NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

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United States Department of the Interior
National Park Service

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NAT. REGISTER OF HISTORIC PLACES
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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 Superior Entry South Breakwater Light

other names/site number Superior Harbor Entry South Breakwater Light

2. Location

street & number Superior Entry S. breakwater offshore end, 0.4 mi NE of Wisconsin Point ☐ not for publication

city or town Superior ☐ vicinity

state Wisconsin code WI county Douglas code 031 zip code 54880

3. State/Federal Agency Certification

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

Jay Manik, PE, CAPT — 29 Sept 2006
Signature of certifying official/Title — Date

United States Coast Guard
State or Federal agency and bureau

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

James Draeger — 10/21/06
Signature of commenting or other official — Date

DSHPO - WI
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- ☒ entered in the National Register
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
  - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

Edson H. Beall — 3.1.07

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
Lighthouse

Current Functions
(Enter categories from instructions)

Transportation
Water-related
Lighthouse

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation Concrete
roof Metal
walls Concrete
other Lantern: Metal and Lexan

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

Narrative Description

Superior Entry South Breakwater Light was established in 1913. It is located in Lake Superior approximately 0.4 mile northeast of Wisconsin Point in Douglas County, Wisconsin. This lighthouse is situated at the offshore end of the south breakwater at the entry to the harbor of Superior. It is surrounded by water except for the side facing the narrow breakwater which extends to shore. The lighthouse is built of concrete and includes a rectangular foundation enclosing a basement, a two-story main building with living quarters, and an integral light tower surmounted by a lantern with helical astragals. Its superstructure is painted white with black trim, while the main roof and lantern roof are painted red. Superior Entry South Breakwater Light is owned by the U.S. Coast Guard. It is operated as an automated aid to navigation identified as number 15595 on the Great Lakes Light List. This lighthouse is equipped with a modern optic that signals a green flash every five seconds. It is visible for 22 miles in clear weather. There is also has a modern fog signal that operates from May to October. It sounds a 3-second blast every 30 seconds. This lighthouse is accessible on foot from Wisconsin Point by way of the Superior Entry south breakwater.

Contributing Resource: Lighthouse

Superior Entry South Breakwater Light is located in Lake Superior at the offshore end of the south breakwater at Superior Entry. It marks an important shipping channel used by vessels navigating to and from the harbor of Superior in Douglas County, Wisconsin. This lighthouse is situated approximately 0.4 mile northeast of Wisconsin Point and is accessible on foot from the shoreward end of the south breakwater. It is surrounded by the waters of Lake Superior except for its southwest side which faces the narrow, linear breakwater which extends approximately 0.33 mile to shore.

The south breakwater is owned by the U.S. Army Corps of Engineers. Its inshore segment is built of riprap and extends from Wisconsin Point to approximately 0.25 mile offshore. This connects with the breakwater's offshore segment which is approximately 400 feet long and built of concrete. The breakwater's offshore segment ends at a rectangular concrete pier 33 feet wide by 60 feet long. The top of the pier is 9 feet above the level of Lake Superior. The lighthouse sits atop this pier.

Exterior:

The lighthouse's foundation is built of concrete and rests atop the concrete pier at the offshore end of the south breakwater. It is rectangular and approximately 60 feet long by 33 feet wide by 12 feet tall. It is unpainted. The foundation's long axis is oriented northeast-southwest. Its northeast end faces the open waters of Lake Superior. The foundation's vertical sides are solid except for a single rectangular doorway opening that pierces its southwest façade near the southern corner. This doorway faces toward shore and provides access from the south breakwater's concrete deck to the lighthouse's basement. It measures 4.5 feet by 4.5 feet and holds a steel door pierced with a louvered vent. The door is painted black.

The foundation's top surface is approximately 21 feet above Lake Superior. It serves as the deck for the lighthouse's main gallery. A 16-step concrete stairway on the breakwater next to the foundation's southwest façade provides access from the breakwater to the lighthouse's main gallery. This stairway is 12 feet tall by 9.5 feet wide and extends 16 feet outward from the foundation onto the breakwater. It has steel pipe guardrails on both sides.

The main gallery atop the concrete foundation surrounds the lighthouse superstructure. The gallery's deck is 5 feet wide on the lighthouse's northeast side, 3.5 feet wide on the southeast and northwest sides, and 8.5 feet wide on the southwest side. Four rectangular openings pierce the deck, one near each corner. These openings measure 4 feet by 4 feet. Each is covered with a steel plate. The gallery's perimeter is bounded by a modern steel pipe guardrail on its southeast, southwest and northwest sides. This railing is 4.5 feet tall and includes three horizontal steel pipe rails supported by steel pipe stanchions. The gallery's northeast side facing offshore is protected by a concrete guard wall that extends across the deck's 33-foot width. This wall is 4 feet tall, 3 feet thick at the base and 2.5 feet thick at the top. It includes two short wing walls at the corners. These extend 7 feet along the gallery's southeast and northwest sides and abut the ends of the steel guardrail.

The superstructure is built of concrete and measures approximately 45 feet long by 25 feet wide. Its shape in plan is an elongated oval, rounded at its northeast and southwest ends. There is a two-story main section and a two-story integral light tower that supports a lantern. Altogether, the superstructure is five stories in height. It stands 56 feet tall from the main gallery to the top of the lantern. The focal plane of the lighthouse optic is 70 feet above the level of Lake Superior. This is due to additional height provided by the structure's foundation and the supporting pier. The superstructure's exterior is painted white with black trim on the window lintels and sills. The main roof and lantern roof are metal. Both are painted red. A solar array is mounted on a steel frame attached to the south end of the lighthouse's second story. It is used to recharge batteries that power the lighthouse's automated optic and fog signal.

The lighthouse's first story is entered from the main gallery through a doorway on the southwest side. It is offset a few feet south from the structure's centerline. The exterior of this door faces the stairway leading up from the breakwater. The doorway is fitted with a non-original single-leaf steel door that is 2 feet, 9 inches wide by 7 feet, 6 inches tall. This door is pierced with a louver vent.

When originally built, the first story included two 6-foot wide doorways that provided access to the lighthouse's machinery room. One each was located midway on the northwest and southeast sides. The northwest side doorway remains and retains its original two-leaf wooden door. It is now covered on the exterior with a modern metal overhead roller-door. The southeast side door no longer remains. Its opening has been filled with masonry except for a 3-foot by 3-foot window opening that is covered with a metal plate.

The lighthouse's windows on the first story and second story have plain, undecorated lintels and sills. Most are rectangular, measure 3.5 feet wide by 4.5 feet tall, and retain original metal-framed, 16-light (4/4/4/4) sash. The individual glass lights are 9 inches wide by 13 inches tall and reinforced with chicken wire. The original sash has a movable 4-light center section set in a side-lug metal frame that latches at the top. It tilts open for ventilation. One window on the second story is 7 feet wide by 4.5 feet tall.

The first story includes 5 rectangular windows. Their sills are 4.5 feet above the main gallery deck. The southeast side window next to the southwest entrance doorway retains its original sash, though its interior is covered with a plywood sheet. Lexan sheets cover the exterior of all four windows on the first story's northwest side. There are three former windows on the first story's northeast end facing Lake Superior that have been filled with masonry. The middle one of these three is pierced with a circular opening fitted with a port-light.

