

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Lighthouses of Rhode Island: Thematic Group

and or common Same

2. Location

street & number Multiple

N.A. not for publication

city town N.A. vicinity of

state Rhode Island code 44 county Multiple code Multiple

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 type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" 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"/> thematic group	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number

city town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Multiple

street & number

city, town state

6. Representation in Existing Surveys

title Multiple has this property been determined eligible? yes

date federal state county

depository for survey records

city, town state

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 Plum Beach Lighthouse-----60
 Hog Island Shoal Lighthouse-----65
 Prudence Island Lighthouse-----69
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7. Description See individual entries:

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The surviving lighthouses along the Rhode Island coast represent a diverse cross section of building types, architectural styles, station types, and site locations. The structures range from unique one-of-a-kind light towers, keeper's dwellings and out buildings, to those that were built from standardized plans. These include modest brick and wood-frame keeper's quarters built in the Greek Revival and Carpenter Gothic styles, as well as substantial Italianate and High Victorian Gothic dwellings constructed of brick and granite. While most of the light towers are plainly detailed stone structures, five are constructed in the Italianate style of prefabricated cast-iron components, and one is built from heavily rusticated granite block in the Richardsonian Romanesque style.

The type of station also varies from one site to another. Some stations are large complexes where each structure has a separate, single function. Others are small compact stations comprised of two or three buildings, while a few consist of only a single tower in which all functions take place.

Finally, stations are placed in a variety of settings. The more important lights are located at prominent sites along the coast, and are visible to ships far offshore. Most of the lights on Narragansett Bay are situated at a harbor entrance, or on small offshore islands or rocks, marking heavily travelled shipping routes.

Between 1749, when Beavertail Light was constructed at the south end of Conanicut Island as the first in the state, and 1901, when the last newly established light was built off Bristol marking Hog Island Shoal, a total of thirty lights had been established in Rhode Island. At 10 of these sites, the original light tower was taken down and replaced with a new tower because the earlier structure had either been destroyed, fallen into disrepair, or had become outmoded. In addition, at two of these ten stations, the second tower was later replaced by a third one. Thus, at the thirty Rhode Island stations a total of 42 towers have been built.

Today, only twenty-one of the thirty light stations still survive, and those surviving stations where more than one tower was constructed, only the most recent one is still standing. The other nine stations have either been destroyed by storms or fire, or have been taken down.

On the following pages are three lists of lighthouses, each

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arranged in chronological order of their establishment date. The first list is of all thirty lights that were established in the state. In parenthesis after each station's name, is the date of its establishment and the construction date of any later light towers that may have been built on the same site. The second list is of surviving stations, with the date of the surviving tower (not necessarily the station's establishment date) given after the station's name. The third list is of those stations which no longer survive.

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RHODE ISLAND LIGHTHOUSES
Complete List

- Beavertail (1749, 1856)
South end of Conanicut Island, Jamestown
- Watch Hill (1808, 1856)
Watch Hill Point, Westerly
- Point Judith (1810, 1815, 1857)
Point Judith, Narragansett
- Dutch Island (1823, 1865)
South end of Dutch Island, off Jamestown
- Newport Harbor (1823, 1865)
North end of Goat Island, Newport Harbor
- Warwick (1826, 1932)
South end of Warwick Neck, Warwick
- Nayatt Point (1828, 1856)
Nayatt Point, Barrington
- Block Island North (1829, 1867)
Sandy Point, Block Island
- Poplar Point (1831)
Poplar Point, Wickford
- Prudence Island (1851)
Sandy Point, Prudence Island
- Bristol Ferry (1855)
Bristol Point, Bristol
- Ida Lewis Rock (1857)
(Originally named Lime Rock Light)
On Lime Rock, Newport Harbor
- Conimicut (1868, 1883)
In Providence River, east of Conimicut Point, Warwick
- Rose Island (1870)
Southwest end of Rose Island, off Newport

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- Pomham Rocks (1871)
In Providence River, East Providence
- Bullock Point (1872)
In Providence River, west of Bullock Point, East Providence
- Fuller Rock (1872)
On Fuller Rock in Providence River, northeast of Field Point, Providence
- Sabin Point (1872)
In Providence River, west of Sabin Point, East Providence
- Sassafras Point (1872)
In Providence River, east of Sassafras Point, Providence
- Mussel Bed Shoal (1873, 1924)
North of Bristol Ferry, Portsmouth
- Block Island Southeast (1874)
South East Point, Block Island
- Wickford Harbor (1882)
On Old Gay Rock, Wickford Harbor
- Whale Rock (1882)
On Whale Rock in west passage of Narragansett Bay, east of Narragansett Pier
- Sakonnet (1884)
South of Sakonnet Point, Little Compton
- Conanicut Island (1886)
North end of Conanicut Island, Jamestown
- Gull Rocks (1887)
On Gull Rocks, at the north entrance to Newport Harbor
- Gould Island (1889)
On east side of Gould Island, west of Middletown
- Castle Hill (1890)
Western end of Newport Neck, Newport
- Plum Beach (1897)
In west passage of Narragansett Bay, east of Plum Beach

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Point, Saunderstown.

Hog Island Shoal (1901)
Southeast of Hog Island, Portsmouth

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SURVIVING LIGHTS

- | | |
|---------------------------------------------------------|--------------------------|
| Beavertail (1856)*/**
(1749 & 1755 towers destroyed) | Castle Hill (1890)* |
| Watch Hill (1856)*/**
(1808 tower destroyed) | Plum Beach (1897)* |
| Point Judith (1857)*
(1810 & 1815 towers destroyed) | Hog Island Shoal (1901)* |
| Dutch Island (1857)***
(1823 tower destroyed) | |
| Newport Harbor (1865)*
(1823 tower destroyed) | |
| Warwick (1932)*
(1826 tower destroyed) | |
| Nayatt Point (1856)***
(1828 tower destroyed) | |
| Block Island North (1867)**
(1829 tower destroyed) | |
| Poplar Point (1831)*** | |
| Prudence Island (1851)* | |
| Bristol Ferry (1855)*** | |
| Ida Lewis Rock (18578)*** | |
| Conimicut (1883)*
(1868 tower destroyed) | |
| Rose Island (1870)** | |
| Pomham Rocks (1871)** | |
| Block Island Southeast (1874)* | |
| Sakonnet (1884)** | |
| Conanicut Island (1886)*** | |

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LIGHTS NO LONGER STANDING

Bullock Point (1872)

Fuller Rock (18782)

Sabin Point (1872)

Sassafras Point (1872)

Mussel Bed Shoal (1872, 1924)

Whale Rock (1882)

Wickford Harbor (1882)

Gull Rocks (1887)

Gould Island (1889)

*Federally-owned

**Already listed in the National Register

***Nominated here to the National Register

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LIGHT TYPES

Lighthouses in Rhode Island can be grouped into five architectural types: early freestanding towers with separate keeper's dwellings; early towers with attached dwellings; towers with attached dwellings built to standardized plans, and cast-iron towers built on caisson foundations. A fifth group includes unique, one-of-a-kind lights.

Following is a list of lighthouse types which include all lights built in Rhode Island. The date of a tower's construction is given after the station name, and an asterisk following the construction date indicates that the tower is no longer standing. The use of an asterisk does not necessarily mean that the station itself no longer survives, as a later tower may have been built at the station to replace an earlier tower. In these cases, the later tower is also included in the list of light types.

Gould

RHODE ISLAND LIGHTHOUSE TYPES

1. Early Freestanding Towers with Separate Dwellings

Wooden Towers

Beavertail (1749)*
Watch Hill (1808)*
Point Judith (1810)*

Stone Towers

Beavertail (1755)*
Point Judith (1815)*
Newport Harbor (1823)
(Moved to Prudence Island in 1851)
Nayatt Point (1828)*

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2. Early Towers with Attached Dwellings

Warwick (1826)*
Block Island North (1829)*
Poplar Point (1831)
Bristol Ferry (1855)
Nayatt Point (1828)

3. Lights Built to Standardized Plans:

Watch Hill Type

Watch Hill (1856)
Beavertail (1856)
Dutch Island (1857)
(Variation of Watch Hill Type)
Ida Lewis Rock (1857)
(Variation of Watch Hill type)

Block Island Type

Block Island North (1867)

Second Empire Type

Rose Island (1870)
Pomham Rocks (1871)
Sabin Point (1872)*

Gothic Revival Type

Wickford Harbor (1882)*
Conanicut Island (1886)

4. Cast-Iron Towers on Caisson Foundations

Whale Rock (1882)*
Conimicut (1883)
Sakonnet (1884)
Plum Beach (1897)
Hog Island Shoal (1901)

Variation of Tower Design, not on Caisson Foundation

Warwick (1932)

5. Unique Lights

Point Judith (1857)
Conimicut (1868)*
Newport Harbor (1865)
Bullock Point (1872)*
Fuller Rock (1872)*
Sassafras Point (1872)*
Mussel Bed Shoal (1873)*

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Block Island Southeast (1874)

Gull Rocks (1887)*

Gould Island (1889)*

Castle Hill (1890)

Mussel Bed Shoal (1924)*

*no longer standing

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Early Freestanding Towers with Separate Dwellings.

The first lighthouse established in Rhode Island, and the third in this country, was constructed in 1749 at Beavertail Point at the south end of Conanicut Island. Like all colonial lights, it was a freestanding wooden tower. While its exact dimensions are not known, rough sketches of the tower show a gradually tapering round or octagonal structure, about 60 feet high. The light itself was mounted at the top of the tower, enclosed by a surrounding glass lantern for protection from the weather. A balcony and railing around the lantern allowed the light keeper to regularly clean the outside of the glass.

The second and third lights established in the state, Watch Hill (1808) and Point Judith (1810), were also wooden towers, similar in appearance and construction to Beavertail. Although the wooden towers were relatively easy to build, they had the disadvantage of being susceptible to wind and fire damage. Beavertail Light was destroyed by fire just six years after its construction, and the Point Judith tower blew down in 1810. Only the wooden Watch Hill Light, built in 1808, lasted long enough to be demolished (in 1855).

Because of its strength and durability, stone soon became the preferred building material. After the original Beavertail Light was destroyed, it was replaced in 1755 by a 65-foot high, six-sided fieldstone tower. The second Point Judith tower, built in 1815, was also constructed of rubble although its outer surface had a coating of cement. The Point Judith tower was considerably shorter than the one at Beaver tail, measuring only 35 feet tall.

These early stone towers were relatively stronger than their wooden predecessors and, as a result, had substantially longer lifespans. The 1755 Beavertail tower stood until 1856, nearly 100 years longer than the one it had replaced. Although the stone tower at Point Judith lasted only 42 years, it too stood considerably longer than the first one.

The next improvement in construction techniques of the towers involved the use of cut stone blocks as the primary building material. The first tower of this type was built in 1823 at the north end of Goat Island in Newport Harbor. Still standing, but now located at Sandy Point on Prudence Island where it was moved in 1851, the tower is constructed of ten courses of

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smoothly-faced granite blocks in the shape of a tapered octagon, 14 feet in diameter at the base; 7-1/2 feet wide at the top; with 20-foot-high walls. At the top of the tower is an 8-foot lantern, with its panes of glass held in place by a cast-iron framework. Above the lantern is a copper dome and ventilator cap, while a cast-iron balcony and railing surround the lantern's base.

In 1828, five years after the completion of the lighthouse at Newport, a second cut stone tower was built at Nayatt Point in Barrington on the east side of the entrance to the Providence River. Although it was slightly larger than the Newport Light, measuring 17 feet wide at the base, 12 feet at the top, and with 23-foot-high walls, the tower at Nayatt Point was similar in construction, materials, proportions, and appearance. It also had the same type of lantern as the one at Newport.

At all five of these sites, Beavertail, Watch Hill, Point Judith, Newport, and Nayatt Point, the light keeper lived in a separate dwelling, nearby, but not attached to, the tower. Although this arrangement required the keeper to go outside to tend the light, the two structures were separated in order to reduce the danger to the dwelling in the event that the tower caught fire or blew down.

A drawing of the 1749 Beavertail Light shows the dwelling to be a small, one-story, gambrel-roofed house, probably wood. This was later replaced by a more substantial two-story dwelling which appears to have been constructed of stone. Little is known of the early dwellings at Watch Hill and Point Judith, but it is assumed they were both small wood or stone houses.

Just as the two cut stone towers at Newport and Nayatt Point closely resembled each other, their dwellings were also similar to one another. Both dwellings were built at the time of construction of their respective towers; the Newport Harbor dwelling being completed in 1823, and the one at Nayatt Point in 1828. Both were one-and-a-half-story houses, 34-by-20-feet, with two rooms on the first floor and two rooms above with a front entry and center stairway in the middle. The main difference between the two was that the dwelling at Newport had a central chimney, while the one at Nayatt Point had a chimney at each end.

Of these early towers and dwellings, only one example of each survives. The 1823 tower of the Newport Harbor Light, which was moved to Prudence Island, is still an active Coast Guard-

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maintained light. The 1828 dwelling at Nayatt Point is the only early keeper's quarters still standing. The station is no longer active and the lighthouse is now used as a private residence.

Early Towers with Attached Dwellings

After the first quarter of the nineteenth century, as confidence in the durability of lighthouse construction grew, and as the hazard from fire decreased, it became more common for the dwellings to be directly attached to the light tower. This arrangement was more convenient for the keeper as he could tend the light while staying out of the weather. In Rhode Island, five lighthouses of this type were constructed between 1826 and 1856. Although the earliest lights in this group were different from each other, the last three were similar in appearance, size, and layout.

