

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH 0675512

FOR NPS USE ONLY
 RECEIVED APR 23 1978
 AUG 13 1979
 DATE ENTERED

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

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

1 NAME

HISTORIC
Fenwick Island Lighthouse Station
 AND/OR COMMON

2 LOCATION

STREET & NUMBER
Delaware/Maryland Border Line ___ NOT FOR PUBLICATION
 CITY, TOWN
Fenwick Island CONGRESSIONAL DISTRICT
 STATE CODE COUNTY CODE
Delaware 10 Sussex 003

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input 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 checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" 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 type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input checked="" type="checkbox"/> BEING CONSIDERED (Lighthouse only)	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: Navigation

4 OWNER OF PROPERTY

NAME **Multiple** Aid
 STREET & NUMBER
 CITY, TOWN STATE
 VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. **Multiple**
 STREET & NUMBER
 CITY, TOWN STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE **Delaware Cultural Resource Survey S-187**
 DATE **1978** ___ FEDERAL STATE ___ COUNTY ___ LOCAL
 DEPOSITORY FOR SURVEY RECORDS **Hall of Records**
 CITY, TOWN **Dover** STATE **Delaware**

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Fenwick Island Lighthouse Station is a group of five structures located about one-third mile west of the Atlantic Ocean, immediately north of the Delaware-Maryland state line at Fenwick Island, Delaware. The group includes the white-painted brick Fenwick Island Lighthouse, a small steel shed at its base, two lighthouse keeper's houses, and a frame barn. All were originally situated on a ten-acre light station tract, which has been gradually reduced in size through transfers of land to the State of Delaware and sale to private property owners. At the present time only the lighthouse itself and the small shed at its base are federally-owned, on a lot 40 feet by 60 feet enclosed by a chain-link fence. Both houses and the barn are now privately owned. Most of the remainder of the light station property is now divided among a group of small trailer parks used by the large number of summer tourists who visit the area. The area included within this nomination to the National Register of Historic Places runs for 240 feet along the state line, by 70 feet north and south. (An attached diagram shows the layout of the five buildings in question).

There is a wealth of material relating to the station on file in Record Group 26 in the National Archives in Washington, D.C. Among the most valuable sources in describing the station is a "Description of Light-House Tower, Buildings, and Premises at Fenwick Island Light Station, Delaware", prepared for the Lighthouse Establishment of the old Department of Commerce and Labor in 1907. In addition, a full set of original construction drawings of the tower and buildings is on file in the cartographic section of the Archives. Also in Record Group 26 are a partially-damaged correspondence file pertaining to the station, records of employment and payment of station personnel, and other records. Thus, it is possible to obtain details of the original construction of the station, as well as of the changes in equipment and construction of the structures over the years.

DESCRIPTION OF BUILDINGS:

The Lighthouse (S-187)

The Fenwick Island Lighthouse is a brick, conical-type tower 84 feet, 5 inches in height from the base of the tower to the ventilator ball atop the lantern assembly. The brick portion of the structure rests on a rubble stone masonry base on grillage which extends about 12 feet, 6 inches below the surface of the ground and about 3 feet above the ground, forming a water table for the brick tower. The brick portion is about 75 feet tall. It consists of an outer brick wall about 27 inches thick at the base and about 18 inches thick at the top of the tower. An inner cylindrical wall is about 9 inches thick from top to bottom. It is also constructed of brick. The lighthouse is about 19 feet, 7 inches in diameter at the ground and about 18 feet, 5 inches in diameter at the top of the water table. The stone and brick portions of the tower were originally white-washed and are now painted white. The outside gallery around the watchroom at the top of the brick tower and the lantern assembly are painted black. The bricks of the outer wall are laid in American bond with fifteen stretcher courses divided by a header course. The entrance to the tower is through a door in the south wall at the level of the top of the water table. The tower contains five windows at various levels. One window is located on the first floor and one on the watchroom level, both facing east.