There is a window directly above the doorway at the southwest end of the lighthouse. Midway between the first story and second story, it is 3.5 feet wide by 4.5 feet tall and is fitted with original 16-light metal-framed sash. It lights a landing along the stairway between the two stories.

The second story has 9 rectangular windows. Eight are 4.5 feet tall by 3.5 feet wide and fitted with original metal-framed 16-light sash. Of these, 6 are on the northeast end facing Lake Superior, 2 on the southwest end facing Wisconsin Point, and 2 on the southeast side. There is one window on the northwest side. It is 4.5 feet tall by 7 feet wide and is fitted with two adjoining metal-framed 16-light sashes.

The main roof of the lighthouse rises from a soffit above the second story. It is hipped and clad with standing-seam metal panels. This roof is rounded at the northeast and southwest ends, where the metal panels are splayed in a semi-circular formation. A metal smokestack pierces the roof near the southwest end. The roof and chimney are painted red.

The structure's integral light tower rises from the roof's northeast end. It is cylindrical, two stories tall and made of concrete. The tower includes the lighthouse's third story and fourth story. The third story is pierced with two circular port-lights. They face southeast and northwest. Two circular marks visible on the tower's northeast side indicate where two fog signal resonator horns had been mounted in the past. The fourth story is pierced with four circular port-lights. They are spaced at equal intervals. Two are parallel with the structure's main axis and two are perpendicular.

The lantern atop the tower is the lighthouse's fifth story. It is circular and made with a metal parapet section and a glazed upper section. The parapet's exterior is painted white. The glazed section above it has metal astragals in a helical pattern. These hold triangular and diamond-shaped glazing. The astragals are painted black. A soffit above the glazing supports the lantern's circular metal roof, which is painted red. A vent ball and lightning rod are affixed atop the roof's apex.

The lantern is surrounded by a circular gallery that is 3.5 feet wide. The gallery's metal deck extends slightly beyond the tower's perimeter and is painted white. It is surrounded by a 3-foot tall metal guardrail made with pipe stanchions topped with ball finials. The guardrail is painted black. The stanchions support three railings made with flat bars. The second railing is 6 inches below the top railing. The third railing is 2 feet below the second and is 6 inches above the lantern gallery's deck. The space between the second and third rails is filled with closely-spaced narrow balusters. A modern fog signal sits on the lantern gallery's northeast side. It sounds a 3-second blast every 30 seconds and operates from May to October. A vertical steel framework made of two sections of pipe connected with horizontal bars stands on the gallery's southeast side. It is braced horizontally to the lantern and extends to approximately 3 feet higher than the lantern roof. This framework appears to have formerly supported equipment that has been removed.

Interior:

The lighthouse's interior includes a basement, first story machinery room, and second story living quarters. The integral light tower includes the lighthouse's third story room, fourth story watch room, and fifth story lantern. The lighthouse's exterior walls and load-bearing columns are made of reinforced concrete. Interior walls are made with structural tiles finished with plaster, or expanded metal finished with plaster.

Basement:

The basement is accessed from the first story interior by way of a curved metal stairway. These stairs are on the left just inside first story entrance at the lighthouse's southwest end. There is a single flight of 13 steps. It is bounded by a metal pipe handrail supported by pipe balusters on one side. This stairway is beneath the stairway that leads up to the second story.

The basement is inside the structure's foundation. Its floor, walls and ceiling are made of concrete. The exterior walls are 5 feet thick. The basement is divided into two equal-sized rooms that are 10 feet wide by 50 feet long. Each has a vaulted ceiling 8.5 feet tall. The rooms are separated by a concrete wall 2.5 feet thick that extends the length of the basement's long axis. This partition is pierced with two 4-foot wide, arched doorway openings. They are 22 feet apart and each is located 10 feet from the nearest basement end wall. Both rooms include a circular, 4.5-foot diameter well opening in the floor near the northeast end. Each well is surrounded by a low concrete wall, and both are covered. The northwest basement room is vacant except for its well and the metal stairway at the southwest end that leads up to the first story. The southeast room is vacant except for its well and several short concrete pedestals. These pedestals supported steel tanks that are no longer present. A set of four tank supports sits near the well. One pedestal sits next to the southwestern doorway. The southeast room includes a 4.5-foot by 4.5-foot doorway at its southwest end. This provides access to the breakwater outside. It is fitted with a metal door that is painted black.

First Story:

The interior of the first story is approximately 40 feet long by 22.5 feet wide. The floor and ceiling are concrete. The doorway at the first story's southwest end is the lighthouse's principal entrance. The first story is divided into four principal spaces. These include the entrance foyer, furnace room, machinery room and radiobeacon room.

The entrance doorway opens to a foyer. On the left (northern) side, there are two metal stairways. The one just inside the doorway leads down to the basement. Above it is the stairway leading up to the second story. The foot of the second story stairway is in the machinery room, just beyond the open space where the foyer transitions to the machinery room. There is a partition wall on the foyer's right (southern) side. It extends parallel with the lighthouse's long axis for approximately 10 feet and is pierced with a door labeled "Furnace Room." At the end of this partition there is a perpendicular 6-foot long partition wall that extends to the left. It forms the foyer's northern wall and ends at a 3-foot by 4-foot concrete column that supports the second story. The furnace room adjoining the foyer is in the first story's southeastern corner. It is approximately 8 feet wide by 10 feet long. The furnace room is lighted with one window that is 4.5 feet tall by 3.5 feet wide. This window is covered on the inside with a sheet of plywood.

The northern end of the foyer leads to the lighthouse's machinery room, which occupies most of the first story. The machinery room consists of a single open space approximately 40 feet long by 22.5 feet wide. Its central area extends across the width of the lighthouse. Rectangular concrete columns along the structure's centerline rise to the ceiling, 14 feet above the floor. A wooden work bench extends along the southern portion of the northwest side wall. The bench's northern end is next to the 6-foot wide by 7.5-foot tall two-leaf door that pierces the northwest wall's midpoint. This doorway retains its original wooden doors and hardware. Each includes a rectangular window opening in the top half and a solid, two-panel lower half. The glazing for the door windows is missing. The doorway is covered on the outside with a modern metal overhead door. There is a rectangular concrete slab on the room's floor near the northern end. It indicates where machinery had been mounted in the past. There is a set of modern electrical panels along the room's southeast side wall. They are part of the lighthouse's existing power system. Marks on the southeast wall indicate where a doorway had existed in the past. It has been filled with masonry except for a rectangular opening measuring 2.5-feet-square that is covered with a metal plate. This sealed doorway is directly opposite the doorway in the northwest side wall. The southeastern end of the machinery room is bounded by a partition wall 13 feet, 10 inches long that separates it from the furnace room and foyer. A wood-framed closet is built into the end of this partition wall next to a concrete column. This closet is 2 feet, 10 inches wide by 2 feet, 5 inches deep. Its door is missing.

The machinery room's existing fenestration consists of four rectangular windows along its northwest side wall, two on either side of the doorway. Each window is 4.5 feet tall by 3.5 feet wide and retains its original metal frame and 16-light mullions. The glazing is missing. These windows are covered on the outside with lexan sheets pierced with rectangular louvered vent openings.