The first light of this group represents a transition from the older wood and fieldstone construction. Built in 1826 at the southern end of Warwick Neck, the Warwick Light featured an 18-foot-high clapboarded wooden tower which rested on the hip roof of a long, one-story, fieldstone keeper's dwelling. The design of the square tower was unusual in that its four corners had been cut back at the top to form an octagon on which the lantern was mounted.

The 1829 Block Island North Light, built at the northern tip of the island, was also an unusual combination of stone and wood construction. The lighthouse consisted of a one-story dwelling 40-by-20-foot dwelling, built of rough-faced stone blocks, with an attached kitchen at the rear. Connected to each end of the dwelling was an octagonal wooden light tower, 10 feet in diameter, which projected 6 feet above the ridge of the house. At the top of each tower was an iron lantern with a copper ventilator dome.

The North Light at Block Island was the only light in Rhode Island with two towers. It is not known why two lights were used at this site, but they were usually called for when there was a need to distinguish one from another one nearby, or to distinguish it from another prominent onshore light. Neither the 1820 Block Island North Light nor the 1826 Warwick Light are standing. Each has been replaced by a later structure on the same site.

The next three lights in this group are all still standing, although each has been converted to a private residence and is no

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longer active. The first of these, the Poplar Point Light, was built in 1831 at the southern entrance to Wickford Harbor. The lighthouse originally consisted of a one-and-a-half-story, gable-roofed dwelling with a kitchen ell, constructed of cut stone. The two rooms on the first floor are separated by a front entrance and a central chimney. Two bedrooms are found on the second floor. Rising through the dwelling's roof at the other end is a three-story, wooden, octagonal light tower sided with clapboards. An octagonal cast-iron lantern with a spherical ventilator caps the tower. This light was extensively altered and enlarged in 1894 when two wings were added to the kitchen end of the dwelling. Shortly thereafter, the light was deactivated and sold.

The 1855 Bristol Ferry Light, built on the south end of Bristol Point, is similar in size and proportions to the Poplar Point Light. The dwelling, which is constructed of brick instead of cut stone, is a plainly detailed one-and-a-half-story house with two rooms on the first floor and two rooms on the second. At one end is a small kitchen ell, while a three-story, square, brick light tower is attached to the dwelling at the other end. The lantern was removed in 1929 when the light was deactivated, and the property was sold for use as a private residence. Except for the removal of the lantern and the addition of a small ell off the kitchen, few changes have been made to the light since its active period.

The last light in this group was built in 1856 at Nayatt Point to replace the original 1828 tower. Originally, the station consisted of a separate dwelling and tower, but the first tower was later taken down and replaced with a new, three-story high, brick tower which closely resembled the one at Bristol Point. A new one-story brick addition built at the same time connected the tower with the original keeper's quarters. The dwelling was enlarged further with the lengthening and widening of the original kitchen ell. Other alterations, made after its sale in 1890 when it was converted to a private residence, include the addition of a second story on the connector, a second story on the kitchen ell, and two recently added one-story cement block sun rooms along the front of the house on either side of the tower.

Lights Built to Standardized Plans

The growth of the state's textile industry, which exported many of its products by ship, along with an increase in the number of passenger steamers travelling on Narragansett Bay and

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between Rhode Island and other states, contributed to an increase in shipping on Rhode Island's waters during the second half of the nineteenth century. The expansion of Rhode Island's maritime economy was paralleled by a similar growth in many other coastal states. As a result, there was a need for more lighthouses.

As the need for more lighthouses grew, it became more cost effective to build lights from standardized plans. Typically, prototype designs were drawn by the U. S. Lighthouse Service. Although the lighthouses from any one design closely resembled each other, they were rarely identical; lights were modified slightly to meet the requirements of the site and the personnel manning it.

In Rhode Island, ten lighthouses constructed between 1856 and 1886 were built from standardized plans which consisted of a tower with an attached dwelling. These ten lights can be classified into four different design types.

The earliest lighthouses in the state known to have been built from standardized plans were constructed at Beavertail Point and Watch Hill in 1856. Both lights were built as replacements for earlier lights on the same sites, both are still standing, and both are still active lights. Although they are not identical, the two lights were built from the same basic plan that was modified for each station's individual requirements. At Watch Hill, the light is mounted on a three-story, square tower, made of roughly-cut granite blocks. On the top of the tower is an octagonal cast-iron lantern, capped with a cylindrical ventilator and lightning rod spike. An open gallery and balustrade surround the lantern. Attached to one side of the tower is a two-story, hipped-roof, brick keeper's dwelling, three bays wide, with six-over-six windows. A one-story, hipped-roof ell runs along the west side of the dwelling.

The Watch Hill plan was modified somewhat at the Beavertail Light. Although the tower is of the same type, it is not directly attached to the dwelling, but rather is connected by a small hyphen which runs between the two structures. Connected to the keeper's dwelling by a small passageway is a second dwelling of the same design, which served as quarters for an assistant keeper.

A variation of the Watch Hill plan was carried out in the 1857 Dutch Island Light off Jamestown. In this case the dwelling was slightly smaller, being only two bays wide instead of three,

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and the tower was built of brick instead of stone. Otherwise, the towers and dwellings at both stations were nearly identical. At present, only the tower at Dutch Island is still standing, as the dwelling was torn down in the late 1940s. The station, which is no longer active, is now owned by the State of Rhode Island and is part of the Bay Islands State Park.

The 1857 light at Lime Rock in Newport Harbor (now named Ida Lewis Rock Light) features a dwelling that is nearly identical to the one at Dutch Island. The unusually small brick tower, however, is unlike any other in the state. Attached to one corner of the dwelling, it rises only to the height of the roof's eaves. The lantern, which does not have a surrounding gallery, consists only of three large sheets of glass topped with a hipped roof and a round ventilator. The light was sold in 1929, and it is used as the headquarters for the Ida Lewis Yacht Club.

A second design type was carried out in the 1867 Block Island North Light. Although no others like it were built in Rhode Island, at least five lights of this same design are known to have been constructed in other states. Constructed of heavily rusticated granite blocks, the two-story, gable-roofed rectangular building has relieving, round-arch windows. A small one-story, gable-roofed ell, also constructed of rusticated stone blocks, is attached to the back of the dwelling. An unusual feature of the lighthouse is the way in which the stone tower is mounted on top of the roof at the front of the building. Instead of the tower's base resting entirely on the roof of the dwelling, it projects forward from the building's front. The lower half of the short square tower contains a round arched window in each side, while a ten-sided cast-iron lantern with a gallery and surrounding balustrade sits on the top. This station is still standing, but it was deactivated and abandoned in 1970.

A third design type, from which numerous lights were built along the east coast in the 1870s, features elements of the Second Empire Style. The basic plan consists of a two-story, square dwelling with a mansard roof. Most lights of this design have three double hung windows in the front, and two or three in each side and in the back. One to three windows are found in each side of the Mansard roof.

The light tower and lantern closely resemble those used on the Block Island North type stations. The tower is of a similar style and is also mounted directly on the roof along the front side. The ten-sided lantern, with its square surrounding

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gallery, is of exactly the same design as the Block Island one.

Lights of this design were either carried out in a wood-frame construction and sheathed with clapboards, or they were built of heavily rusticated cut stone blocks. The smaller stations consisted only of the basic square plan, while the larger ones often had a two-story, mansard ell projecting from the side or off the back.

Three stations of this type were established in Rhode Island, the first of which was built on Rose Island off Newport in 1870. The largest of the three Rhode Island lights of this design, the wood-frame clapboarded station features the characteristic two-story, mansard-roof ell off the back. A smaller wood-frame light of this design, consisting of only the basic square plan, was built in 1871 on Pomham Rocks in the Providence River. Both of these lights are still standing, although neither is active. The Rose Island Light was abandoned in 1971, while the Pomham Rocks Light was replaced by a skeletal tower light built adjacent to the original station in 1974.

The 1872 Sabin Point Light was the only one in the state of this design to be constructed of rusticated granite block. Located in the Providence River off Sabin Point, this was the first manned light in Rhode Island established offshore on a foundation that had been built up from the floor of the bay. Its successful completion was a result of advances in construction techniques which made it possible to place lights in locations that had previously been difficult to mark, such as offshore reefs and sandbars.

The last two lights in Rhode Island built from standardized plans in which the tower was attached to the keeper's dwelling, were both Gothic Revival cottages. The design for the 1882 Wickford Harbor Light, located on Old Gay Rock in the middle of the harbor entrance, and the 1886 Conanicut Island Light at the north end of the island, consists of a two-story, wood-frame clapboarded dwelling with a square light tower attached at one corner. The dwelling features a steeply pitched cross-gable roof outlined in vergeboard trim, wide eaves, and single and triple sash compound windows topped with drip moulding crowns. The only significant difference between the two lights is the height of their attached towers. Wickford Harbor Light was four stories high, while Conanicut Island Light is only three stories. Otherwise the two towers, with their clapboard siding, wide bracketed eaves, and double hung windows in the lower level and

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round windows in the top floor, were the same. The Wickford Harbor Light was torn down in 1930, while the Conanicut Island Light has been used as a summer residence since 1933 when it was deactivated and sold.

Cast-Iron towers on Caisson Foundations

Of all lights built to standardized plans, the cast-iron towers built on caisson foundations were the most numerous, and from an engineering standpoint, one of the most complex. At least forty-six lights of this type are known to have been constructed along the Atlantic and Gulf Coasts, most of which were completed in the 1880s and 1890s.

Nearly all lights of this type were built offshore on sandbars or reefs. The tower rests on a complex foundation system in which a cylinder, 20-to-35-feet in diameter and made of built-up cast-iron plates, is sunk into the ocean floor by dredging or by pneumatic process, until a firm footing is attained. Depending on the stability characteristics of the footing, the bottom of the cylinder usually penetrates into the ocean floor for a depth of 10 to 30 feet, while the top usually extends about 10 feet above the high water level. Once in place, the cylinder is filled with poured concrete. For additional stability, and to deflect the full force of currents or winter ice floes, riprap stone is often placed around the cylinder.

100

Most towers stand 50 to 60 feet above the high water mark, and contain five levels of different diameters, plus the lantern. The top of the foundation cylinder, which protrudes above the water level and contains the basement, is the widest part of the structure. The next three levels, containing keeper's quarters, are approximately 20 feet in diameter, while the diameter of the top floor is generally 10 to 12 feet. Most lanterns used with this type of tower are approximately 7 feet in diameter.

Surrounding the outside are three galleries. The bottom gallery, which is 8 feet wide, surrounds the first floor and provides protection from the weather. Around the watchroom at the fifth level just below the lantern is a 6-foot wide open overhanging gallery surrounded by an iron railing and supported underneath by cast-iron brackets. The third gallery, which surrounds the lantern, is also open. Round portholes light the first and fourth levels, while two-over-two sashes with arched casings are used on the two levels in between.

Inside, a spiral staircase along the outside walls of the

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tower connects the first five levels. The basement is used for storage of provisions, water, and fuel for the light, heating and cooking. On the first floor is a kitchen, with a living room and bedroom on the next two levels. The fifth floor serves as a watch room. A straight metal ladder leads from this floor to the lantern room.

Five lights of this type were built in Rhode Island, the first of which was constructed in 1882 on Whale Rock off Narragansett Pier. This tower is the only one of the five which is not standing, as it was toppled during the 1938 hurricane. The Conimicut Light was constructed in 1883 on a shoal in the Providence River off Conimicut Point in Warwick to replace an earlier tower on the same site. It is one of two caisson lights in the state that is still active. A year after its completion, the Sakonnet Light was established off Little Compton at the mouth of the Sakonnet River. This light was deactivated and abandoned in 1954, but is now privately owned and undergoing restoration. The last two caisson-type lights were both placed on shoals in Narragansett Bay. The 1897 Plum Beach Light guided ships up the Bay's west passage until 1941 when it was abandoned, while the Hog Island Shoal Light replaced a lightship at the entrance to Mount Hope Bay. Completed in 1901, Hog Island Shoal Light was the last one to be established in the state, and it is still active.

After the turn of the twentieth century, numerous prefabricated free-standing cast-iron towers were constructed along the east coast from a standardized plan that resembled the caisson-type towers. This more recent design differed from the earlier one in that the towers were built on land, rather than on an offshore caisson foundation, and the towers were shorter and had a smaller diameter. In addition, they were surrounded by only a single open gallery, at the lantern level, instead of the three used in the earlier design. Finally, because they were located onshore, they had no living quarters as the keepers lived in a separate dwelling nearby. The interior of the towers was one large open space with an open spiral staircase leading to the lantern. Otherwise, the exterior of the two designs were remarkably similar. Both towers were constructed with cast-iron plates laid up in courses to form the tower cylinder. They both featured many of the same prefabricated components, such as the cast-iron bracketing underneath the galleries, and the same lantern type was often used on the two designs.

The 1932 tower at Warwick Neck in Warwick was the only one

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of this design to be built in Rhode Island. Constructed to take the place of the earlier tower at one of the state's oldest stations, this was the last traditional lighthouse to be built in Rhode Island. It is still active, and along with Block Island Southeast and Watch Hill Lights, is one of three stations in the state that is still manned by a keeper.

Lights of Unique Designs

Not all lights built during the second half of the nineteenth century were constructed from standardized plans. In Rhode Island, twelve unique lights were built. Only four of these still survive and each is active. Those surviving lights are discussed below.