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 type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Navigation Aid
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1858

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Fenwick Island Lighthouse Station, situated 1,500 feet west of the Atlantic Ocean immediately north of the Delaware-Maryland State Line at Fenwick Island, Delaware, is the last remaining lighthouse on the Delaware-Maryland ocean coast. As such, it is of significance to the history of navigation in Delaware coastal waters. The conical, white-painted brick lighthouse and the group of frame structures at its base, which make up the station complex, are also of architectural significance to the state since they are the only structures of their respective types in Delaware.

Delaware has had a part in the history of lighthouses in the U.S. for more than 200 years. Because of the state's location on the Atlantic Ocean and the Delaware River and Bay, it was the site of some of the earliest aids to navigation in what is now the U.S. In 1767 America's seventh lighthouse was built at Cape Henlopen, the entrance to the Delaware Bay, 20 miles north of Fenwick Island. That cylindrical stone structure collapsed in 1926, as the result of beach erosion. During the nineteenth century, a series of wooden and iron lighthouses were erected along the Delaware River and Bay, including several iron screw-pile and caisson-type lighthouses located in the shipping channel of the bay.

The Fenwick Island Light, the only brick, conical-type light ever built in the state, was erected in 1858 and early 1859 during a period of rapid expansion and improvement in the nation's system of aids to navigation. The newly-created (1852) U.S. Lighthouse Board reported to Congress in 1855 that "a light-house in the vicinity of Fenwick's Island will serve to guide vessels from the southern ports, bound into the Delaware, and also the great coasting trade with the same or a more northern destination. Fenwick's Island Shoal is a very dangerous one for those, and also in some degree for the European trade of Philadelphia. It is very common for ships coming from the eastward to fall in with the coast considerably to the southward of Cape Henlopen, and in thick weather a light on Fenwick's Island would serve to ascertain their position when the Henlopen light was invisible . . . "

The report also noted that the nearest light to the south, that at the southern tip of Assateague Island on Virginia's Eastern Shore, sixty miles south of Cape Henlopen, was so far from the mouth of the Delaware Bay that vessels sailing northward were in danger of piling up on the Fenwick Shoal before they were able to sight the Henlopen Light.

As a result, Congress authorized construction of a lighthouse at Fenwick Island on August 18, 1856, at a cost not to exceed \$25,000. A site was selected, which amounted to about 10 acres, and construction of the lighthouse, a lighthouse keeper's house, a storehouse and other structures began early in 1858. When the work was completed early the following year at a cost of \$23,748, a Fresnel-type lens of the third order

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Records pertaining to the light station housed in Record Group 26, The National Archives, Washington, D.C.
- Francis Ross Holland, Jr.: AMERICA'S LIGHTHOUSES - THEIR ILLUSTRATED HISTORY SINCE 1716 Brattleboro, Vermont: The Stephen Greene Press 1972

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 2 acres

QUADRANGLE NAME Assawoman Bay

QUADRANGLE SCALE 1: 24,000

UTM REFERENCES

A 1 1 8 | 4 9 5 | 1 1 8 1 1 | 4 2 5 5 | 6 9 0

B [] | [] | [] | [] | [] | [] | [] | []

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C [] | [] | [] | [] | [] | [] | [] | []

D [] | [] | [] | [] | [] | [] | [] | []

E [] | [] | [] | [] | [] | [] | [] | []

F [] | [] | [] | [] | [] | [] | [] | []

G [] | [] | [] | [] | [] | [] | [] | []

H [] | [] | [] | [] | [] | [] | [] | []

VERBAL BOUNDARY DESCRIPTION

The property being nominated begins at the point where the eastern property line of Frederi Fryer intersects the Delaware-Maryland State Line. It extends westward along the state line for a distance of 240 feet. At a point immediately west of the western end of the light

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

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

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

11 FORM PREPARED BY

NAME / TITLE

Mr. Dick Carter, Historic Preservation Planner

ORGANIZATION

Sussex County Department of Planning and Zoning

DATE

January, 1979

STREET & NUMBER

Sussex County Courthouse, The Circle

TELEPHONE

302-856-7701 Ext. 304

CITY OR TOWN

Georgetown,

STATE

Delaware

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Carol R. Griffith

TITLE Acting Director/Div. of Historical & Cultural Affairs

DATE

3/6/79

FOR NPS USE ONLY

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

Bill Worrel

DATE

8-13-79
July 9, 1979

ATTEST:

Anna Jane Davis

DATE

7-9-79

CHIEF OF REGISTRATION

Regional Review Coordinator

FHR-8-300A
(11/78)

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HERITAGE CONSERVATION AND RECREATION SERVICE

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DATE ENTERED AUG 13 1979

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

- S-187; S-187.3: Commandant (G-FLP-3/71)
United States Coast Guard
400 Seventh Street, S.W.
Washington, D.C. 20590
- S-187.2: Mr. and Mrs. Frederick Fryer
Frankford, DE 19945
- S-187.4; S-187.5: Mr. and Mrs. Oliver Cropper
Fenwick Island, Delaware

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Fenwick Island Lighthouse Station

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RECEIVED	APR 23 1979
DATE ENTERED	AUG 13 1979

CONTINUATION SHEET

ITEM NUMBER 5 PAGE 1

Location of Legal Description

Commandant (G-FLP-3/71)
United States Coast Guard
400 Seventh Street, S.W.
Washington, D.C. 20590

Sussex County Courthouse
The Circle
Georgetown, Delaware

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED	AUG 13 1979

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

Those at other levels face south, north, and west. All are six-over-six double sash type with black-painted trim.

The first floor interior of the tower is round with arched alcoves set into the east and west walls. A cast-iron spiral stairway extends from the first floor to the watch room with four landings spaced at intervals.

A galvanized iron tube of about 8 inches in diameter extends up through the center of the tower. It is believed that this device was used to transport containers of mineral oil up to the lantern.

The watchroom originally contained a small table and a small heater ventilated by a stovepipe, which extended up through the lantern and out through the roof of the tower. It was probably removed in 1940 when the lighting mechanism was automated.

A doorway is set in the west wall of the watchroom and leads out to a cast-iron gallery, polygonal in plan and 10-sided, running around the outside of the tower at the watchroom level. The outside of the doorway is boxed in with a wooden windbreak. The gallery is surrounded at waist height by an iron railing with iron mesh guards attached. An outside ladder extends from the watchroom gallery to the rim around the lantern, giving outside access to the lantern through a glass door on the south side of the lantern.

An interior iron stairway leads from the watchroom to the interior of the lantern. The lantern is polygonal in plan with 10 sides. Each side contains two ¼-inch-thick glass plates, each of which is 2 feet, 5½ inches wide by 2 feet, 7 inches tall. The height of the glass in each of the 10 sides of the lantern housing is 5 feet, 2-3/8 inches. The side corresponding to the outside ladder from the watchroom gallery is a single storm pane hinged on the side. The floor of the lantern is cast-iron. The roof is constructed with cast-iron plates held by wrought-iron strips and covered with tin. A cylindrical ventilator with a hemispherical top extends above the roof of the lantern assembly.

The lens and prism assembly and lighting mechanism were mounted on a cast-iron pedestal of about 3½ feet in diameter which, in turn, was mounted on a shaft 7½ inches in diameter. The lens and electrical lighting mechanism were removed from the lighthouse by the U. S. Coast Guard on December 13, 1978. The pedestal and shaft are still in place.

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

FOR HCRS USE ONLY	
RECEIVED	APR 10 1979
DATE ENTERED	APR 10 1979

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The Fenwick Island Lighthouse is believed by local historians to have first used whale oil for its lamps, followed by a conversion to mineral oil about 20 years after the lighthouse began operation in 1859.

The flashing cycle of Fenwick Island Lighthouse utilized a fixed white light with a white flash of about 20 seconds duration every two minutes. The flash was accomplished by means of three solid panels affixed to a revolving framework which were mounted outside the lens and prism mechanism. The revolving action was governed by a weight-activated clock, manufactured in 1878 by George M. Stevens Company of Boston, which was connected to the revolving apparatus of the "chariot" type which revolved around a track 17 inches in diameter through the use of six bronze guide wheels and twelve smaller wheels.