Two intersecting partition walls near the machinery room's northeastern corner enclose a room measuring 12 feet by 12 feet. A sign identifies this as the "Radiobeacon Room." The 12-foot long southern partition wall is pierced with two single-light windows and a doorway fitted with a wooden door. The door's upper half includes mullions for six glass lights (2/2/2). The glazing is missing. The door's lower part is solid with a single panel in the center. The room's 12-foot long western side wall is pierced with three adjoining 2-light windows that altogether are 8.5 feet long. The radiobeacon room's northern and eastern sides are formed by the first story's curved exterior wall. This includes three 4-foot, 6-inch tall by 3-foot, 3-inch wide windows that have been filled with masonry. The northern sealed window is pierced with a 14-inch diameter circular opening that is fitted with a round port-light with original glazing and hardware.

Second Story:

The metal stairway leading to the second story is at the machinery room's southwest end, next to the foyer. It includes a curved flight of 12 steps that rises to a rectangular landing. This landing is halfway to the second story and is lighted with a 16-light window that is 4 feet, 6 inches tall by 3 feet, 3 inches wide. From there, a straight flight of 11 steps leads up to a wood-framed doorway at the entry to the second story foyer. The door is missing. The second story foyer is rectangular. Its walls are painted white and include a baseboard painted gray. There are two wood-framed doorways on the right (southeast side) and two on the left (northwest side). All four doors are missing. Directly in front, a straight metal stairway leads up to the third story, which is the lower part of the light tower. The foyer's ceiling is pierced with a rectangular opening. It is uncovered and provides access to the attic.

The second story contains quarters for the lighthouse keepers. This living area includes three rooms on the northern side and three on the southern side. The northern part includes the southwest corner room, west middle room, and northwest corner room. The southern part includes the northeast corner room, east middle room (bathroom), and southeast corner room. The predominant wall covering is plaster with a 2-inch wide wooden molding strip affixed horizontally 2 feet, 1 inch below the ceiling, along with an 8-inch tall wooden baseboard affixed at the foot of the wall. Ceilings are 9 feet above the floor. Paint colors in the rooms vary. The following description moves clockwise from the second story's southwest corner to the southeast corner.

A doorway provides access to the southwest corner room from the foyer. This room measures 15 feet long by 11.5 feet wide. The walls and ceiling are painted white. The baseboard is painted gray. The floor is wood. This room is lighted with a single 3.5-foot by 4.5-foot window that holds original 16-light sash. A doorway pierces the room's northern partition wall. It leads to the west middle room. The door is missing.

The west middle room is 11.5 feet wide by 14 feet long. Kitchen cabinets attached to its southern wall indicate this was used as a galley and dining area. The room is lighted with a window 7 feet wide by 4.5 feet tall fitted with two of the 3.5-foot by 4.5-foot 16-light sash used in other windows. The room's walls are covered with dark brown fiberboard. The ceiling is painted white. The floor is linoleum over wood. A doorway in the room's southeastern corner connects with the foyer. Two doorways pierce the walls at this room's northern part. One leads to the adjoining northwest corner room. It holds an original five-panel wooden door. The other doorway connects with the northeast corner room. Its door is missing.

The northwest corner room is 11 feet long by 10.5 feet wide. The plaster walls are painted white above the molding strip, and green from the molding to the baseboard. The ceiling is painted white. The floor is wood. This room is lighted with two 3.5-foot by 4.5-foot windows fitted with metal-framed 16-light sash. A modern fog detector unit stands atop a pedestal inside the northern window. Its sensor is pointed outside through the opening left by removing the sash's movable 4-light center section. A doorway pierces this room's eastern partition wall and provides access to the adjoining northeast corner room. This doorway holds an original five-panel wooden door that measures 2 feet, 8 inches wide by 6 feet, 8 inches tall.

The northeast corner room is 15 feet long by 11 feet wide. The walls are painted white and pink. The ceiling and the plaster wall above the molding strip are painted white. The wall is painted pink from the molding strip to the baseboard. The floor is cement. This room is lighted with three 3.5-foot by 4.5-foot windows fitted with metal-framed 16-light sash. There are two closets in this room's southwestern corner. The western closet is next to a short passageway that leads to the west middle room. This closet is 3 feet wide by 3 feet deep. Its opening faces northward and the door is missing. The other closet adjoins the first one, but its opening is around a corner and faces eastward to a short hallway at the room's southern end. This closet is 3.5 feet wide by 4 feet deep. Its door is missing. A doorway pierces the partition wall at the southern end of the short hallway and leads to the adjoining east middle room. Its door is missing.

The east middle room was the bathroom for the living quarters. It is 7 feet long by 8 feet wide. The walls and ceiling are painted white. The floor is linoleum over wood. This room is lighted with a 3.5-foot by 4.5-foot window fitted with metal-framed 16-light sash. The room's plumbing fixtures have been removed, though the shower's base and drain remain. The place where the toilet had sat is also apparent. A doorway leading to the second story foyer pierces the bathroom's southwestern wall. Its door is missing.

A doorway in the foyer provides access to the second story's southeast corner room. This room is 13 feet long by 7.5 feet wide. The walls are painted white and green. The ceiling and plaster wall above the molding strip are painted white. The molding strip and plaster wall from there to the baseboard are painted green. The floor is wood. There is a 3.5-foot by 4.5-foot window on the southeastern side. It holds metal-framed 16-light sash. There is a 3.5-foot wide by 3-foot deep wood-framed closet in this room's southwestern corner. It is fitted with an original 5-panel wooden door.

From the foyer's northern end, a straight metal stairway with 14 steps leads up to the third story. This stairway passes above the passageway connecting the second story's northeast corner room and west middle room.

Third Story (Tower Room):

The lighthouse's third story is in the lower part of the light tower. It is a circular room 10 feet in diameter. A 10-inch diameter metal column painted white in the center of the room supports the ceiling, 7 feet, 3 inches above the concrete floor. The room's surrounding wall and ceiling are painted white. The floor is painted black. A metal radiator sits on the floor to the left of the stairs leading up from the second story. It is painted red. The third-story room is lighted with two 16-inch diameter port-lights situated directly opposite each other on the room's eastern and western sides. Both port-lights are framed with a 28-inch by 28-inch square metal frame that is painted black. A curved metal stairway next to the wall on the room's western side leads up to the fourth story. This stairway has nine steps and is painted black. The wall underneath these stairs is pierced with a rectangular opening that provides access to the attic. Its door is missing. The roof's underside is visible inside the attic. The roof is supported by 2-inch wide by 4-inch tall metal rafters.

Fourth Story (Watch Room):

The fourth story is the light tower's circular, 10-foot diameter watch room. A 10-inch diameter metal column in the center of the room supports the ceiling, which is 7.5 feet above the floor. The room's surrounding wall, ceiling and central column are painted white. The floor is painted black. Fenestration consists of four 16-inch diameter port-lights set in 28-inch by 28-inch square metal frames that are painted black. These port-lights are spaced at even intervals around the room's perimeter. Two are oriented along the structure's main axis, and two aligned perpendicular to it. The port-light on the room's southwest side provides a view of the lighthouse's metal roof and chimney, as well as the breakwater extending to Wisconsin Point. The fourth story room is empty except for an original wooden tool cabinet painted gray. This cabinet has two lower doors that open to interior shelves, and two upper drawers. Its rear side is curved to fit snugly against the room's curving wall. An 8-step double-rung metal ladder that is painted black extends from the floor to a trapdoor in the ceiling. It provides access to the lantern room.