1857 Point Judith
The earliest light in this group was built in 1857 at Point Judith to replace an earlier tower. The free-standing octagonal granite block tower is 51 feet high with a diameter at the base of 24 feet which tapers to 13 feet at the top. A single fixed window is located in four of the tower's five stories. At the top is a ten-sided cast-iron lantern, surrounded by an open gallery and balustrade. When the tower was completed, it was originally connected by a short enclosed passageway to a one-and-a-half-story brick keeper's dwelling. The dwelling was torn down in 1954, and the light is now maintained by personnel at the nearby Point Judith Coast Guard Station.

The 1865 Newport Harbor Light, built on the north end of Goat Island, also replaced an earlier light on a nearby site. The station consists of a free-standing, 33-foot tapered tower, constructed of rusticated granite block, and topped with a cast-iron lantern with a surrounding gallery and balustrade. Originally, a plainly detailed two-story granite block Greek Revival keeper's dwelling, three bays wide and four bays long, was attached to the tower at the middle of the dwelling's west side. Although the tower still survives, the dwelling was torn down in 1921 after its foundation was struck by a submarine en route to Newport. The light is now automated.

Of all the lights built in Rhode Island, the 1874 Block Island Southeast Light is the most substantial and possibly the most interesting architecturally. Designed in the Victorian Gothic Style, the light consists of a large two story brick dwelling, 52-by-48-feet, with a steeply pitched cross gable roof. Two large exterior chimneys are set at the back of the dwelling, while a massive octagonal brick tower is attached to the house at the other end. The tower stands 52 feet high, with a diameter

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that tapers from 27 feet at the base to 23 feet at the top. The building has red brick walls, white sandstone window sills and shoulder arches, black slate roofing, black iron railing around the light tower's lantern gallery, and a wooden porch. Still occupied by a keeper, it is one of only two lights in the state which continue to be manned.

The last surviving unique light was established in 1890 at Castle Hill on Newport Neck, south of the city at the entrance to Narragansett Bay's east passage. Built in the Richardsonian Romanesque style (and possibly designed by H. H. Richardson), the Castle Hill Light is a 42-foot high, free-standing conical tower made of rusticated granite block. The walls of the tower are pierced by three deep-set narrow windows, while a small projecting doorway at the base provides an entrance to the tower. At the top is an octagonal cast-iron lantern surrounded by an open gallery with an iron balustrade. A wood frame keeper's dwelling was destroyed in the 1938 hurricane. The light is now automated.

The survey of Rhode Island lighthouses was conducted in 1985 by Eugene Wick York, an historian specializing in the history of lighthouses, other aids to navigation, Coast Guard stations, and the like. Survey results were reviewed by William McKenzie Woodward, an architectural historian on the staff of the Rhode Island Historical Preservation Commission.

All surviving lighthouses in Rhode Island were surveyed. No archaeological testing was conducted. The Rhode Island Review Board examined nomination materials for all surviving lighthouses, except those already listed, and concluded that each met the National Register criteria.

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NAME: Nayatt Point Lighthouse

LOCATION: Nayatt Point
Barrington, Rhode Island
Bristol County

CLASSIFICATION:

Category - building(s)
Ownership - private
Status - occupied
Accessible - yes, restricted
Present use - private residence

OWNER OF PROPERTY:

Leonard H. and Barbara S. Lesko
Lighthouse
Nayatt Point
Barrington, Rhode Island 02806

LOCATION OF LEGAL DESCRIPTION

Registry of Deeds
Barrington Town Hall
283 County Hall
Barrington, Rhode Island 02806

REPRESENTATION IN EXISTING SURVEYS

None

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DESCRIPTION

Condition - good / altered / original site

Nayatt Point Light is located on a 1/2-acre site at the western tip of Nayatt Point, on the east side of the entrance to the Providence River. The lighthouse consists of a brick keeper's dwelling attached to a brick tower, both painted white. No longer active, it is now used as a private residence.

The complex plan of the dwelling comprises three connected sections laid out at right angles to each other, each of which was constructed at a different period. In the center is the oldest part which consists of a 34-by-20-foot, one-and-a-half-story section, running north and south between two end wings, along with a 14-by-12-foot, 1-story ell of the same period off the back. Although the ell still stands, it has been incorporated into part of a more recently added wing on the east end and is difficult to distinguish. Built in 1828, this center section and the ell served as the keeper's quarters for an earlier freestanding tower constructed in the same year nearer the western tip of the Nayatt Point. The one-and-a-half-story section of the oldest part features a chimney at each gable end and two dormers on the west side, while the chimney that was originally at the east end of the ell is now in the center of the newer east wing.

A one-story brick wing added in 1856, off the northwest corner of the center section, connects the original dwelling to the east side of the present tower. A shingled second story, with a center chimney and a gable roof with flared overhanging eaves, was added c. 1905.

A second two-story wing, the first floor of which was built in 1875, has been added on to the east end of the original ell at the back of the dwelling. Initially this involved the lengthening and widening of the ell with a one-story brick addition in 1875. A full length clapboarded second story was added at a later date, probably in the early 20th century. A doorway in the center of the ell's north side now serves as the building's main entrance.

The most recent addition consist of two small one-story cement block sun rooms that have been built on either side of the tower off the north and south ends of the front of the west 1856 wing; these were constructed in the mid-20th century.

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The three-story square brick tower is attached to the west gable end of the west wing. Built in 1856 to replace the earlier freestanding tower, it retains most of its original features. At the top is a cast-iron lantern and ventilator, mounted on a wooden base, and an iron balustrade which surrounds the outer edge of the gallery.

A doorway on the tower's south side leads to a cast-iron circular stairway which climbs along the tower's brick circular walls to the lantern room. The lens and lamp were removed when the light was deactivated.

Along with the various additions, the interior of the dwelling has also undergone extensive alterations. The two-story, brick-and-shingle wing attached to the tower now contains a modern kitchen and dining room on the first floor with bedrooms above. The original keeper's dwelling is now a living room. Except for some bricks on the inside of the tower which are crumbling, the condition of the structure is excellent.

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SIGNIFICANCE

Period: 1800-1899

Specific Dates: 1828, 1856

Established in 1828 on the entrance to the Providence River, the Nayatt Point Lighthouse is significant as one of the few surviving structures directly related to the early nineteenth-century maritime trade of Providence. From the time of its establishment until it was deactivated in 1868 the light served to warn whaling ships, fishing boats and coastal freighters en route to Providence of sandbars and rocks between Nayatt Point and Conimicut Point, directly across the river. The light is also important in that the original 1828 section of the house is the oldest surviving keeper's dwelling in Rhode Island. Finally, it is the only lighthouse in the state which, for a period of twenty-two years after it was deactivated, continued to be used as a residence for the keeper of another nearby offshore light.

The first light was mounted on a freestanding octagonal tower built to the west of the present tower. The keeper lived in a small dwelling nearby which was also constructed in 1828. In 1856 the dwelling was enlarged with a two-story wing, and a second tower, attached to the new addition, was built to replace the original light.

The station remained active until November 1, 1868, when it was replaced by an offshore beacon east of Conimicut Point at the west side of the river's entrance. However, since the beacon had no living accommodations, the dwelling at Nayatt Point was kept as quarters for the keeper who rowed a mile across the river to the new light.

By 1870 the dwelling at Nayatt Point was in poor condition. Instead of making the needed repairs, the Lighthouse Board proposed selling the structure and building quarters at the Conimicut beacon. With the completion in 1874 of the new quarters, the Nayatt Point Lighthouse was placed under the supervision of a custodian but it was reoccupied the following year when the dwelling at the beacon was destroyed by an ice floe. At that time the Nayatt Point dwelling was repaired and enlarged in order to provide accommodations for the beacon's keeper and an assistant who had been hired to insure continuous operation of the Conimicut Light. Finally in 1890, after an entirely new tower with keeper's quarters was constructed at the site of the Conimicut beacon to replace the earlier tower, the Nayatt Point Lighthouse was sold for \$4,000 at public auction. The light has been used as a private residence since that time.

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MAJOR BIBLIOGRAPHICAL REFERENCES (see nomination form)

GEOGRAPHICAL DATA

acreage: .57 acre

Quadrangle name: Bristol, RI Quadrangle scale: 1:24,000

UTM References: A 19 305390 4621670

Verbal Boundary Description:

The nominated property occupies all of lot 64, Barrington Town Assessor's Plat #5; this boundary includes the entire resource.

LEVEL OF SIGNIFICANCE: State

SHPO CERTIFICATION:

Frank C. Williamson

PERIOD OF SIGNIFICANCE:

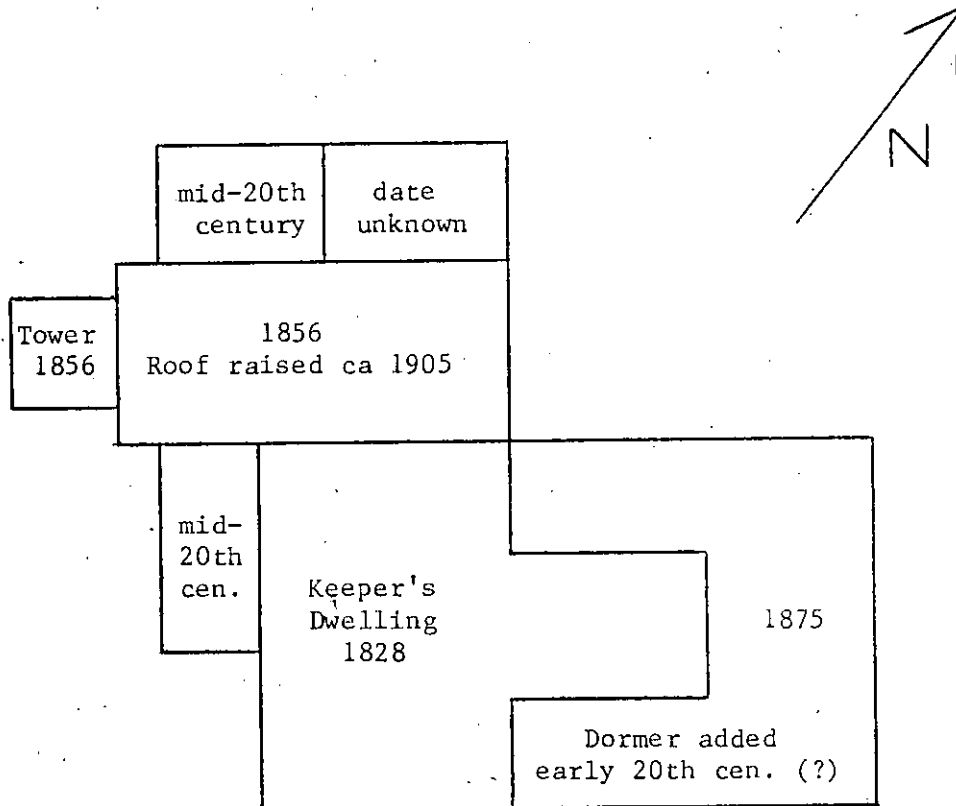
The period of significance extends from 1828, when the earliest part of the complex was constructed as a keeper's house, to 1890, when the Nayatt Light ceased to serve any function in the system of navigational aids for Narragansett Bay. Between 1868 and 1890, Nayatt point was not an active light; it was replaced by an offshore beacon east of Conimicut Point. However, the complex served between 1868 and 1890 as a residence for the keeper and assistant keeper at Conimicut and was thus clearly integrated into the Bay system of navigational aids.

The lighthouse keeper's house was constructed in several stages, each stage of construction creating a new element in the complex. But each stage is still clear and distinguishable from others and each retains sufficient integrity. The 1828 center section, for example, is still clearly distinguished from the 1856 light tower. The entire property retains integrity from its 1890 date; the only major additions since 1890 are the two small 1-story, flat-roofed sun rooms built on the side of the tower. While these additions do not contribute to the historic character of the lighthouse, they also do not cause irreparable harm to the overall integrity of the structure. Two more minor alterations since 1890 are the addition of a dormer on the 1875 section of the keeper's dwelling and the c. 1905 raising of the roof of the 1856 section. Like the sun rooms, these alterations do not contribute to the light's historic character, but they also do not alter the basic character and significance of the light.

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NAYATT POINT LIGHTHOUSE
Barrington, Rhode Island

Sketch Plan showing Building Chronology -- not drawn to scale

Lighthouses of Rhode Island Thematic Group
Rhode Island Historical Preservation Commission

December 1987

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NAME: Bristol Ferry Lighthouse

LOCATION: Ferry Road
Bristol, RI
Bristol County

CLASSIFICATION

Category - building(s)
Ownership - private
Status - occupied
Accessible - yes, restricted
Present Use - private residence

OWNER OF PROPERTY

Henry W. Wallace
151 West Lane
P.O. Box 402
Guilford, CT 06437

LOCATAION OF LEGAL DESCRIPTION

Town Clerk's Office
Bristol Town Hall
10 Court Street
Bristol, RI 02809

REPRESENTATION IN EXISTING SURVEYS

none

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DESCRIPTION

Condition - good / altered / original site

Bristol Ferry Light is located on a .21-acre site on the southern tip of Bristol Point, at the north side of the entrance to Mount Hope Bay. A small road running just to the south of the light tower, separates the property from the water's edge. No longer active, it now is used as a private residence.

Built in 1855, the lighthouse consists of a two-story square brick light tower attached to the front of a one-and-a-half-story, brick, keeper's dwelling with two small connected back ells, all painted white. The main (front) section of the dwelling is two bays wide by two bays deep, with an asphalt-shingled gable roof and a ridge chimney at the end of the north gable. The two small one-story gable-roofed ells project northward off the rear of the front section. The first section is brick while the second is a wood frame addition with plywood siding which replaced a shingled ell of similar dimensions. A round metal chimney protrudes through the roof of this last section.