The clock was, in turn, connected vertically down through the watchroom floor and then horizontally by an iron cable to a weight tube of wrought-iron mounted in the wall of the tower. The tube was about 17- $\frac{1}{2}$ feet deep, long enough to allow the mechanism to revolve for about five hours on one winding. The clock and revolving machinery was protected by six bronze-framed glass doors and was mounted on a four-post, cast-iron table. The lamps themselves were standard fourth order oil lamps. They were replaced in 1899 by fourth order electric lamps. It is uncertain how much of this equipment was still in the lighthouse at the time it was shut down by the Coast Guard.

Generator Shed (S-187.3)

The small shed at the base of the lighthouse, the only other structure on property still owned by the federal government, is made of steel and is about 8 feet square. It is painted white with a red-painted flat roof and a black-painted smokestack.

The steel shed replaces an earlier 8 x 10-foot frame oil shed which was built 14 feet south of the lighthouse in 1883 for the storage of mineral oil. The steel structure, which sits just to the southwest of the tower, was probably installed in 1940 or shortly before. The generators once housed in it have been removed.

First Lighthouse Keeper's House (S-187.2)

The first of the two lighthouse keeper's houses at the light station is a two-story frame structure built on a brick foundation over a brick basement. It was built in 1857 and 1858 and served the families of both lighthouse keepers, with one family on each floor, until overcrowded conditions brought about construction of the second and larger house in 1882.

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

FOR HCRS USE ONLY
RECEIVED
APR 23 1979
DATE ENTERED

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

The interior of the house has undergone frequent alterations, both during the time it served as a part of the station complex and since it has been privately owned, but the basic exterior appearance of the structure is largely unchanged from its nineteenth-century appearance.

The house is unusual in its structure in that it is frame-covered with one layer of weatherboarding, with the weatherboard covered, in turn, by extremely thick (at least 1/2-inch and possibly 3/4-inch) cut cypress shingles with a beveled edge at the bottom. The inside walls are plaster and lath.

All window and door surrounds have their original trim, although the original shutters have been removed from the windows. The driven iron pintles for the shutters are still in place.

The double-pile, three-bay house has three windows on east and west sides on the second floor. The east side first floor is covered by an 8-foot-deep porch running the full width of the house. A doorway with four-light transom is at the north end of the east wall. The wood frame porch is supported by white-painted brick piers. The ends of the porch roof are shingled in the same heavy cypress shingles as the house.

A porch also extends around the middle and northern two bays of the west front facing the lighthouse and around the first bay of the northern gable end of the house. The portion of the porch covering the north end of the house and the northern bay of the west side is enclosed with sawn shake shingles and appears to have been altered in the late-nineteenth or early-twentieth centuries.

A doorway with four-light transom is located in the center of the west side first floor. An entrance to the basement is located underneath the window at the southern end of the west side.

On the north side of the house a window is situated in the center of the second floor wall, with an attic window overhead in the gable end. On the south end of the house, first and second floor windows are situated at the southwest corner. A smaller window is located in the south gable end. All windows in the house, including those in the gable ends are double sash six-over-six windows.

Brick chimneys of the interior end type are located on either side of the roof beam at the southern end of the house. The chimneys are stuccoed up to about 18 inches above the roof line. The eastern chimney has a brick arched hood, while the western one has a flat top and is covered with a modern sheet metal wind deflector. Since

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY	
RECEIVED	APR 20 1978
DATE ENTERED	AUG 12 1978

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 4

the chimneys are in the same location and since their bases are of identical size, type, and material, it is probable that the western chimney also had a brick hood originally and that it was removed and the wind deflector installed in the relatively recent past.

The house is also distinguished by a decorative ovolo-moulded cornice on the east and west sides and by simple mouldings on the door and window surrounds. The brick foundation and shingle side walls are painted white. The main and porch roofs are covered with modern red asphalt shingles.