Fifth Story (Lantern):

The fifth story is the lighthouse's circular lantern. The lantern room is approximately 8 feet in diameter by 8.5 feet tall. The walls and ceiling are painted white. The floor is made with metal plates and is painted gray. One floor plate holds a single-leaf metal trapdoor that provides access to the watch room. The trapdoor opening is 3 feet, 9 inches long by 2 feet wide. The lantern's lower, parapet wall is 3.5 feet tall and made of metal. It is pierced with eight evenly-spaced circular vents. Seven vents retain their original 7-inch diameter brass surrounds. Their round openings are covered with screening. The vent missing its brass surround is also missing a screen. The lantern glazing above the parapet is three feet tall. It is fitted with metal mullions arranged in a helical pattern. Lexan glazing has replaced the original glass. A 6.5-foot tall door in the lantern's southern side provides access to the lantern gallery. The door's framing and lower half are metal like the parapet, while its upper part is a window glazed with lexan. A one-foot-tall soffit above the lantern's glazing supports the rounded metal ceiling. A circular vent opening pierces the ceiling's apex.

The lantern's optic is a modern VRB -25 marine rotating beacon. It rests atop a non-original triangular metal platform supported by three 3.5-foot-tall pipes in the center of the floor. The optic signals a green flash every 5 seconds that is visible for 22 miles in clear weather. The optic's focal plane is 70 feet above the level of Lake Superior.

Changes over Time:

Superior Entry South Breakwater Light remains largely unchanged from when its construction was completed in 1913. The principal exterior difference from its original appearance is that three 3.5-foot-wide window openings and a 6-foot wide, double-door opening on the first story's eastern side have been filled with masonry. This side of the lighthouse is exposed to Lake Superior's open waters. The masonry of one of the sealed windows is pierced with a circular opening fitted with a port-light.

The lighthouse's northwest side double-door remains largely intact, though its glass lights are missing. The only major change to this doorway is that its exterior has been covered with a metal overhead door.

The structure's concrete foundation includes repaired and improved areas on its northeast and southeast sides, and the southwest end. This is visible as places where the concrete is lighter in color than the darker original concrete beneath. The stairway leading up to the lighthouse from the breakwater is also made with this lighter-colored concrete. The modern steel pipe guardrails that border the main gallery and the concrete stairway are set in concrete that is lighter in color than the foundation's original fabric. The main gallery's original guardrail was made with steel pipe stanchions that supported two horizontal steel cables.

When the lighthouse was originally built, there were two cranes mounted on opposite sides of the main gallery at its southwest end. These were used for lifting supplies and equipment from vessels moored alongside the breakwater. Neither crane remains today. Their former locations are covered with 4-foot by 4-foot steel plates.

Changes to the lighthouse's interior relate largely to equipment that has been removed or replaced. One equipment item that has been changed through time is the fog signal. During the early twentieth century, Superior Entry South Breakwater Light was equipped with a two-horn 6-inch siren fog signal. Its resonator horns were mounted on the exterior of the light tower. This was replaced in 1937 with a Type F diaphone fog signal that included two resonator horns positioned where the siren signal's horns were mounted. This diaphone was later replaced by modern fog signal equipment. The two holes where the horns pierced the light tower were filled. Today, the former position of the resonator horns is shown by two circular marks on the tower's third story exterior. Other components of the fog siren and diaphone signal equipment included machinery used to generate the sound. The equipment formerly installed in the first story machinery room has been removed. The lighthouse's existing aid to navigation equipment is powered by a modern solarized electrical system.

Superior Entry South Breakwater Light was first equipped with a radiobeacon in 1938. This equipment was installed in a room built by partitioning the northeastern corner of the first story machinery room. The light station's radiobeacon was eventually discontinued and its equipment removed. The former radiobeacon room remains intact.

Physical changes that have been made to the second story keepers' quarters are limited and consist largely of cosmetic modifications. The original wood flooring remains in some rooms, but is missing from others. Cement is exposed on the floor of the northeastern corner room, and linoleum covers the floors of the west middle room (galley and dining area) and east middle room (bathroom). The west middle room's wall covering has also been changed. The original covering and wall fixtures have been replaced with fiberboard panels and modern cabinets of circa 1960s vintage.

When this light was established in 1913, its optic was a fourth order Fresnel lens illuminated with a 2,900 candlepower incandescent lamp. The light signal was powered with commercial electricity brought by cable from shore. The Fresnel lens was eventually replaced with a DCB-24 aero beacon. This was accomplished when the lighthouse was automated in 1970. The whereabouts of the original Fresnel lens is unknown. The existing VRB-25 marine beacon was installed circa 1998. It and the lighthouse's modern fog signal are powered by a battery system recharged using a solar array. Electrical power was formerly brought to the lighthouse through a cable that extended from shore. This was discontinued when the solarized power system was installed.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

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

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or 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
1913 to 1956

Significant Dates

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation
N/A

Architect/Builder
U.S. Bureau of Lighthouses

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

9. Major Bibliographical References

(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 # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

U.S. National Archives; Maritime Heritage Program, NPS; USCG Headquarters, Historian's Office, Washington, DC

Narrative Statement of Significance

Superior Entry South Breakwater Light marks the entrance to the port of Superior and is significant in the local history of Douglas County. It was an important local aid to navigation throughout its period of historical significance from 1913 to 1956, and continues serving this function today for both commercial shipping and recreational watercraft. This property is eligible for listing on the National Register 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. It exemplifies how the long-term Federal program for establishing an integrated system of navigational aids throughout the United States was manifested in the Douglas County locality. Superior Entry South Breakwater Light is also significant under National Register Criterion C as representative of early twentieth century lighthouse architecture and engineering. It exemplifies design and construction methods used in building concrete lighthouses on piers and breakwaters during that time period. Built of steel-reinforced concrete, this imposing structure includes a foundation with basement, two-story building, and integral light tower. The property possesses qualities of original location, setting and design, and its character and appearance are largely unchanged from when its construction was completed in 1913. This lighthouse's structural integrity attests to the lasting value of its design, as well as the quality of its materials and construction. Today, Superior Entry South Breakwater Light continues to evoke feelings that recall the dedication to duty that has characterized United States lighthouse keepers throughout the country's history. It has been an operating Federal aid to navigation and landmark at Wisconsin Point in the city of Superior for more than 90 years. It continues to fulfill both roles today.

This property meets registration requirements outlined in the *Light Stations of the United States* multiple property documentation form (MPDF). It embodies historical qualities of integrity in location, design, setting, materials, workmanship, feeling and association. Changes to the lighthouse's appearance and structure have been limited and it remains essentially unaltered from when its construction was completed in 1913. The changes that have been made include installation of roofing similar to the original, replacing the lighthouse's optic and fog signal with modern equipment, and removing the two original deck cranes. Despite this, the property's character and appearance remain essentially the same as during its period of significance. This period is 1913 to 1956, the most recent year of its operation 50 years before the present. Information provided in this statement of significance focuses on the nominated property. Material available in the *Light Stations of the United States* MPDF is not repeated here.

Significance under Criteria A and C:

Superior Entry South Breakwater Light is historically significant 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. The construction of a permanent lighthouse on the south breakwater at Superior Entry was part of the U.S. Bureau of Lighthouses program for establishing a system of aids to navigation in the Great Lakes region. The establishment of this light in 1913 was an important enhancement to navigational safety in the port of Superior vicinity.