The lantern has been removed from the light tower's corbelled top so that the tower's roof is now a flat square platform. The iron balustrade, which originally surrounded the lantern, remains in place.

The backmost ell serves as an entrance to the lighthouse and as a furnace room. This leads to a kitchen in the brick ell, which, in turn, leads to the front section of the dwelling. The first floor originally contained separate dining and living rooms, but the dividing wall between the two has recently been removed to create a single large area. An outside doorway on the west wall of the living room served as the main entrance into the lighthouse while it was active. In the first floor of the tower is a storage room and a stairway which leads to two second-floor bedrooms above the dining/living room. A bathroom installed in the second floor of the tower contains a wooden ladder leading to the platform at the top of the tower. The building has no basement.

North of the lighthouse is a 1904 one-story, brick, oil house originally used for storage of lamp fuel and other flammable liquids; it now serves as a storage shed. Although the lighthouse needs paint, both it and the oil house are in good

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condition.

SIGNIFICANCE

Period: 1800-1899

Specific Dates: 1855

Bristol Ferry Lighthouse is significant for its role in the history of Rhode Island's commerce and transportation, and as an example of one of the state's early surviving lighthouses. Established in 1855 on the entrance to Mount Hope Bay, the light served to guide ships en route to the textile mills of Fall River. The light is also important as a navigational mark for numerous passenger steamers which, during the middle of the nineteenth century, provided the main form of transportation between the cities and towns on Mount Hope Bay with those on Narragansett Bay, the Providence River, and with other major New England ports outside the state. Architecturally, it is significant as one of three early surviving lighthouses in the state of the type which features a keeper's dwelling with an attached light tower.

The land on which the lighthouse stands was acquired on October 9, 1854, and the tower and dwelling were completed the following year. The lighthouse took its name from a Bristol-to-Portsmouth ferry, which operated from a landing a few yards to the west of the light.

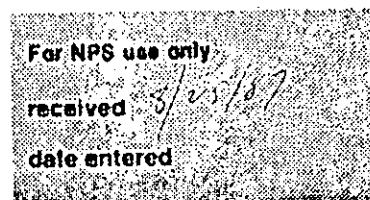
In addition to the lighthouse, the original 1/5-acre reservation included at least five outbuildings: an 1880 woodshed; two oil houses, one built in 1904 and another in 1909; a hen house; and a privy. Of these, only the 1904 brick oil house survives. In 1908 the size of the site was increased with the purchase of an additional 1-1/4-ares.

The most significant change to the lighthouse during its active period occurred in 1918 when the original wooden lantern at the top of the light tower was removed, the height of the tower was increased by six feet, and a new cast-iron lantern, gallery deck and balustrade were installed.

The construction in 1928-1929 of the Mount Hope Bridge directly above the lighthouse provided a more highly visible navigational aid. With its completion, the importance of the light declined. In 1928 the lantern was removed from the light tower, and the light was replaced by an automatic beacon placed atop a new steel skeletal tower built just south of the lighthouse, across Ferry Road. The following year, after serving

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for seventy-four years, the lighthouse, the three outbuildings, and most of the land were sold. The Lighthouse Service retained possession of a small parcel of land south of Ferry Road as well as the skeletal tower, which they continued to operate as a navigational aid until 1934 when it was taken down and replaced by the Bristol Harbor Light.

Since 1929, the lighthouse has served as a private residence. Few alterations have been made to the exterior, with the exception of a small section at the back of the ell, which was torn down and replaced with a wood-frame addition of similar proportions. The interior has been remodeled with a change in the original first floor plan, but the original second floor plan is intact. Many of the original details, such as the flooring, doors, window trim, and tower staircase, remain. The 1904 brick oil house is the only outbuilding that still stands.

Recently the property was subdivided when the previous owner sold the lighthouse with only the original 1/5-acre plot, and kept the 1-1/4-acre piece that had been added to the site in 1908.

GEOGRAPHICAL DATA

Acreage: .21 acres

Quadrangle name: Bristol, RI

Quadrangle scale: 1:24,000

UTM References: A 19 311750 4612410

Verbal Boundary Description:

The nominated property occupies all of lot 36, Bristol Town Assessor's Plat #167; this boundary includes the entire resource.

Level of Significance: State

SHPO Certification:

David C. Williamson

PERIOD OF SIGNIFICANCE:

The period of significance extends from 1855, the date of construction, to 1928, when the last of a series of significant alterations was made to the light.

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NAME: Historic: Conanicut Island Lighthouse

LOCATION: 64 North Bay View Avenue
Jamestown, RI
Newport County

CLASSIFICATION

Category - building(s)
Ownership - private
Status - occupied
Accessible - yes, restricted
Present Use - private residence

OWNER OF PROPERTY

Helen C. Smith
175 West 13th Street, Apt. B
New York, New York 10011

LOCATION OF DEEDS

Registry of Deeds
Jamestown Town Hall
71 Narragansett Avenue
Jamestown, Rhode Island 02835

REPRESENTATION IN EXISTING SURVEYS

none

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DESCRIPTION

Condition - fair / altered / original site

Built in 1886 on a 3/4 acre site at the north end of Conanicut (Jamestown) Island, the Conanicut Island Lighthouse consists of a three-story, square light tower attached to the northeast corner of a two-story keeper's dwelling. The red clapboard, wood frame dwelling, built in the Gothic Revival style, features a steeply pitched cross-gable roof outlined in vergeboard trim; wide, open eaves; single and triple sash clustered windows topped with drip moulding crowns; and a corner entry porch. The roof of the clapboarded light tower, with its wide bracketed eaves, is now a flat platform as the lantern was removed in 1933. The iron balustrade which surrounded the lantern remains in place at the top of the tower. The only significant change made to the exterior of the dwelling section of the lighthouse involves the addition of a small one-story shed-roofed sun room on the northeast corner. Although the exterior needs painting, the building is in good condition.

Inside, a kitchen, living room, dining room, and sunroom are found on the first floor. An open circular stairway leads to three second-floor bedrooms. Access to the tower is provided by a wooden stairway which begins in a small landing off the kitchen. With the exception of the added sun room, few interior changes have been made and nearly all of the original wall finishes, flooring, doors, windows and trim are still intact.

Three outbuildings are located to the west of the lighthouse. A small one-and-a-half-story clapboarded barn, built in 1897, now unpainted and in poor condition, stands at the southeast corner of the property. A brick oil house and a brick fog signal house, built respectively in 1901 and 1907, sit side by side nearer to the dwelling. The oil house is unused, while the fog signal house has been converted to a small guest cottage. Some of the bricks of these two buildings are damaged, and both are in only fair condition.

East of the tower on a separate parcel of land is a concrete foundation pier for a steel skeletal tower. Its automatic beacon replaced the original light in 1933 but the tower was taken down in 1984, and the light no longer operates.

SIGNIFICANCE

Period: 1880-1899

Specific Dates: 1886

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Conanicut Island Light, which consists of an 1886 wood frame keeper's cottage with an attached light tower, is significant as the only surviving lighthouse in Rhode Island to be built in the Gothic Revival Style. Although another lighthouse of the same design was constructed in Wickford Harbor four years earlier, it no longer stands. Conanicut Island Light is also significant for its role in the state's maritime history. Situated on a point that marks the division of the east and west passages of Narragansett Bay, the light served primarily to guide southbound traffic from the Providence River and Greenwich Bay en route to Newport and the Atlantic Ocean.

The light was first lit on April 1, 1886. Originally, the station was equipped with a fog bell but it was replaced in 1900 by a blow siren that sounded a continuous blast. Seven years later, a steam driven compressed air fog signal building was built to house the horn's compressors. Two other buildings were also constructed on the grounds, an 1897 barn and a 1901 brick oil house.

In 1933 the lantern and lens were removed from the top of the light tower and a steel skeletal tower with an automatic beacon was built a short distance to the east of the lighthouse. After forty-seven years of service, the lighthouse, the three outbuildings and all of the land except for a small parcel surrounding the new steel tower were sold. Since 1933 the lighthouses has been used as a summer residence.

GEOGRAPHICAL DATA

Acreage: 3/4 acre
Quadrangle name: Prudence Island, RI
Quadrangle scale: 1:24,000
UTM References: A 19 302190 4604930

Verbal Boundary Description:

The nominated property occupies all of lot 299, Jamestown Town Assessor's Plat #1; this boundary includes the entire resource.

Level of Significance: State
SHPO Certification:

PERIOD OF SIGNIFICANCE

David C. Williamson

The period of significance extends from 1886, the date of construction, to 1933, when the last of a series of significant alterations was made to the light.

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NAME: Dutch Island Lighthouse

LOCATION: South end of Dutch Island
Jamestown, Rhode Island
Newport County

CLASSIFICATION

Category - building(s)
Ownership - public
Status - unoccupied
Accessible - yes, unrestricted
Present Use - park, other: abandoned

OWNER OF PROPERTY

State of Rhode Island
Department of Environmental Management
83 Park Street
Providence, RI

LOCATION OF LEGAL DESCRIPTION

Registry of Deeds
Jamestown Town Hall
71 Narragansett Avenue
Jamestown, RI 02835

REPRESENTATION IN EXISTING SURVEYS

none

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DESCRIPTION

Condition - deteriorated / altered / original site

Dutch Island Light stands on a small rock outcropping at the southern tip of the island and marks the entrance to Dutch Island Harbor at the west side of Jamestown. The site is no longer active or used.

Although a light was first established on the island in 1826, the present structure dates from 1857. The tower, a small one-story cement fuel storage outbuilding, a cement cistern, and part of a boat launching ramp are the only structures on the site which survive today. A keeper's dwelling attached to the tower, also built in 1857, and a boathouse were torn down after the light was automated in 1947.

The two-story brick dwelling featured a two-bay-by-two-bay square plan with six-over-six windows, topped with a hipped roof and a center chimney. Attached to the back of the dwelling was a small one-story, hip-roofed addition with an attached shed roof addition, both clapboarded. Built in the Greek Revival Style, it closely resembled the dwelling at Lime Rock in Newport Harbor, which was also completed in 1857.

The surviving tower, 13-foot-square in plan and painted white, is also constructed of brick. It stands three stories high with window openings in the west and east side of each level. Those on the first and second floor of the east side have been bricked over.

A recently installed iron door on the north side leads to a wooden stairway which connects a single room at each of the three levels. The inside walls are finished with lath and plaster.

The lantern is of the same design as the one used at Newport Harbor. Painted black, it features a surrounding band of iron at the bottom half with twelve triangular panes of glass above, each held in place by a cast-iron frame. An iron balustrade surrounds the square gallery deck while a cast-iron ventilator, with a lightning rod spike at the top, caps the lantern. The lamp has been removed, but when it was active the fixed white light was 54 feet above sea level and could be seen for eleven miles.

The tower and its outbuilding is deeteriorated. The tower is unsecured, some of the panes of glass in the lantern have been

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broken, and the window sash are missing from the top floor, leaving the openings uncovered. Inside, the effects of weather, birds, and vandals are evident. Much of the plaster and lath has either fallen down or been torn down. The roofing over much of the outbuilding has blown off and its windows and doors no longer survive.

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SIGNIFICANCE

Period: 1800-1899

Specific Dates: 1827, 1857

Established in 1827 as the sixth lighthouse in Rhode Island, Dutch Island Light is significant for its role in the history of commerce and transportation in the state. The light was only the second to be built on Narragansett Bay and although the present lighthouse replaced an earlier one on the same site, the station served longer than any other presently deactivated light in the state. The light served to guide ships entering Dutch Island Harbor at the west end of Jamestown, including the Jamestown-to-Saunderstown ferry and was an important navigational mark for vessels trying to avoid Dutch Island while travelling up the Bay's west passage.

In 1825 the State of Rhode Island ceded to the United States government land at the southern tip of Dutch Island for establishing a lighthouse. Construction began soon after, and the light was first lit on January 1, 1827. During an 1844 inspection of the light, the Lighthouse Service superintendant described its condition as "the worst constructed of any in the state." Six years later and again in 1855 it was reported to be in poor condition and badly in need of repair. Instead of undertaking the necessary work, Congress appropriated \$4,000 for a new tower and dwelling, both completed in 1857. The earlier structure was then torn down.

Numerous minor repairs and additions took place over the years. In 1867 a new cast-iron deck plate gallery and a wrought iron railing were installed at the top of the tower. A boathouse, also built in 1867, was destroyed by a storm two years later. Another was built in 1894 and still another in 1939. None of these survives, but part of the launching ramp for the most recent boathouse, located on a small cove to the north of the light, remains. In 1878 the station was equipped with a machine operated fog bell mounted outside the lantern on the gallery deck.

The light was unmanned and automated in 1947, and the keeper's dwelling was torn down shortly thereafter. In 1979, after 152 years of service, the station was deactivated and the property and remaining buildings passed to the Department of Environmental Management of the State of Rhode Island which has been responsible for the site since that time. The light has been abandoned since 1979, but the surviving buildings at the station, as well as Dutch Island itself, have been included in

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the recently created Bay Islands State Park.

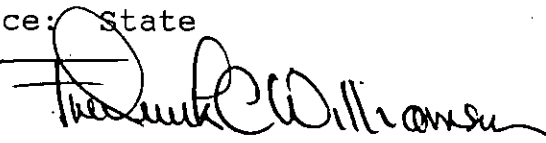
GEOGRAPHICAL DATA

Acreage: Less than .5 acre
Quadrangle Name: Narragansett Pier
Quadrangle Scale: 1:24,000

UTM References: A 19 299290 4596350

Verbal Boundary Description: The nominated property is Jamestown Assessor's plat 9, lot 807, which encompasses the entire resource and its immediate setting.