Although it was not possible to gain access to the interior of the house, which is only occupied in the summer months, an 1878 description notes that it possesses three rooms with an entry and stairway on the first floor, three rooms with an attic stairway on the second floor, and an attic. The report also mentions a summer kitchen, but it is uncertain whether the term refers to a separate wing now gone or to the enclosed portion of the porch. Early descriptions also mention that in addition to a regular well, rain gutters on the house fed into a 2,800-gallon brick cistern. It is uncertain whether this cistern remains.

Second Lighthouse Keeper's House (S-187.4)

The second keeper's house, located just under 20 feet west of the lighthouse, was as noted previously built in 1882 to relieve overcrowding in the original house. It is also of frame and shingle construction and, according to the present owner, possesses the same interior weatherboarding under the shingles. The shingles of the later house, however, are conventional late nineteenth century cut or sawn shingles and not of the unusually-thick bevelled type evident in the older house. The gable ends of the house are of board-and-batten construction. The boards are pointed at the bottoms for decorative effect.

The house is of the Victorian Gothic style with gable end decoration and rafter end decoration, typical of much coastal area government construction in the last quarter of the nineteenth century. It is extremely similar in style to the Indian River Life-Saving station (S-453) which was built 15 miles north in 1881 and now listed in the National Register of Historic Places. It has been altered in recent years with the addition of two enclosed porches, a small greenhouse area around the foundation of the south gable end of the main section of the house, and a wing on the west end of the house. The present owner of the house and the barn is extremely conscious of the historical nature of the property, however, and has attempted with a fair degree of success to make the additions blend in with the original character of the structure. In the case of the west end addition, especially, it is difficult to tell that the wing is not original. The only incongruous feature is a block foundation instead of a brick foundation. Even this difference is minimized by the fact that the foundations of both wing and main house are painted red.

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY
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DATE ENTERED AUG 17 1978

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

The house consists of a two-story main section and two one-story wings with a third modern one-story wing. The largest of the original one-story wing is laid out on an east-west line, connecting to the center of the east side of the main section (which runs north and south). The smaller one-story wing is also on a north-side line running from the north side of the larger wing. It is also connected to the east wall and north wall of the main section.

All gable ends in the original section as well as in the modern wing have vertical board-and-batten siding. They are decorated with king posts, collar braces, collar beams, sawn decorations on rafter ends, sawn decoration on purlin ends and brackets supporting the purlins, each of which has crossed diagonal collar braces. While the modern wing gable end does not have the elaborate gable decoration, it does have decorated rafter ends and bracketed purlins supporting the roof overhang.

The main house and original wings, as well as the modern wing, have cut shingle siding below the gable ends and corner boards. Window and door trim is extremely simple and consists of simple board surrounds with vertical board heads. No pintles survive on the window surrounds of the newer keeper's house and it is uncertain whether the structure ever had shutters. The main section and each of the three wings have chimneys in the gable ends. Those on the wings are exposed end chimneys running up through the overhanging roof. The chimney in the main section is interior and off center and runs up through the roof near the southwest corner. All chimneys are brick and all appear to have been either rebuilt or repointed in recent years. The roofs of the house are of horizontal boards covered with modern asphalt shingles, which probably replace original wooden shingles.

The one-story wing extending out to the northern end of the house is unusual in that the northwest slope of the roof extends down in a saltbox effect across a portion of the north gable end of the main section of the house. Just to the west of the point where it ends is a small gable-roofed basement entrance.

While access to the interior of the house was not possible, the present owner said that he extensively remodelled the interior when he purchased the property several years ago. As previously noted, the changes to the exterior of the house do not severely alter the appearance or quality of the structure.

The Barn (S-187.5)

The light station barn is a two-story, gable-roofed structure which appears to be of about the same vintage as the second keeper's house and may have replaced an earlier barn. It has been altered considerably and possesses less of its original integrity than the other four structures. A one-story lean-to garage has been added to its south side. The board-and-batten gable end has been repeated in the barn in a less skillful manner than in the house. The board-and-batten work extends along the one remaining visible side (north) about 1½ ft. below the eaves. Below the board-and-batten

FHR-8-300A
(11/78)

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Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

section is horizontal weatherboarding. The present owner of the property uses a portion of the first floor of the barn as an office. The original barn doors have been removed and a conventional door installed. A door has also been installed into the second floor loft area. It has access to an outside stairway running down the front of the building. Two windows have been installed in the north wall of the structure. Although substantially altered, the original lines of the structure are visible. It is the only one of the buildings which retains a wood-shingled roof.