This property also qualifies for National Register listing under Criterion C. It embodies distinctive characteristics of early twentieth-century breakwater lighthouses in the Great Lakes region. Superior Entry South Breakwater Light is representative of the design and engineering of American lighthouses built of reinforced concrete in the region during the early 1900s. It was constructed during the time period when lighthouse construction in the U.S. was transitioning from an emphasis on light towers made of cast iron to ones built of steel or concrete. This property is well-preserved and an established landmark in the Wisconsin Point area of Douglas County.

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 about 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, small craft and barge 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 Michigan's Upper Peninsula, Wisconsin 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. The Great Lakes had 334 major-lighted aids, 67 fog signals, and 563 buoys by the beginning of the twentieth century.

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 start of shipping season. Some dangerous areas were thus left unmarked for a period of time near the beginning 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.

Historical Context of the Superior Vicinity:

The historical record for the city of Superior and vicinity dates to 1618 when Stephen Brule, a voyager associated with Samuel de Champlain, became the first European to explore the western end of Lake Superior. While visiting the lake's southwestern shore, Brule encountered scattered settlements of Chippewa (Ojibwa) Indians. From them, he learned of a portage that provided a convenient route for travel between Lake Superior and the Mississippi River drainage. It traversed the short overland distance between the headwaters of the Brule River and the St. Croix River. This portage later became an important route used by fur traders.

Other French explorers, missionaries and fur traders visited the vicinity of Superior during the second half of the seventeenth century. This strengthened French colonial influence in the area, which continued until the end of the Seven Years' War (called the French and Indian War in North America). The outcome of that conflict, codified in the 1763 Treaty of Paris, transferred sovereignty over the entire Great Lakes region from France to Britain. This led to a British exploring party commanded by Captain Jonathan Carver visiting the Superior vicinity in 1767.

The American Revolution resulted in a final change in sovereignty over the Superior area. The 1783 peace treaty between Britain and the newly-independent United States of America included the granting of ownership of Lake Superior's southern shore to the U.S. This led to American trading activity in the area, followed by permanent settlement. In 1847, local Indian inhabitants in the Superior vicinity agreed to a treaty with the United States government in which they gave up rights to lands at the southwestern end of Lake Superior. This stimulated pioneer settlement, timber harvesting and mineral deposit exploitation. The completion of township surveys in the early 1850s aided population growth and economic expansion in the area. In 1852, the town of Superior was founded on land in what was then part of La Pointe County.

In 1854, Douglas County was separated from La Pointe County. Douglas County was named for Stephen A. Douglas, a prominent U.S. Senator from Illinois who was involved with business interests in the new county. Today, Douglas is best remembered for his campaign debates with Abraham Lincoln and how they affected Lincoln's subsequent rise to the U.S. Presidency. Settlement in Douglas County expanded slowly at first. It was aided by the 1855 establishment of a Federal Land Office at Superior, which had been designated the new county's seat of government.

Superior's setting endowed the community with the potential to become an important port. Its position on the mainland was protected from Lake Superior's potentially turbulent waters by a narrow, 10-mile long barrier island. A navigable natural inlet that cut through this barrier provided a route that allowed commercial shipping to pass between the lake and the safety of Superior's protected harbor. This channel became known as Superior Entry. The boundary between Wisconsin and Minnesota runs through Superior Entry. The tip of land on the inlet's Wisconsin side is named Wisconsin Point. The opposite shore is named Minnesota Point.

As with other natural entrances at various Great Lakes ports, the navigable channel through Superior Entry was subject to changing characteristics due to natural forces. The movement of sediments from wave action could lead to shoaling and result in shallow areas that blocked passage by larger-sized commercial vessels. Factors such as this had the potential to restrain maritime traffic and inhibit economic growth.

Superior's strategic position promoted the town's development as a commercial port. A corresponding growth in shipping activity attracted the attention of the U.S. Lighthouse Board which decided to construct a lighthouse on Minnesota Point. This project included a stone masonry light tower which was built in 1856 at the cost $13,700. A lighthouse keeper's dwelling was also erected nearby. However, even with the new lighthouse, the town of Superior grew slowly prior to the Civil War. The 1860 Federal Census recorded that the entire population of Douglas County, which included Superior, amounted to just 812 people.

Superior's subsequent economic development and population increase was influenced by an important Federal government public works program that began prior to the Civil War. It had its first substantial local impact after the war ended. This program resulted from the government's decision to assign responsibility for constructing navigation improvements in the Great Lakes region to the U.S. Army Corps of Engineers. While the Corps of Engineers undertook several projects in the region during the 1850s, the Civil War interrupted the program from 1861 to 1865. Work was restarted when public funding became available again following the conflict's conclusion.

One Federally-funded project soon after the Civil War was work to improve the navigability of Superior Entry. The U.S. Congress appropriated $63,000 in 1866 for the Corps of Engineers to dredge the natural inlet and the channel leading to Superior's harbor. This project included building wooden piers on either side of the dredged channel at Superior Entry. These piers helped stabilize the navigable waterway.

The port of Superior, Wisconsin, lies across the St. Louis River from the neighboring community of Duluth, Minnesota. Duluth, founded in the 1850s, was endowed like its neighbor with a natural setting that favored the development of maritime commerce. However, its protected harbor along the lower St. Louis River and St. Louis Bay lacked direct natural access to Lake Superior. Vessels using its docks had to follow a circuitous route to the lake way of Superior Entry. This situation changed in 1871 when a ship canal was excavated across the barrier island separating St. Louis Bay from Lake Superior. The opening of this channel spurred Duluth's growth as a center of shipping activity.

The substantial and increasing shipping traffic at Superior and Duluth during the 1870s led to further efforts to establish an adequate system of aids to navigation for the two ports. This included the 1879 construction of a wood-framed lighthouse at the head of Superior Entry's north pier to replace the 1850's lighthouse at Minnesota Point. The north pier light operated from 1879 to 1880.

Superior's economic and settlement expansion received an important boost in 1881 when two important events relating to transportation occurred. One was the extension of the Northern Pacific Railroad to the town. The other was a congressional appropriation for improving the Superior Entry shipping channel. The funds provided for work on the inlet's piers and required the north pier light to be discontinued temporarily. The old Minnesota Point Lighthouse was reactivated to substitute for it until the improvements were completed. When the north pier light became operational again in 1885, the Minnesota Point Lighthouse's beacon was extinguished, this time for good.

The 1880s were a time of great economic and population growth in Superior. This resulted in the town becoming incorporated as a city in 1887. An especially important period of economic expansion began with the 1890 discovery of the Mesabi Iron Range in northeastern Minnesota. That area's vast deposits of iron ore spurred the development of mining. Shipping activity at both Duluth and Superior increased substantially to accommodate the need for transporting mined ore.

The navigation improvements accomplished at Superior Entry in the 1880s resulted in the south pier on Wisconsin Point becoming longer than the north pier on Minnesota Point. This led the U.S. Lighthouse Board to develop plans for establishing a new light station at Wisconsin Point to replace the original one on Minnesota Point. The first step in this process was relocating the north pier's wooden light tower to the south pierhead. This was accomplished in 1892.

