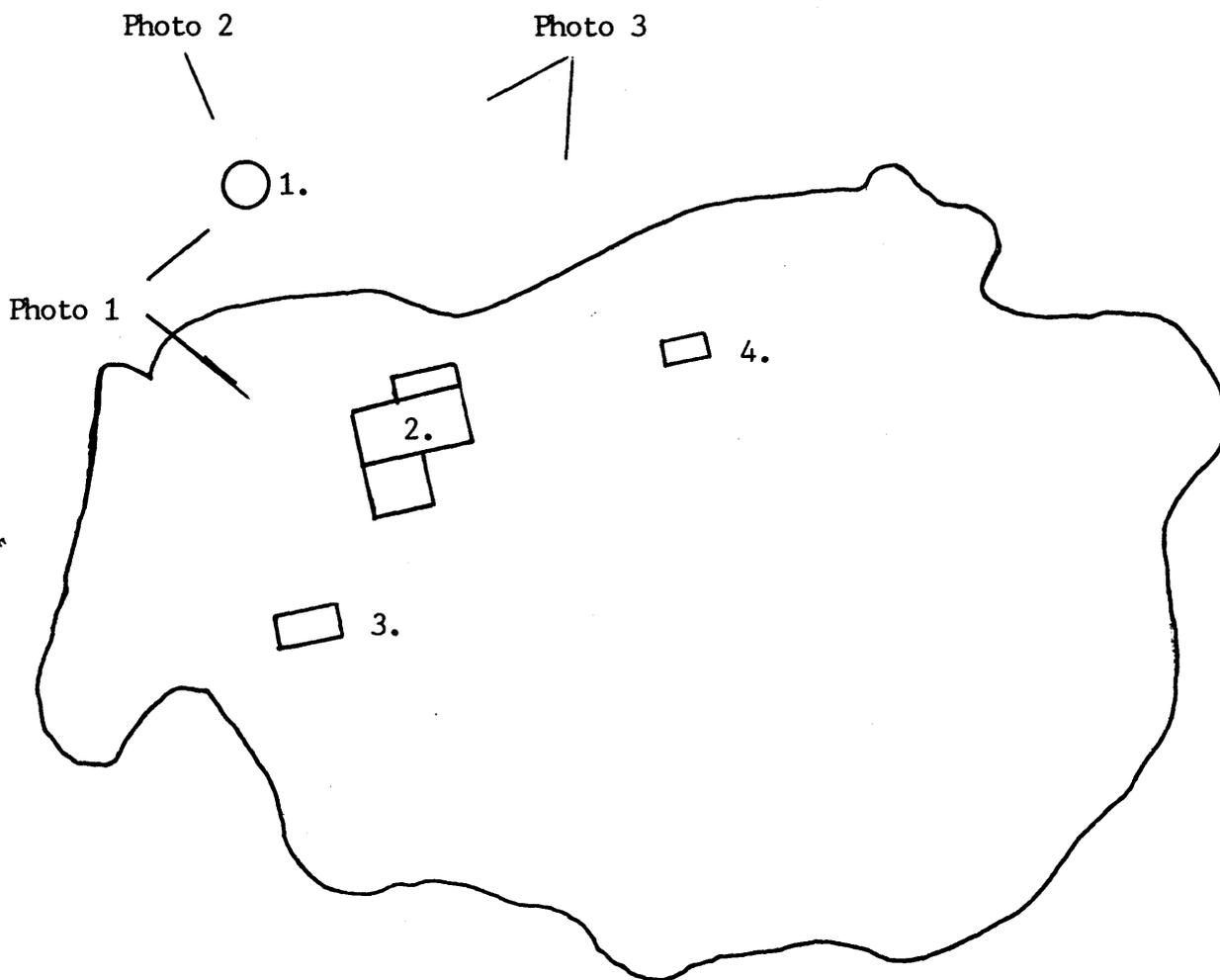
Constructed in 1898 the brick oil house is located to the northeast of the dwelling. It has a gable roof that shelters a door and narrow rectangular vent in one end.

See continuation sheet

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

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Sketch Map

Ram Island Light Station
Boothbay Harbor Vic., Maine

Not to Scale

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Engineering
Transportation

Period of Significance

1883-1937

Significant Dates

1883

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

U. S. Army Corps of Engineers, Designer

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Ram Island Light Station was established in 1883 as a guide to Boothbay Harbor. The lone occupant of shallow Ram Island, the complex maintains integrity of design, setting and association, and ~~also~~ meets the requirements for registration as outlined in the multiple property submission "Light Stations of Maine". Its significance has been evaluated with respect to the associated historic contexts Maritime Transportation in Maine: ca. 1600-1917 and Federal Lighthouse Management: 1789-1939.

The need for a light station that would guide shipping in and around Boothbay Harbor was clearly evident by the nature of the commerce at this busy port. As shown in the 1883-84 edition of the Maine State Year-Book Boothbay contained a broad range of mercantile establishments and manufacturers that relied upon maritime transportation. In addition, Boothbay was rapidly developing a summer tourist industry that supported no fewer than seven hotels and boarding houses. The village was linked by steamboats to Bath, Wiscasset, Augusta, Portland, and Boston. Ram Island Light Station was automated in 1965.

Ram Island light derives significance under criteria A and C. Criteria A is satisfied by the association of the complex with Maine's critical reliance on maritime transportation and the aids that made navigation possible. Criteria C is met by the station's distinctive character that clearly reflects light station design and construction typical of the late nineteenth century.

See continuation sheet