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FOR HCRS USE ONLY	
RECEIVED	APR 25 1979
DATE ENTERED	AUG 17 1979

Fenwick Island Lighthouse Station

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

of French manufacture was installed. The light was turned on for the first time on August 1, 1859, and it continued in operation without interruption for nearly 120 years until December 13, 1978, when it was turned off by the U.S. Coast Guard.

During the course of its existence, the Fenwick Island Lighthouse Station has undergone numerous changes in its method of operation as new technological innovations were made in lighting equipment. A second lighthouse keeper's house was erected in 1881. A bridge to the mainland was built in 1892 which, though designed to improve access to the station, also served to open up the Fenwick Island area to early recreational development. In 1940, the lighthouse was automated and much of the original 10-acre light station property was sold. The keeper's houses and other station structures, with the exception of the lighthouse itself and one small generator house, are now privately owned.

The light station site is of further historical significance to the state because of the location on the southern property line of the first boundary stone of the 1751 Trans-peninsular Line which served as the basis for the later Mason-Dixon Line. The boundary stone, bearing the arms of the Lords Baltimore of Maryland on its southern face and those of the Penn Family of Pennsylvania and "the Three Lower Counties Upon Delaware" on its northern face, is already listed in the National Register of Historic Places as a part of the Delaware Boundary Line (D-101).