Planning for the new station on Wisconsin Point included establishing a fog signal on the south pier. In 1892, Congress appropriated $5,500 to pay for it. In 1893, a 20-foot by 40-foot fog signal building was erected on the south pier directly behind the wooden light tower at the pierhead. This was a wood-frame structure with its exterior walls and roof covered with corrugated iron sheeting. The inner walls were paneled with smooth iron sheets. Two locomotive-style boilers installed inside were connected to a pair of 6-inch Scotch steam whistles mounted on the roof. An elevated walkway erected atop the pier extended 100 feet from the fog signal building towards shore, and also connected with the pierhead light tower. The fog signal began operating on 27 August 1893. It saw considerable use. In 1895, its keepers expended 44 tons of coal for the steam whistles and operated them for 895 consecutive hours, a record for the station.

The main building complex for the new Superior Entry Light Station was constructed on Wisconsin Point in 1893. Its structures included a keepers' dwelling with two six-room apartments arranged side by side, a brick oil storage building, boathouse, barn, and walkways. A picket fence measuring 200 feet by 200 feet enclosed the light station buildings.

In 1896, the U.S. Congress appropriated funds for further improvements at Superior's harbor. This led the Lighthouse Board to decide in 1898 to improve the aids to navigation at Superior Entry by establishing a range light system. That was to be done by adding a second light on the south pier behind the pierhead light. By aligning the rear range light above the one on the pierhead, vessels approaching Superior Entry could ensure they were on the proper course for entering the channel.

At first, the Lighthouse Board wanted to relocate a wooden light tower from elsewhere and mount it on the south pier as the rear range light. The tower selected for this was at the Devils Island Light Station in Lake Superior's Apostle Islands. Though it was slated for replacement with a permanent iron structure, this tower's availability for relocation was delayed. As a consequence, a temporary light mounted on a post was erected 1,650 feet behind the Superior Entry south pierhead light. This temporary rear range light was first exhibited on 30 November 1897. The wooden light tower from Devils Island Light Station was finally relocated to Superior Entry's south pier in 1901. It began operating on 1 April 1902, and was equipped with a fixed fourth order Fresnel lens that exhibited a white light.

The various late-nineteenth century improvements to Superior Entry's navigation structures and aids to navigation contributed greatly to the harbor at Superior becoming one of Lake Superior's most active ports. By the beginning of the twentieth century, Superior had grown into an important point for shipping iron ore as well as a major transportation center for the timber industry and flour milling.

At the beginning of 1903, Superior Entry was bounded by wooden piers that were 1,875 feet long. Later that year, the U.S. Army Corps of Engineers undertook another major improvement project. The proposed work involved replacing the inlet's wooden structures with concrete piers that were 3,600 feet long and located on the inshore side of the existing piers. The wooden piers were to be removed following completion of the new concrete ones, thereby increasing the width of Superior Entry to 500 feet.

The Lighthouse Board made preparations to accommodate these navigation structure improvements. The plan that was first conceived included relocating the front and rear range lights and fog signal building from the wooden south pier to the new concrete south pier after its completion. A Congressional appropriation of $20,000 was obtained to pay for this, and preparations for the move began. While planning and design work for this relocation was underway, a powerful storm on 27 and 28 November 1903 caused heavy damage to the range lights and fog signal building. The south pier front range light, a 250-foot length of the elevated walkway, and the roof and upper part of the fog signal building were swept away. Repair work undertaken immediately after the storm included rebuilding the fog signal building and adding a temporary lantern and optic atop its roof to serve as the front range light. This signal was first exhibited on 15 April 1904. Since these measures were situated on the wooden south pier that was slated for replacement, they were meant to be temporary.

In 1906, another Congressional appropriation was obtained to pay for building new front and rear range lights and a new fog signal building on the proposed concrete south pier. This money was set aside for use when the new south pier was completed.

Around 1910, the Corps of Engineers revised its plans for the improvements at Superior Entry. It was decided to build two outer breakwaters in addition to the proposed piers. The purpose of this plan was to make it easier for vessels to transit Superior Entry when Lake Superior's waters were turbulent. These breakwaters were designed to extend from shore along converging alignments in an arrowhead fashion, leaving an opening just 600 feet wide between their offshore ends. This configuration was intended to form a stilling basin inside the breakwaters, serving to calm the waters directly in front of Superior Entry.

A reorganization of the Federal government in the early 1900s abolished the Lighthouse Board and established the U.S. Bureau of Lighthouses. In light of the modified Corps of Engineers plan for Superior Entry, the Bureau decided to modify the earlier original plan for aids to navigation as well. The plan to erect two lights and a fog signal building on the new concrete south pier was scrapped. The revised plan called for constructing a combination lighthouse and fog signal building approximately one-half mile from shore at the head of the new south breakwater. The Bureau determined that the new concrete piers directly flanking Superior Entry could be marked adequately using unmanned acetylene beacons. This revised plan was accepted by the U.S. Congress and an additional $25,000 was appropriated on 4 March 1911 to pay for it. Combining this with the $20,000 appropriation from 1906 resulted in a total of $45,000 being available to pay for the proposed south breakwater lighthouse and the subsidiary beacons at Superior Entry.

In July 1911, the Corps of Engineers completed its work on the new south breakwater. This included constructing a massive rectangular concrete pier at its offshore end to provide a platform upon which the proposed lighthouse would be built. The Bureau of Lighthouses awarded contracts in June 1912 for work on the proposed south breakwater light and fog signal structure. Its construction began soon after.

Construction of the Superior Entry South Breakwater Light began in 1912. It was completed in 1913, along with lesser beacons on the north breakwater. The new concrete piers flanking Superior Entry at Wisconsin Point and Minnesota Point were also finished in that year. The old light towers and fog signal building on the obsolete wooden south pier were demolished and the pier was removed soon after that.

By 1920, the project to build navigation structures at Superior Entry that began in 1903 had resulted in nearly two million dollars of construction activity. Along with subsequent work, the total amount spent by the Federal government for improvements to the entrance to Superior harbor between 1866 and 1940 came to $10,400,000.

When the Superior Entry South Breakwater Light was established, its original optic was a fixed fourth order Fresnel lens. It displayed an occulting signal that showed a white light for 5 seconds followed by 5 seconds of darkness. The optic was controlled using a rotating screen inside the lens that obscured an electric lamp light source for an interval of 5 seconds and left it uncovered for 5 seconds.

The South Breakwater Light was manned by U.S. Lighthouse Service personnel from its establishment in 1913 until their replacement with U.S. Coast Guardsmen following the 1939 merger of the two agencies. The lighthouse's operation by resident keepers ended in 1970 when its light and fog signals were automated. The original fourth order Fresnel lens was removed and replaced with a DCB-25 aerobeacon. This DCB-25 was a rotating signal light that displayed a green light every five seconds. It could be seen for 22 miles in clear weather. The DCB-25 optic was replaced with the existing VRB-25 marine rotating beacon in 1997. Today, the lighthouse continues to signal a green flash every five seconds. The existing optic has a 70-foot focal plane and its signal light is visible for 22 miles in clear weather. The lighthouse's modern fog signal sounds one 3-second blast every 30 seconds and operates from May to October.