Level of Significance: State
SHPO Certification:



PERIOD OF SIGNIFICANCE:

The period of significance extends from 1857, the date of construction, to 1878, when the last of significant alteration (installation of a fog bell) was completed.

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NAME: Historic - Ida Lewis Rock Lighthouse

LOCATION: On Lime Rock in Newport Harbor off Wellington Avenue
Newport, Rhode Island 02840
Newport County

CLASSIFICATION

Category - building(s)
Ownership - private
Status - occupied
Accessible - yes, restricted
Present Use - other: yacht club

OWNER OF PROEPRTY

Ida Lewis Yacht Club
Wellington Avenue
P.O. Box 479
Newport, RI 02840

LOCATION OF LEGAL DESCRIPTION

Recorder of Deeds
Newport City Hall
43 Broadway
Newport, RI 02840

REPRESENTATION IN EXISTING SURVEYS

none

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DESCRIPTION

Condition - good / altered / original site

Ida Lewis Rock Light occupies Lime Rock, a small rock outcropping approximately 100 yards off shore at the southern entrance to Newport Harbor just west of Fort Adams. Established in 1854 but no longer active, the present tower and dwelling date from 1857. Also on the rock are three outbuildings of more recent construction. Although Lime Rock was separate from the mainland while the light was active, it is now connected by a 300-foot wooden pier with boat slips on the east side and a dock house toward the north end.

The two-story, Greek Revival dwelling closely resembled the keeper's quarters at Dutch island, also built in 1857. Topped with a hipped roof and an offset chimney, the two-bay-wide square building has six-over-six sash, plain stone lintels, and stone sills. A one-story, hipped-roof brick wing of the same period projects from the south wall and a recently added enclosed porch, with a green and white striped corrugated fiberglass roof, wraps around the west and north sides.

The brick light tower is attached to the northwest corner of the dwelling. Thirteen feet high and four feet square, and rising only to the height of the roof's eaves, the tower is the smallest of any light in Rhode Island. The unusual lantern consist only of three large sheets of glass on the west, north and east sides, topped with a hipped roof and round copper ventilator.

The light was discontinued in 1928, and the building was sold shortly thereafter for use as the headquarters of the Ida Lewis Yacht Club. The floor plan has not been altered, though the functions of some rooms have been changed. On the first floor is a bar, a lounge and a sitting room. A large meeting room is on the second floor. The original kerosene lamp used by keeper Ida Lewis still hangs in the lantern. It is now electrified and is operated by the yacht club as a privately maintained navigational aid.

Three small, one-story, wood frame outbuildings are located north of the dwelling. One of these, shingled and clapboarded with a gable roof, was built during the light's active period. It now has a recent addition on its east side and is used as a shower room. The other two buildings, another shower room and a storage shed, were both built by the yacht club. The club also

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built the boat slips and pier that connects the lighthouse to the mainland.

SIGNIFICANCE

Period: 1800-1899

Specific dates: 1854, 1857

Established in 1854 at the southern entrance to Newport Harbor, Ida Lewis Rock Light is significant for its association with a noted keeper, Ida Lewis. During much of the 54 years she lived at the light, Lewis received national publicity for her numerous rescues of people stranded in overturned boats in Newport Harbor. Now used as the headquarters of a yacht club, Ida Lewis Rock Light serves as a reminder of Newport's maritime heritage in a town whose economy has always been closely linked to the sea. Architecturally, it is significant as a relatively unaltered example of a mid-nineteenth century lighthouse consisting of a keeper's dwelling with an attached tower.

The lighthouse was originally named Lime Rock Light after the rock on which it sits. Between 1854 and the completion of the present dwelling in 1857 there were no accommodations on the rock for the keeper. Captain Hosea Lewis, the light's first keeper, took up residence with his family at Lime Rock on July 29, 1858. Six months later, Captain Lewis was paralyzed by a stroke which left him a complete invalid. Thereafter, his wife and fourteen-year-old daughter Ida, took over the duties of tending the light.

One of only a few women keepers in the Lighthouse Service, Ida Lewis became well-known for her numerous rescues off Lime Rock. The most famous occurred in 1869 when she saved two soldiers from nearby Fort Adams whose boat had overturned in a sudden gale. An account of the rescue appeared in many national publications including the July 31, 1869, issue of Harper's Weekly, which featured two engravings of Ida Lewis and her lighthouse. As her fame spread she received numerous honors and awards. She was made a member of the American Legion of Honor, presented with medals from the New York and Massachusetts Humane Societies, awarded a gold medal by Congress, given a \$30 a month pension by Andrew Carnegie. She was also visited at the light by prominent men and women, including President Grant, as well as numerous local residents and interested spectators.

During her tenure, few changes were made to the light. Most entries in the Lighthouse Board's annual reports mention only minor repairs to the structure.

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On October 14, 1911, Ida Lewis died at the age of 69 after having lived at Lime Rock for fifty-three years and serving as its keeper for thirty-four years. After her death the light was officially renamed Ida Lewis Rock Light.

In 1927, after seventy three years of service, the light and lens were removed from the light tower and replaced with an automatic beacon mounted on a steel skeletal tower directly in front of the lighthouse. The following year the lighthouse was sold to the Narragansett Bay Regatta Association which acquired the site for use as the headquarters of its newly formed Ida Lewis Yacht Club. The Coast Guard continued to maintain the automatic beacon until November 1, 1963, when it was discontinued and taken down. Through an arrangement with the Coast Guard, the yacht club, which occupies the site, still operates the original lamp kept by Ida Lewis as a privately maintained navigational aid.

GEOGRAPHICAL DATA

Acreage: less than 1 acre

Quadrangle Name: Newport, RI

UTM References: 19 305760 4594190

Verbal Boundary Description: The nominated property is Newport Assessor's plat 42, lot 12, which encompasses the entire resource.

Level of Significance: State

SHPO Certification

Theresa R. Williams

PERIOD OF SIGNIFICANCE:

The period of significance extends from 1854, the date of construction, to 1927, when the last significant alteration (installation of an automatic beacon) was completed.

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NAME: Poplar Point Lighthouse
LOCATION: 1 Poplar Avenue
North Kingstown, RI
Washington County

CLASSIFICATION:

Category - buiding(s)
Ownership - private
Status - occupied
Accessible - yes, restricted
Present Use - private residence

OWNER OF PROPERTY

Elmer R. and Virginia F. Shippee
1 Poplar Avenue
North Kingstown, RI 02852

LOCATION OF LEGAL DESCRIPTION

Town Clerk's Office
North Kingstown Town Hall
80 Boston Neck Road
North Kingstown, RI 02852

REPRESENTATION IN EXISTING SURVEYS

North Kingstown, Rhode Island
Statewide Historical Preservation Report W-NK-1, 1979
Rhode Island Historical Preservation Commission

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DESCRIPTION

Condition - good / altered / original site

Poplar Point Light occupies a one-and-a-half-acre site at the southern side of the entrance to Wickford Harbor. Built in 1831 and no longer an active light, it has undergone some alterations and additions since passing to private hands in 1894.

The house is a rambling, shingled structure laid out in the shape of a Y, with the original 1831 keeper's dwelling and roof-mounted light tower at the north end nearest the tip of Poplar Point. Although the outside of the keeper's dwelling is now covered with shingles, its walls are made of cut stone. Three bays long and one-and-a-half stories high, with two small dormers on each side of the gable roof, the dwelling features a full-width bow window in the north gable end overlooking the harbor. Inside is a dining room and a living room on the first floor, separated by a central chimney and center stairway, with two bedrooms above.

Rising through the dwelling's roof at the north end is a three-story wooden octagonal light tower sided with clapboards. At the top is an octagonal cast-iron lantern with a spherical roof ventilator and an iron balustrade around the outer edge of the gallery deck. The lens and lamp have been removed.

Attached to the south end of the dwelling are two shingled wings added in 1894. These form the top half of the building's Y shape. The larger wing, which overlooks Narragansett Bay, to the east, is a two-story, gambrel-roofed addition containing a large living room on the first floor with bedrooms above. On its east side is a central shed dormer flanked on either side by two large gabled dormers. On the west side of this wing, is the main entrance into the house from the driveway. Two small dormers are located on the sides of the cross-gable. A porch added also in 1894 extends along both the west and east sides of the original dwelling as well as along the east side of the larger addition. Originally, it wrapped around the south end of the addition as well, but this section has recently been enclosed to create a sun room.

The other Shingle Style wing is a one story gable roofed addition with two adjoining cross-gables at the west end. This contains a kitchen and another bedroom. A one story flat roofed garage is attached to the wing's west end. The entire building

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is in good condition.

A plaque embedded in a stone in the middle of the driveway refers to a Revolutionary War battle that took place on the site. It reads:

On this point during the Revolution stood a cannon protecting Updike's Newtown now Wickford against enemy excursions on the main. It was manned by the Newtown rangers, whose charter was granted April 17, 1777.

Although a separate boathouse was built near the lighthouse, the property on which it stood has been separated. A dwelling built on this site may have incorporated parts of the original boathouse into its construction.

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SIGNIFICANCE:

Period: 1800-1899

Specific dates: 1831

Established in 1831 at the entrance to Wickford Harbor on the site of a Revolutionary War battle, Poplar Point Light is significant as the oldest surviving lighthouse in Rhode Island on its original site. Earlier lights were established at eight other locations, but only one of these structures survives. It, however, is not on its original site and was disassembled during the move. Although the Poplar Point lantern is not original and the dwelling has been altered and added to since the light's active period, the oldest section is a good early example of a keeper's dwelling with an attached tower.

The tower and dwelling were constructed in 1831 by Charles Allen of Kingston at a cost of \$1,888. In 1869 the Lighthouse Board recommended that the dwelling, which was in need of repairs, be renovated, and that the original lantern be replaced. This was done two years later, but in 1878 the Board cited the need for an additional navigational aid to mark the entrance to Wickford Harbor. It proposed the establishment of another lighthouse on Old Gay Rock, 500 yards north of Poplar Point. When the new Wickford Harbor Light was completed on November 1, 1882, Poplar Point Light was discontinued after fifty one years of service.

The government retained ownership of the light until 1894 when it was sold at public auction to Albert R. Sherman of Pawtucket, who remodeled it as a residence. Sherman commissioned the architectural firm of Straight and McKenzie to design the gambrel-roofed additions. Shingles were applied to the outside of the original dwelling at that time. The lighthouse continues to be used as a private residence.

GEOGRAPHICAL DATA

Acreage: 63,865 square feet (1.47 acres)

Quadrangle name: Wickford, RI

Quadrangle scale: 1:24,000

UTM References: A 19 296590 4604800

Verbal Boundary Description:

The nominated property occupies all of lot #212, North Kingstown Assessor's Plat #91; this boundary includes the entire resource.

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Level of Significance: State
SHPO Certification

Frank C. Williams

PERIOD OF SIGNIFICANCE:

The period of significance extends from 1831, the date of construction for the light/keeper's house, to 1882, when the light was deactivated and no longer served as part of a system of navigation aids. Some alteration of the 1831 section has taken place since 1882, principally the covering of stone walls with shingles and the construction of porches on both sides of the keeper's house. However, these are both reversible alterations which do not, in any case, seriously diminish the design integrity of this section of the structure; the crucial design elements are a tall octagonal tower rising up through the gable roof of a lower building--and both of these elements are clearly well preserved and evocative of their time and place.

The two separate and later wings which form the "Y" shape of the total structure do not participate in the significance of the 1831 section; they are not related either to the light's significance as an element of a transportation system, nor to its significance as a representative example of lighthouse architecture. On the other hand, they do not substantially affect the integrity of the 1831 structure which remains a clearly distinguishable element. They are interesting, albeit non-contributing elements of the complex.

(It is possible that these two architect-designed additions may later prove to have additional and separate significance of their own--as an exemplar of the adaptation of utilitarian structures into picturesque summer residences, a pattern whose significance has not yet been fully evaluated.)

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1. NAME: Historic - Point Judith Lighthouse
Common - Point Judith Light Station
2. LOCATION
1470 Ocean Road
Narragansett, Rhode Island
Washington County
3. CLASSIFICATION
Category - building(s), structure
Ownership - public
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse
4. OWNER OF PROPERTY
U.S. Government, Department of Transportation
First U.S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114
5. LOCATION OF LEGAL DESCRIPTION
Town Clerk's Office
Narragansett Town Hall
25 Fifth Avenue
Narragansett, Rhode Island 02882
6. REPRESENTATION IN EXISTING SURVEYS
Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978

Historic American Engineering Record
U.S. Department of the Interior
Washington, D. C. 20240
7. DESCRIPTION
Condition: good / altered / original site

Point Judith Light occupies a 4-3/4-acre site at the southern tip of Point Judith at one of the most exposed and

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dangerous spots on the east coast. Located on the western side of the entrance to Narragansett Bay a few yards to the west of the Point Judith Coast Guard Station, the active light continues to be an important signal for vessels traveling between New York and New England.

Although the first light was established at Point Judith in 1810, the present tower dates from 1857 and is the third one on the site. An octagonal granite block battered structure, 24 feet wide at the base and 13 feet at the top, it stands 51 feet tall. The bottom half is painted white while the top is brown. Four window openings pierce the tower walls; one each at the first, third, fourth, and fifth floor levels. Originally, each opening contained a single sash with six panes of glass, but they have been replaced with small fixed glass blocks. A stone arch, taken from the second tower to be built on the site, is embedded in the east wall above the first floor window opening. Inscribed on it is the name of the second tower's founder, William Ellery, and 1816, its date of construction.