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

Fenwick Island Lighthouse Station

CONTINUATION SHEET

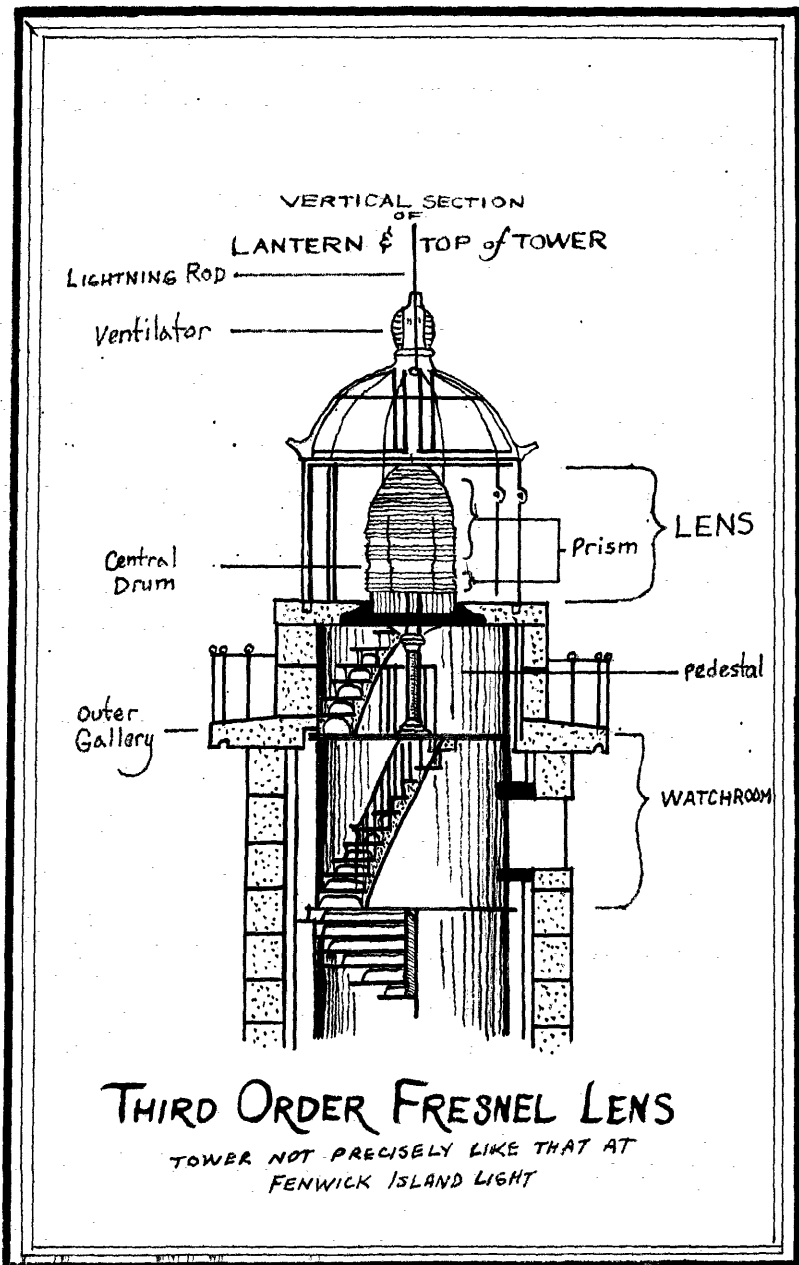
ITEM NUMBER 10

PAGE 1

Verbal Boundary Description (Continued)

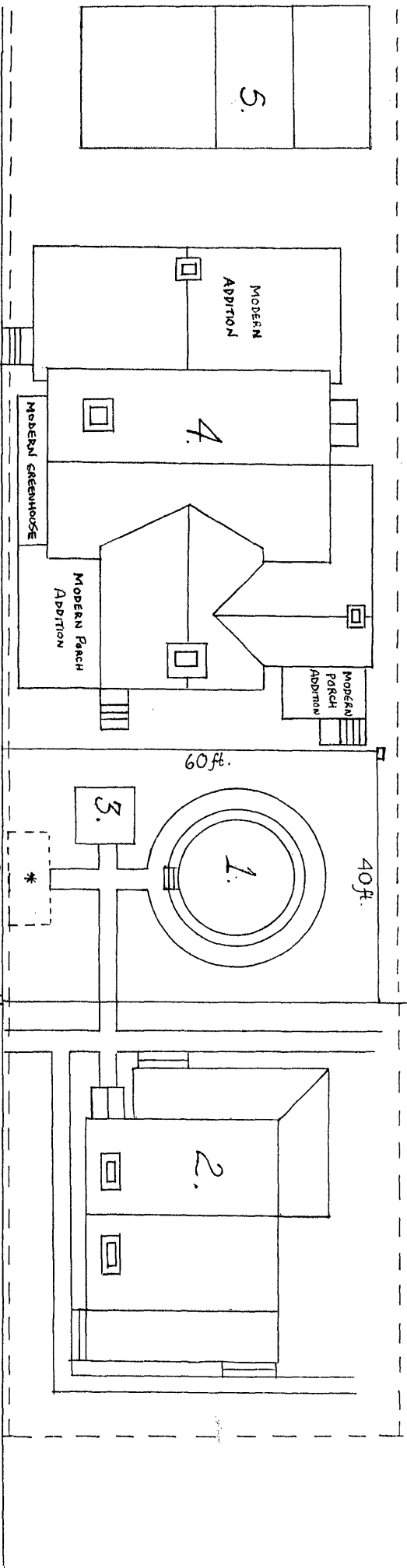
station barn, the line turns north 90 degrees and runs northerly a distance of 70 feet, then east 90 degrees and eastward for 240 feet to the eastern property line of the Fryer property and then south along that line to the point of beginning.

APR 23 1979
NATIONAL ARCHIVES



SKETCH BY D. CARTER IN 1979 - AFTER ORIGINAL IN NATIONAL ARCHIVES

SITE MAP of EXISTING STRUCTURES
FENWICK LIGHT STATION
 NOT TO SCALE S-187 DRAWN BY PICK CARTER · 1979



1. Lighthouse
2. 1859 Keeper's House
3. Generator House (Circa 1940)
4. 1882 Keeper's House
5. Barn

* PROBABLE LOCATION OF ORIGINAL OIL HOUSE