Today, Superior Entry South Breakwater Light remains standing in its original position at the end of the south breakwater. Its setting is the same as when it was established in 1913. This lighthouse property continues to fulfill its original role, aiding mariners by marking the shipping channel leading to the harbor of Superior. It remains the most prominent aid to navigation associated with Superior Entry and is a well-known landmark in the vicinity.

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10. Geographical Data

Acreage of Property Less than one acre

UTM References:

	Zone	Easting	Northing
1	15	575970	5173220

Verbal Boundary Description: The boundary of the nominated property is the perimeter of the lighthouse's rectangular concrete foundation and the adjoining concrete stairway. Its location at the offshore end of the south breakwater at Superior Entry is surrounded on three sides by the waters of Lake Superior. The fourth side of the lighthouse abuts the south breakwater. This breakwater is a narrow, straight concrete and riprap structure that extends approximately 0.33 mile to the shore of Wisconsin Point.

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 foundation and superstructure. The foundation sits atop a concrete pier that is part of the south breakwater owned by the U.S. Army Corps of Engineers. The perimeter of the foundation corresponds to the perimeter of the underlying pier, which rises directly from the waters of Lake Superior.

11. Form Prepared By

name/title Daniel Koski-Karell, Ph.D., Environmental Management Division (CG-443)

organization U.S. Coast Guard Headquarters date 28 September 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: A **USGS map** (7.5 or 15 minute series) indicating the property's location.

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

Property Owner

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

name United States Coast Guard

street & number 2100 Second Street SW telephone 202.267.1587

city or town Washington state DC zip code 20593

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

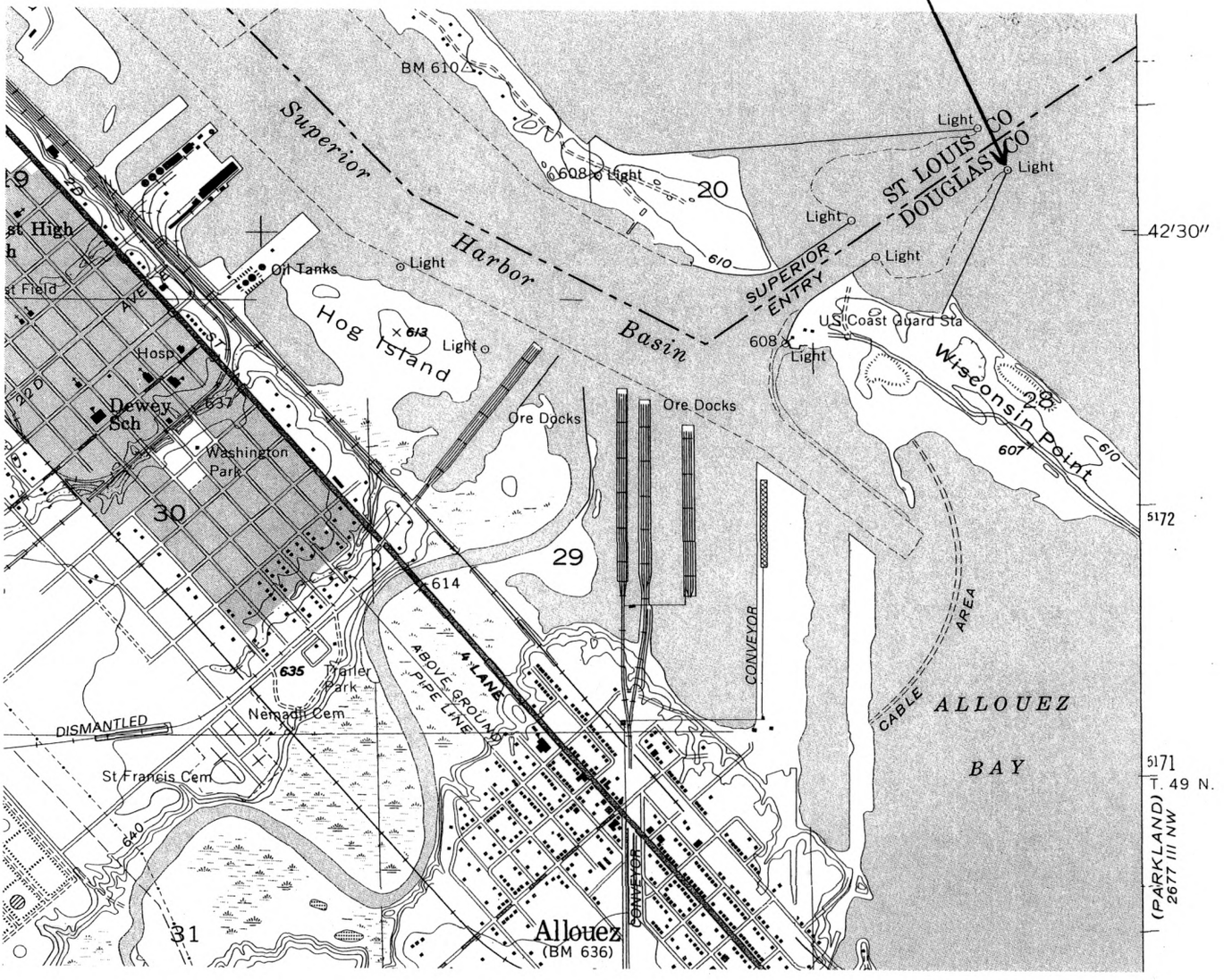
Superior Entry South Breakwater Light
Douglas County, WI
(Light Stations of the United States
Multiple Property Listing)

LOCATION MAP

This is a portion of the "Superior, Wis.-Minn." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1954, revised 1993).

0 2000 ▲
|___Feet___| North

Superior Entry South Breakwater Light
Douglas County, WI
UTM: 15 / 575970 / 5173220