The ten-sided lantern, painted black, is covered with cast iron panels on the bottom half and large sheets of rectangular glass above, and is topped with a spherical ventilator with a lightning rod spike. An iron balustrade surrounds the gallery deck. Added to the tower in 1869 to replace an earlier one, the lantern, is the same style as those used on the lights at Conimicut, Hog Island Shoal, and Warwick Neck.

An iron door on the west side opens on to a granite stepped spiral stairway leading to the lantern. The 24,000-candle-power, fourth-order light which is 65 feet above sea level, has a range of 16 miles. The occulting white light shows three eclipses every fifteen seconds.

Two other buildings on the site are associated with the light. A gable roofed, one-story brick oil house to the east of the tower was built in 1917 for storage of flammable liquids. A brick, one-story, hipped-roof fog signal building constructed in 1923, houses the horn's air compressor. The horn itself, which gives one blast every fifteen seconds, is located along the outside of the building at the water's edge. The tower is in good condition, but the two smaller buildings are in only fair condition. Paint is peeling off the oil house and the cement walls of the fog signal building are spalling.

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8. SIGNIFICANCE

Period: 1800-1899, 1900-

Specific Dates: 1857, 1867

Established as the third lighthouse in Rhode Island, Point Judith light has served continually since 1810 as the primary navigational aid for all shipping entering Narragansett Bay, as well as an important mark for vessels on Block Island Sound. As such, it has played an important role in the state's maritime economy by assisting early coastal freighters, whaling and merchant ships, fishing vessels, passenger steamers, as well as modern cargo ships and oil tankers, to the major ports of Newport, Providence, and Fall River, and to the smaller towns along the bay. The light is also significant as the site of the first radio beacon to be established at a Rhode Island light.

The site was acquired in 1809 and the light was established the following year. The first tower, a crude wooden structure that stood for only five years, was destroyed by a storm on September 17, 1815. A second tower, 35 feet high and made of rough stone coated with cement, was built the next year. This in turn was replaced in 1857 by the present tower along with a separate brick keeper's dwelling, connected to the tower by an enclosed walkway.

Although the light is an important mark on the Rhode Island coast, much of the station's historical significance also relates to the operation of its fog signal, and later, to a radio beacon. The first fog signal, a Daboll's trumpet sounded by a Wilcox hot-air engine, was established in 1867. Because of problems with its sound being lost in the noise of the surf off-shore, it was replaced in 1872 by two first class steam whistles. The earlier signal was kept as a spare in case of a failure with the new one.

The amount of time needed to operate and maintain the fog signal required the hiring of an assistant keeper in 1874. During the following year, the signal operated a total of 777-1/2 hours.

On November 11, 1931, the first radio beacon at a Rhode Island light was established at Point Judith. This marked an important event in the history of the state's lighthouses that would have a far-reaching effect on the system of aids to navigation. With the help of a radio beacon, ships could for the first time navigate at night and in the fog without the assistance of a light or a fog horn.

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In addition to the light, a number of other structures were built on the station grounds during the last half of the nineteenth and beginning of the twentieth centuries. Most of these no longer survive. The largest was a nine-room, one-and-a-half-story brick keeper's dwelling connected to the tower by a short enclosed gallery. Built in 1857, it was torn down in 1954. A second dwelling, constructed in 1874 for an assistant keeper who was needed to operate the fog signal, has been torn down as well. Also no longer standing is a one-story, clapboarded fog signal building, constructed to the south of the tower in 1872 to house the whistle's steam engine and boiler, and a 1931 wood frame radio beacon house. Finally, the beacon's two 60-foot radio towers were taken down in 1974 because they were unsafe.

Although a U. S. Life-Saving Station was established in 1876 only about 50 yards to the east of the light, there was little interaction between the station's crew and the light keepers. The Life-Saving Service and the Lighthouse Service were administered separately until 1939, at which time the Lighthouse Service jointed the U.S. Coast Guard. The Life-Saving Service joined the Coast Guard in 1915, at which time the Point Judith Life-Saving Station was renamed Point Judith Coast Guard Station.

The light was automated in 1954 and the keeper's dwelling was torn down shortly thereafter. Since then the light and a fog signal have been maintained by personnel from the Coast Guard station.

10. GEOGRAPHICAL DATA

Acreage: c. 1.8 acres

Quadrangle name: Narragansett Pier, RI

Quadrangle scale: 1:24,000

UTM References: A 19 292390 4581590

Verbal Boundary Description: The nominated property includes part, but not all, of plat 17, lot 164. The lot is shared between the Point Judith Coast Guard Station and the Light Station, but its lot is not legally divided. Nominated here is the Light Station and its immediate surroundings, defined by the boundary line shown on the accompanying sketch map (p. 51B).

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Period of Significance: The period of significance extends from 1857, when the lighthouse was constructed, to 1931, when the radio beacon, a significant alteration, was installed.

Level of Significance: State

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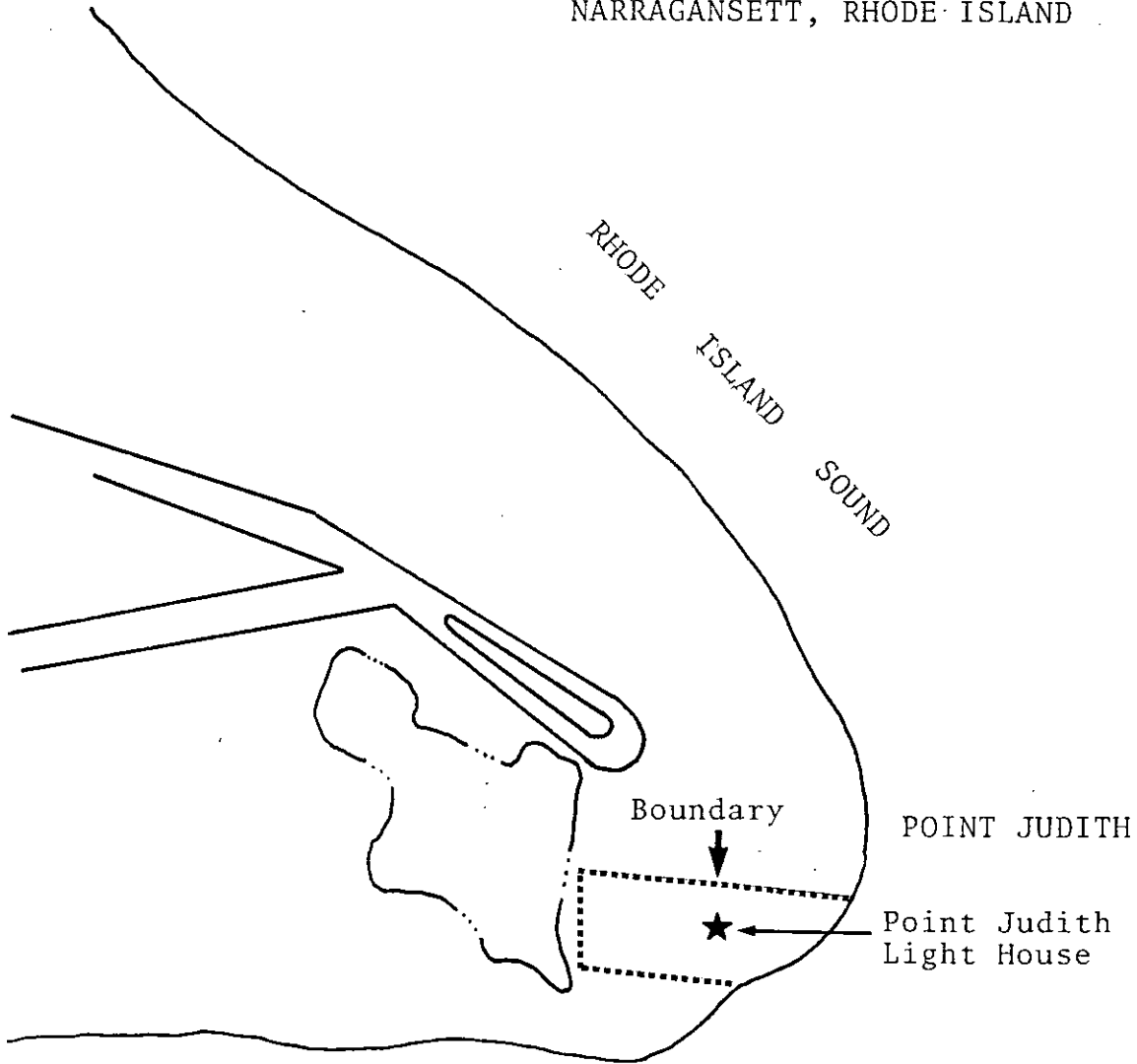
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POINT JUDITH LIGHT HOUSE NARRAGANSETT, RHODE ISLAND



North



1" = 400'

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1. NAME: Historic - Castle Hill Lighthouse
Common - Castle Hill Light Station
2. LOCATION
Off Ocean Avenue, on Castle Hill at western end of Newport
Neck off Ocean Avenue
Newport, Rhode Island
Newport County
3. CLASSIFICATION
Category - structure
Ownership - public
Status - unoccupied
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse
4. OWNER OF PROPERTY
U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114
5. LOCATION OF LEGAL DESCRIPTION
Recorder of Deeds
Newport City Hall
43 Broadway
Newport, Rhode Island 02840
6. REPRESENTATION IN EXISTING SURVEYS
Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978

Historic American Engineering Record
U. S. Department of the Interior
Washington, D. C. 20240

United States Department of the Interior
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7. DESCRIPTION

Condition - good / altered / original site

Castle Hill Light is located on a .1-acre site south of Newport Harbor on Newport Neck, which marks the east side of the entrance to Narragansett Bay's East Passage. Built in 1890 in the Richardson Romanesque Style, the light station consists of a heavily rusticated granite block tower which rises from the side of a rock ledge at the water's edge. The rough-faced conical tower measures 21 feet in diameter at the base and 14 feet at the parapet, with a height of 42 feet from the water level to the lamp's focal plane. At the top of the tower is a cast-iron lantern containing the lens, surrounded by a 3-foot-wide gallery with an iron balustrade. An electric fog horn is mounted on the west side of the gallery deck. Three deep-set narrow windows pierce the tower's walls, two at the first floor level and another at the second. A small projecting doorway on the south side at the base provides the only entrance into the tower.

The bottom half of the tower is unpainted, the upper half is white and the lantern and railing are black. A stone bracket used previously to mount a signal bell, which has since been removed, projects from the west side of the tower just below the lantern railing, and a steel flag pole for hoisting storm warning signals is mounted on the gallery deck.

The tower is the only structure on the site. Still active, its equal interval fifth order red light, which flashes every six seconds, has a range of 12 miles. The fog horn gives one blast every ten seconds.

8. SIGNIFICANCE

Period: 1800-1899, 1900-

Specific Dates: 1890

Built in 1890, Castle Hill Light is significant as the only lighthouse in Rhode Island, and one of perhaps only a few others in the country, to be designed in the Richardson Romanesque Style. Although the plans for the tower are unsigned, they may have been drawn by H. H. Richardson himself, as a similar unexecuted design for the light is attributed to him. Located on the entrance to Narragansett Bay's East Passage, the light is also significant for its role in the state's commerce and transportation, as it serves to guide ships en route to Newport Harbor as well as those travelling further up the Bay.

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As early as 1869, the annual report of the Lighthouse Board cited a need for a lighthouse and fog signal at Castle Hill to guide ships through the entrance of Narragansett Bay and into Newport Harbor. However, because of the high price of a suitable piece of land in the area, construction of the light was delayed for over twenty years.

In 1887 Alexander Agassiz, the noted Harvard zoologist who owned a large summer home on Castle Hill, deeded a nearby .2-acre parcel of land from his original property to the government for one dollar, so that a lighthouse could be built on the site. Since Agassiz did not want Lighthouse Service personnel walking near his property, he initially stipulated that access to the light be by water only, and refused to grant a right-of-way in the original deed. However, when he learned that the government would take a right-of-way over his property by condemnation if none could be purchased, he agreed to include land access.

An early unexecuted design for the light, drawn by H. H. Richardson, consisted of a tower with an attached dwelling, both of rusticated stone block. However, probably because of Agassiz's desire for privacy, this plan was changed to the present design which included no living quarters. Instead, a separate six-room keeper's dwelling along with a wharf and an attached boathouse were built about 300 yards east of the light on Castle Hill Cove. It is not known who designed the light that was built, but its similarity to the earlier plan suggest it may also have been the work of Richardson.

The tower and fog bell were completed in 1890 and the original fifth order lens was first lit on May 1, 1890. Two years later the bell was discontinued and removed because of complaints by Agassiz about its noise level. In 1869 a new and more efficient bell, fitted with a screen to deflect the sound, was installed. The most significant alteration to the tower itself involved the remodeling of the doorway on the south side. The small hipped slate roof over the doorway was removed and the original iron door was replaced with one of a more recent design.

The 1938 hurricane destroyed the three structures at Castle Hill Cove, leaving the light without its keeper's quarters. Shortly thereafter, its operation was taken over by personnel at the nearby, newly constructed Castle Hill Coast Guard Station, which had been built to the east of the light on Ocean Avenue.

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The fog bell has been replaced with an automatic electric horn, and in 1957 the light was automated.