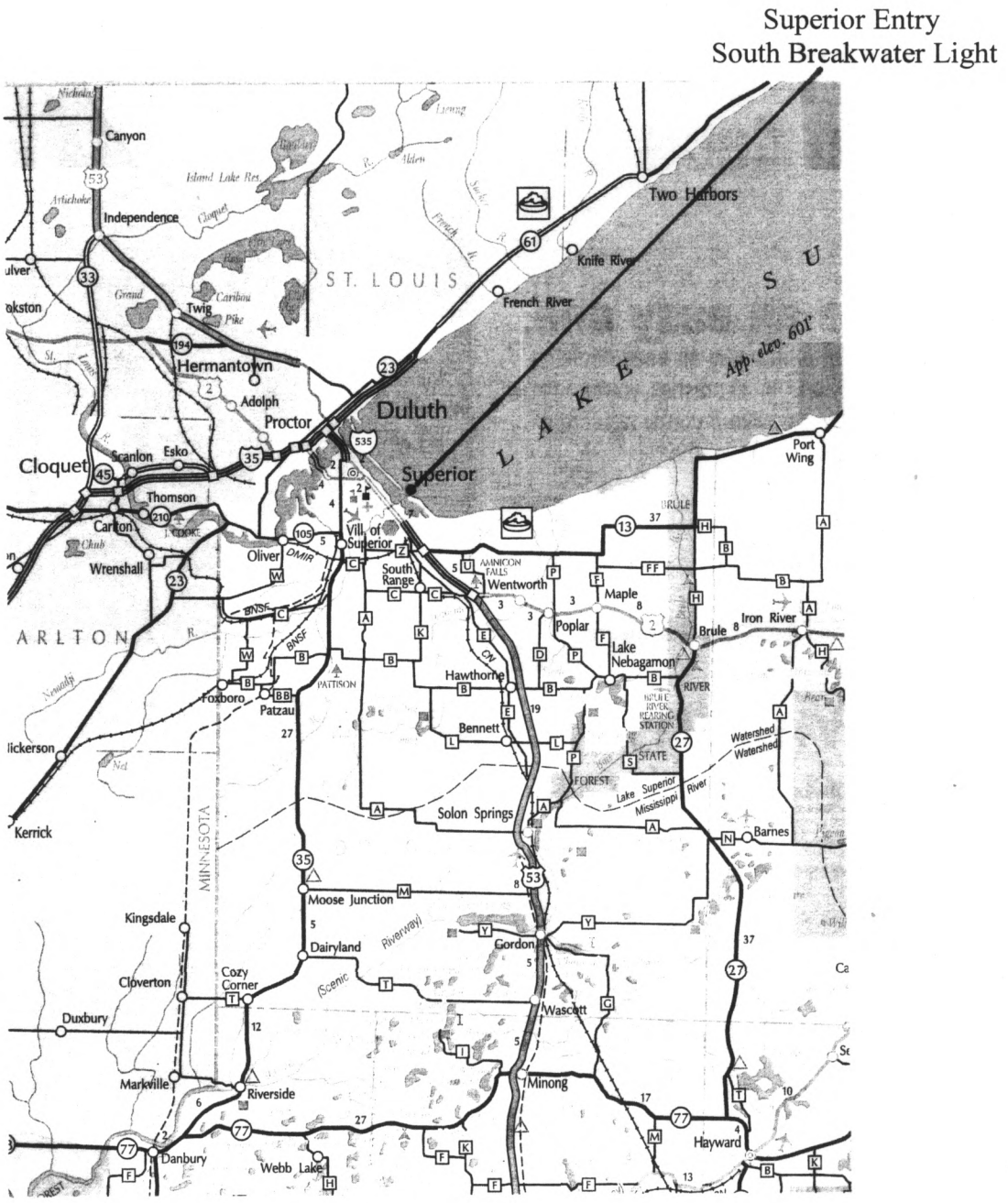


LIST OF PHOTOGRAPHS

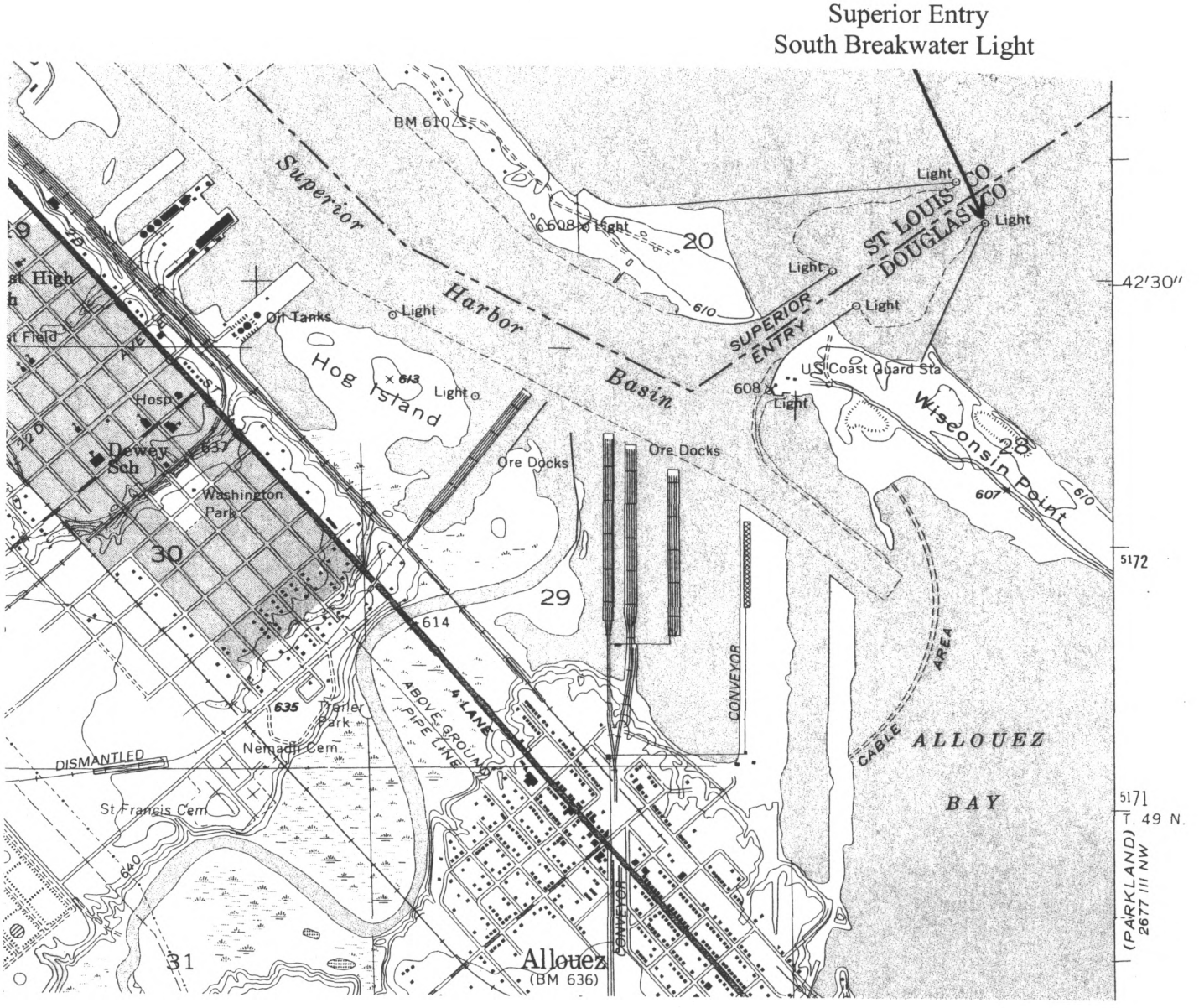
Name and location of property: Superior Entry South Breakwater Light, Douglas County, Wisconsin
Name of photographer: Daniel Koski-Karell
Date of photographs: 13 September 2005.
Location of original negatives: U.S. Coast Guard Historian's Office,
U.S. Coast Guard Headquarters, Washington, D.C.

1. View of lighthouse foundation and superstructure, looking southeast.
2. View of lighthouse, looking west.
3. View of lighthouse entrance from south breakwater, looking north.
4. Basement, western room and stairway, looking south.
5. First story, machinery room interior, looking northeast toward radiobeacon room.
6. Second story, west middle room window, looking west.
7. Fourth story, watch room, trapdoor to lantern, ladder and port-light, looking east.
8. Lantern interior, VRB-25 beacon, north breakwater in background, looking northwest.

MAP 1: SUPERIOR ENTRY SOUTH BREAKWATER LIGHT VICINITY



MAP 2: SUPERIOR ENTRY SOUTH BREAKWATER LIGHT LOCATION



PHOTOGRAPH 1: VIEW LOOKING SOUTHEAST

PHOTOGRAPH 2: VIEW LOOKING NORTH

PHOTOGRAPH 3: FIRST STORY MACHINERY ROOM INTERIOR