10. GEOGRAPHICAL DATA

Acreage: .1 acre

Quadrangle name: Newport, RI

Quadrangle scale: 1:24,000

UTM References: A 19 302620 4592530

Verbal Boundary Description: The boundary of the Castle Hill Light includes the tenth-acre lot on which the light sits, identified and bounded by the boundary line shown on the accompanying sketch map (p. 55A).

Period of Significance: The period of significance extends from 1890, when the light was constructed, to 1938.

Level of Significance: State
FPO Certification:

United States Department of the Interior
National Park Service

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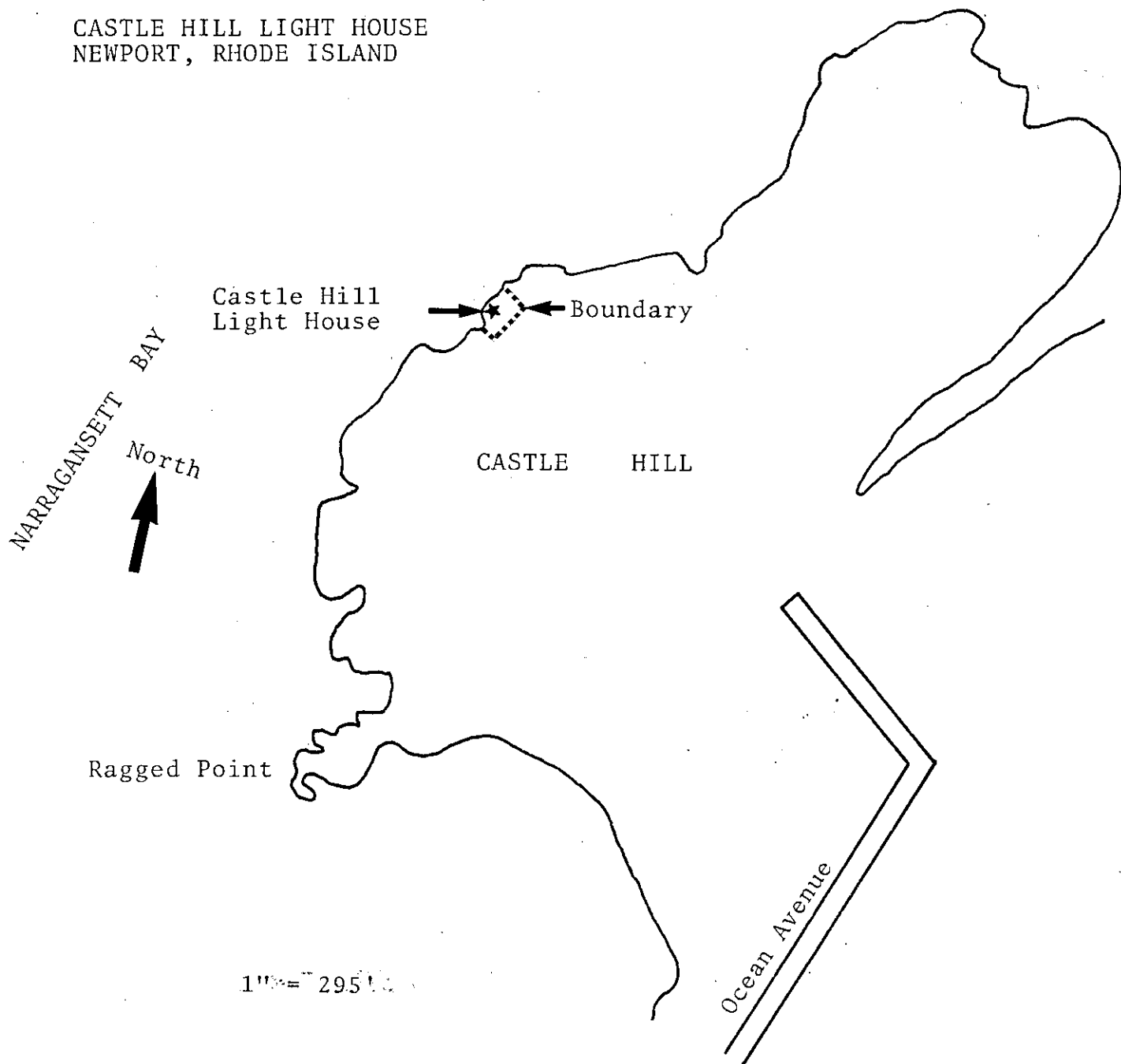
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CASTLE HILL LIGHT HOUSE
NEWPORT, RHODE ISLAND



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National Park Service

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1. NAME: Historic - Newport Harbor Lighthouse
Common - Newport Harbor Light Station

2. LOCATION

North end of Goat Island, Newport Harbor
Newport, Rhode Island
Newport County

3. CLASSIFICATION

Category - structure
Ownership - public
Status - unoccupied
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse

4. OWNER OF PROPERTY

U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

5. LOCATION OF LEGAL DESCRIPTION

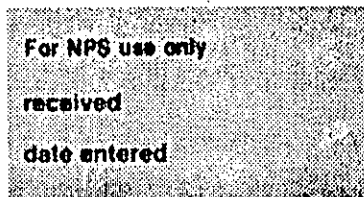
Recorder of Deeds
Newport City Hall
43 Broadway
Newport, Rhode Island 02840

6. REPRESENTATION IN EXISTING SURVEYS

none

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7. DESCRIPTION

Condition - good / altered / original site

Newport Harbor Light stands at the end of Goat Island along the northern entrance to the harbor on a 20-foot-square granite pier. Although the station was established in 1838, the original lighthouse was replaced by the present structure in 1856. The light is still active.

The freestanding octagonal white tower, which measures 29 feet from the base to the lamp, is constructed of roughly cut granite blocks. Two window openings pierce the sides of the tower; one at the second floor and the other at the third floor. Both windows originally had six-over-six sash but these have been replaced with small fixed glass blocks.

At the top of the tower is an octagonal cast-iron lantern, painted black. A band of iron around the lantern's bottom half supports twelve panes of triangular glass above, each held in place with iron frames. A balustrade surrounds the lantern gallery, and a cast-iron ventilator with a lightning rod spike caps the structure.

A heavy iron door on the south side of the tower opens on to a circular stairway, which leads to the lamp and lens in the lantern. The green fourth-order fixed light, 33 feet above the water level, can be seen for 11 miles.

Originally, the tower was attached to a two-story stone keeper's dwelling. The house was torn down in 1922 after it was struck by a submarine.

8. SIGNIFICANCE

Period: 1800-1899, 1900- Specific Dates: 1865

Established in 1823 at the north end of Goat Island, Newport Harbor Light is significant as the fourth lighthouse to be built in Rhode Island, and for its association with Newport's maritime economy. Although Beavertail Light, which was established at the south end of Conanicut Island in 1749, was the first lighthouse used by ships en route to the agricultural markets of Newport, Newport Harbor Light was the first of three to be established within the harbor itself. The present tower, which dates from 1865, is a well-known landmark that is visible from the town of

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Newport and by those crossing the Newport Bridge. As such, it serves as a highly visible reminder of the city's maritime economy. The light is architecturally significant as a unique example in Rhode Island of an early nineteenth century rusticated stone light tower.

A light was first established at the entrance to Newport Harbor on the Northern end of Goat Island in 1823. Because of a need for more powerful and better situated light, a second tower was built in 1838 on a nearby breakwater. Both the tower and the breakwater were built by the U. S. Army Corps of Engineers under the direction of Lt. George W. Cullum. The original tower was moved to Prudence Island in 1851 where it still stands as an active light.

The 1838 light remained active until 1865 when it was replaced by the present tower with an attached keeper's dwelling, constructed at the northern end of the same breakwater on which the second light stood. Three years later the 1838 light was taken down.

The 1865 tower still survives but the two-story gable-roofed stone dwelling does not. It was taken down shortly after its foundation was severely undermined when struck by a submarine from the U. S. Naval Torpedo Station on Goat Island on November 9, 1921. With the razing of the keeper's quarters, the light was electrified and its operation turned over to military personnel at the torpedo station. It was automated in 1963 and remains an active light.

Although the tower stands on its original site at the end of the breakwater, the area between it and the shore was recently filled in when the Goat Island Sheraton Hotel was built. This is now a small grassy park, which allows easy access to the light.

10. GEOGRAPHIC DATA

Acreage: less than one acre

Quadrangle name: Newport, RI

Quadrangle scale: 1:24,000

UTM References: A 19 305720 4595940

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Verbal Boundary Description: The Newport Harbor Lighthouse sits on the end of a pier which extends from the north end of Goat Island. The property nominated here is the twenty-foot-square end of the pier on which the light sits. This boundary encompasses the resource only; the setting of the lighthouse is Narragansett Bay.

Period of Significance: The period of Significance extends from 1865, when the light tower was constructed, to 1938.

Level of Significance: State

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1. NAME: Plum Beach Lighthouse

2. LOCATION

Off Plum Beach, West Passage, Narragansett Bay
North Kingston, Rhode Island
Washington County

3. CLASSIFICATION

Category - structure
Ownership - public
Accessible - yes, restricted
Present Use - other: abandoned

4. OWNER OF PROPERTY

U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

5. LOCATION OF LEGAL DESCRIPTION

First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

6. REPRESENTATION IN EXISTING SURVEYS

Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978

Historic American Engineering Record
U. S. Department of the Interior
Washington, D. C. 20240

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7. DESCRIPTION

Condition - deteriorated / altered / original site

Plum Beach Light stands offshore in the middle of Narragansett Bay's West Passage at the eastern edge of Plum Beach Shoal, 250 yards to the north of the Jamestown Bridge. Built in 1899 from standardized plans that were modified for its individual site and requirements, the tower is referred to as a caisson light, after the type of foundation on which it rests, and is of the same basic design as the Conimicut, Hog Island and Sakonnet Lights. Now deactivated and abandoned, the light marked the east edge of Plum Beach Shoal.

The tower stands in 15 feet of water on a cylindrical cement foundation, 33 feet in diameter, that is sunk 20 feet into the bottom of the shoal which extends about 4 feet above the high water level. Bands of cast-iron sheathing plates that surround the entire length of the foundation cylinder and extend upward above the waterline to also enclose the basement level. The uppermost band of sheathing flares outward to enclose iron bracketing which supports the base of the lower gallery at the first floor level.

Surrounding the foundation at the water level is pile of loose riprap boulders, placed to deflect ice floes from striking the tower's base. A small cement landing pier is located on the east side.

The tower itself is a cylindrical prefabricated cast-iron structure containing five levels plus the lantern; it is 36 feet in diameter and 54 feet from the high water level to the top of the lantern ventilator. The diameter of the first (basement) level is 33 feet, the next three levels are approximately 20 feet in diameter, while the fifth level is 11 feet wide.

Four round porthole-type windows pierce the foundation sheathing to light the first level. The next two floors are each lit by four windows with arched casings, while six portholes are found at the fourth level. The four windows on the second and third level originally had two-over-two sash, but these have been removed and most openings have been boarded over.

Surrounding the outside are three galleries. The bottom one, around the second level, is 8 feet wide and 36 feet in diameter. It was originally covered, but the roof has been

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removed, leaving only the superstructure framing. Around the watchroom at the fifth level is a six-foot-wide open overhanging gallery, 24 feet in diameter, surrounded by an iron railing and supported from beneath by cast-iron brackets. Mounted on the deck of this gallery at the west side is a vertical exhaust pipe which extends above the roof of the lantern. The third and uppermost gallery which surrounds the lantern is 2-1/2 feet wide, 12-1/2 feet in diameter, and is also open.

Some of the windows in the octagonal lantern have been broken. It was originally equipped with eight sheets of glass held in place by an iron frame. Above the lantern's conical roof is a spherical ventilator topped with a lightning rod.

The original entrance to the light was provided by a ladder along the base of the tower at the south side that extended into the water from the lower gallery. This was removed when the riprap was placed around the foundation in 1919 and replaced by a small cement pier on the east side with a ladder leading to the first gallery.

A doorway at first gallery leads to the interior the walls are lined with brick and the inside diameter of each of the first four levels is 36 feet. A spiral stairway along the outside walls connects the first four floors. The basement was used for storage; a kitchen and living area were in the first floor; a bedroom above; and a tool room at the fourth level. An open iron stairway leads from the tool room to the watchroom and then on to the lantern. The lamp and lens have been removed.

The tower and lantern are painted white while the sheathing around the base is blue. Although it may still be structurally sound, the tower is in need of maintenance. The outside is streaked with rust and much of the paint has failed. The outside door is not secure, some of the windows are open and glass from the lantern has been removed allowing the entry of vandals, birds, and weather.

8. SIGNIFICANCE

Period: 1800-1899, 1900-

Specific Dates: 1897

Established in 1899, Plum Beach Light is significant as a well-known and distinctive landmark in the West Passage of Narragansett Bay which serves as a vivid reminder of Rhode

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Island's maritime history. Placed offshore only 250 yards to the north of the Jamestown Bridge, the lighthouse is highly visible to the steady flow of motorists who use the bridge daily. The light is important as a navigational aid, built in response to a number of steamers which grounded on Plum Beach Shoal in trying to avoid Dutch Island while travelling up the Bay. Architecturally, it is significant as an example of late-nineteenth-century engineering and prefabricated construction, and as one of four surviving caisson lighthouses in Rhode Island.

In 1892 the annual report of the Lighthouse Board recommended the establishment of a lighthouse and fog signal north of Dutch Island to warn ships of Plum Beach Shoal. In 1895 \$10,000 was appropriated to begin construction of an offshore iron light tower at the east end of the shoal. The contract was awarded to Toomey Brothers of Guilford, Connecticut. A temporary lantern was established on the completed foundation cylinder on February 1, 1897, and the following June a fog signal was installed. Work on the tower was finished in 1899.

When first built, the lighthouse lacked the collar of rocks surrounding its base. However, due to heavy spring flows of ice on the bay which nearly toppled the tower in the spring of 1919, the present pile of rocks was laid around the base to prevent future damage.

The 1938 hurricane nearly destroyed the tower, which was manned during the storm. The intensity of the storm was so great that it carried away Whale Rock Light, another tower of the same design, only five miles from Plum Beach Light.

After the hurricane the light was unmanned and automated. With the completion of the well-lit Jamestown Bridge in 1941 just south of the tower, Plum Beach Light was rendered unnecessary and deactivated on May 1, 1941, after forty-four years of service.

10. GEOGRAPHICAL DATA

Acreage: less than 1 acre

Quadrangle name: Wickford, RI

Quadrangle scale: 1:24,000

UTM References: A 19 299280 4600200

Verbal Boundary Descriptions: The nominated property includes only the land on which the lighthouse sits.

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Period of Significance: The period of significance extends from 1897, when construction of the lighthouse began, to 1938.

Level of Significance: State

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Level of Significance:
FPO Certification:

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1. NAME: Historic - Hog Island Shoal Lighthouse
Common - Hog Island Shoal Light Station

2. LOCATION

South of Hog Island, east passage, Narragansett Bay
Portsmouth, Rhode Island
Newport County

3. CLASSIFICATION

Category - structure
Ownership - public
Status - unoccupied
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse

4. OWNER OF PROPERTY

U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

5. LOCATION OF LEGAL DESCRIPTION

U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

6. REPRESENTATION IN EXISTING SURVEYS

none

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7. DESCRIPTION

Condition - fair / altered / original site

Hog Island Shoal Light stands offshore about 600 yards southeast of Hog Island at the entrance to Mount Hope Bay. Still an active light, it serves to warn ships of the shoal that extends along Hog Island's south side.

Built in 1901-1902 from standardized plans that were modified for its individual site and requirements, the tower is referred to as a caisson light, after the type of foundation on which it rests. It is of the same basic design as the Conimicut, Plum Beach and Sakonnet lights.

The tower stands in 10 feet of water on a cylindrical cement foundation, 25 feet in diameter, which is sunk 8-1/2 feet into the bottom of the shoal, and which rises about 6 feet above the high water level. Bands of cast-iron sheathing plates surround the foundation cylinder and extend upward above the water line to enclose the basement level.

The tower itself is a prefabricated cylindrical cast-iron structure containing five levels plus the lantern and measures 60 feet from the high water line to the top of the lantern ventilator. The diameter of the first (basement) level is 25 feet, the next three levels are approximately 20 feet in diameter, while the fifth level is about 11 feet wide.

Four round port hole type windows pierce the foundation sheathing to light the first level. The next level is lit by four windows and the third level by three windows, each with arched casings. Six portholes are found at the fourth level. The seven windows on the second and third level originally had two-over-two sashes, but these have been removed and boarded over.

Surrounding the outside are three galleries. The bottom one of these is an 8-foot-wide covered gallery, 36 feet in diameter, offering protection from the weather at the entrance (second) level. Around the watchroom at the fifth level is an open 6-foot-wide, 24-foot-diameter overhanging gallery, surrounded by an iron railing and supported from beneath by cast-iron brackets. Mounted on the deck of this gallery is a vertical exhaust pipe which extends above the roof of the lantern, and an automatic fog horn. The third gallery which surrounds the lantern is 2 feet 6

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inches wide, 12-1/2 feet in diameter, and is also open.

The circular lantern contains diamond-shaped sheets of glass held in place by an iron frame. Above the lantern's conical roof is a spherical ventilator topped with a lightning rod.

There is no landing pier at the base of the tower. The only access is provided by a ladder mounted to the north side of the foundation cylinder which rises up through a hatchway opening in the floor of the bottom gallery. A doorway at this level leads inside the tower where the walls are lined with brick throughout. A spiral stairway along the outside walls connects the first four floors which contained storage space in the basement, a kitchen and living area in the first floor, a bedroom above, and a tool room at the fourth level. An open iron stairway leads from the tool room to the watchroom on to the lantern. The light, which is 54 feet above sea level, can be seen from 12 miles and its fourth order equal interval white light flashes every six seconds. The fog horn gives two blasts every thirty seconds.

The shaft of the tower is painted white, while the foundation cylinder, the windows and doors, the galleries and railings, and the lantern are black. The tower's condition was listed as poor on a Coast Guard inspection of September 1980, due to stress cracks and corrosion in the iron sheathing plates.

8. SIGNIFICANCE

Period: 1900-

Specific Dates: 1901-1902

Built in 1901-1902 to warn ships approaching Bristol and Mount Hope Bay of a shoal south of Hog Island, Hog Island Shoal Light was the last lighthouse to be established in Rhode Island, and the only one in Narragansett Bay built to replace a lightship. Although earlier lights had been established nearby at Bristol Ferry (1854) and off Muscle Bed Shoals (1873), Hog Island Shoal Light is the only surviving one of the three, and as such remains the primary navigational aid for ships in the area. Architecturally, the light is significant as an example of late-nineteenth-century engineering and prefabricated construction, and is one of four surviving caisson lighthouses in Rhode Island.

As early as 1869 the annual report to the Lighthouse Board had cited the need for a lighthouse southeast of Hog Island to warn ships of Hog Island Shoal, a reef situated near the entrance to Mount Hope Bay. The Board had recommended the construction of an offshore light on the reef to replace a private lightship

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maintained by a steamboat company that ran boats between Newport and Fall River. However, it was not until 1899, after the lightship was reported to be in poor condition and scarcely seaworthy, that Congress appropriated \$35,000 to establish a lighthouse and fog signal on the reef. By the end of June, 1901, the tower's foundation cylinder had been completed and work began on erecting the iron superstructure. Although a temporary light was installed in October of that year, it was not until March 1902, that the tower was entirely finished. A fog signal was established the following month.

In 1921 the station was repaired and oil tanks were installed on the deck of the lower gallery. Otherwise, few significant alterations have been made to the tower. Automation of the light was authorized in 1959 and began with the laying of an electric cable from Hog Island to supply the station with power. However, it was not until 1964 that automation finally was completed. At that time the windows in the tower were boarded over, and as part of the conversion, a brighter light was installed and a horn was added to replace an earlier fog siren.

10. GEOGRAPHICAL DATA

Acreage: Less than .5 acres
Quadrangle name: Bristol, RI
Quadrangle scale: 1:24,000
UTM References: A 19 310610 4611230

Verbal Boundary Description: The nominated property includes only the land on which the lighthouse sits.

Level of Significance:
FPO Certification:

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Period of Significance: The period of significance extends from 1901, when construction of the lighthouse began, to 1938.

Level of Significance: State

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1. NAME: Historic - Prudence Island Lighthouse
Common - Prudence Island Light Station
2. LOCATION
East end of Sandy Point on Prudence Island
Portsmouth, Rhode Island
Newport County
3. CLASSIFICATION
Category - structure
Ownership - public
Status - unoccupied
Present Use - government, transportation, other: active
lighthouse
4. OWNER OF PROPERTY
U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114
5. LOCATION OF LEGAL DESCRIPTION
U. S. Government, Department of transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114
6. REPRESENTATION IN EXISTING SURVEYS
Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978
Historic American Engineering Record
U.S. Department of the Interior
Washington, D. C. 20240
7. DESCRIPTION
Condition - good / altered / moved

Established in 1851, the Prudence Island Light stands on a 1-1/2-acre site at Sandy Point on the east side of the island. The active light continues to serve as a guide for ships passing throughout the East Passage of Narragansett Bay en route to the Providence River and Mount Hope Bay.

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The 28-foot tower sits on a 3-foot grass-covered octagonal fieldstone base approximately 25 feet in diameter, ringed with a cement retaining wall. The tapering octagonal, white tower, which consists of 10 courses of smoothly cut granite blocks, has a diameter of 13 feet at the base. A window opening at the bottom of the tower on the east side and another on the north side directly underneath the gallery have both been covered with plywood. The black lantern features a total of 35 panes of glass arranged in three rows from floor to ceiling and held in place by a cast-iron frame. A dome of copper panels riveted to 16 iron ribs caps the lantern, and an iron railing surrounds the cast iron gallery deck. Above the lantern is a copper ventilator cap. An automatic fog whistle with a sound deflecting screen sits on the east edge of the deck.

Attached to the west side of the tower is a 6-by-9-foot, one-story, hipped-roof cement block engine room added in the late 1930s or early '40s. A small wooden shed roof addition attached to the north side of the engine room provides access to the tower.

Inside, the tower is finished with smooth faced stone, painted white. An open circular stairway of roughly cut granite steps with an iron railing hugs the walls of the tower. The window frames and roof of the lantern are both painted white while the iron floor of the deck is black. A plaque which replaces one of the panes of glass at the base of the lantern refers to the construction of the tower on Prudence Island. It reads,

Erected under the superintendence of E. W. Lawton, Collector of the Port of Newport, 1851. Mason work by H. Vaugh, deck and lantern by I. N. Stanley & Brother, iron foundry, Newport, R. I.

The fourth order light, 28 feet above sea level, has a range of 9 miles. Its green light flashes every six seconds and the fog horn gives one blast every fifteen seconds. The tower was reported by a Coast Guard Inspection of September 1980 to be in good condition.

8. SIGNIFICANCE

Period: 1800-1899, 1900-

Specific Dates: 1823, 1851-52

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National Park Service

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Originally built on Goat Island in Newport Harbor in 1823 and moved to its present location in 1851, Prudence Island Lighthouse is significant as the oldest surviving tower in Rhode Island. The light is also important in that it is the only one in the state, and one of the few in the country, that has served as an active light at two different sites. Located along the main shipping route to Providence and Fall River, Prudence Island Light continues to serve as an important navigational aid for shipping on the East Passage of Narragansett Bay. As a moved structure, the light would not ordinarily be eligible for the National Register. In the case of the lighthouse, however, the second site and use reproduce the original setting and use of the structure more closely than is the case for most moved buildings. Additionally, the light is primarily significant for its architectural quality, and for its ability to document an early period of lighthouse construction.

The Prudence Island light was originally erected in 1823 at the northern end of Goat Island in Newport Harbor and lit for the first time on January 1, 1824. The light was abandoned in 1838 after the completion of a nearby but better located new light.

In 1850 a light was authorized for Sandy Point on Prudence Island and the following year it was decided that instead of constructing a new tower on the island, the old 1823 light at Goat Island would be taken down and reerected at Sandy Point. The old tower was marked, numbered, disassembled, and then rebuilt on Prudence Island so that it closely resembled its earlier appearance. The original lantern was also reused.

On October 15, 1851, a contract of \$900 was awarded to Horace Vaughn to take down, move and rebuild the tower on a one-acre parcel at Sandy Point which had been purchased earlier that year for \$250. I. N. Stanley & Brother, iron founders from Newport, were responsible for replacing the deck and lantern at the top of the tower. The light was first lit on January 17, 1852.

In addition to the light, a one-and-a-half-story clapboarded keeper's dwelling was built about 200 feet to the west of the light, and connected to the tower by an elevated boardwalk. Beside the light stood a fog bell on a wooden frame.

In 1908 a 1-1/2-acre plot of land adjacent to the west end of the original reservation was purchased. A plan of the station grounds made the following year showed a garden, chicken house,

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shed, oil house, barn, and boathouse in addition to the light tower, keeper's house, and bell.

The 1938 hurricane destroyed all structures on the station grounds except for the tower. During the storm, the wife of the keeper, her son, two guests, and a former keeper were all drowned when the dwelling was swept out to sea. The keeper, who was also in the house during the storm, managed to escape when a wave carried him back to shore. Although the foundation of the tower was undermined and its windows blown out, it survived the storm relatively undamaged.

Rather than rebuild the keeper's dwelling, the light was automated the following year in 1939. A cement retaining wall was constructed around the tower's fieldstone base and engine room for a generator was built of the west side. A new fog bell was installed on two cement foundation piers in front of the tower but this was removed in 1961 and replaced with a diaphragm horn mounted on the lantern gallery deck.

10. GEOGRAPHICAL DATA

Acreage: 1.5 acres

Quadrangle name: Prudence Island, RI

Quadrangle scale: 1:24,000

UTM References: A 19 308090 4608350

Verbal Boundary Description: The nominated property is Plat 81, lot 5, which encompasses the resource and its immediate setting.

Level of Significance:

FPO Certification:

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Period of Significance: The period of significance extends from 1851, when the light was reconstructed on Prudence Island, to 1938. The Prudence Island Light actually dates from 1823 when it was constructed on Goat Island; in 1851 the light was disassembled and reconstructed on Prudence Island; while the light appears to retain the general appearance of its earlier (1823-1851) stage, the extent to which alterations occurred during reassembly is not known. The disassembly and reconstruction of the lighthouse documents an interesting and unusual process, but the significance of this process is not clearly documented. The significant role of Prudence Island Light in Rhode Island commerce and shipping is well documented for the period following 1851; and thus, its period of significance is defined from that date.

Level of Significance: State

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1. NAME: Historic - Conimicut Lighthouse
Common - Conimicut Light Station

2. LOCATION

East of Conimicut Point in the Providence River
Warwick, Rhode Island
Kent County

3. CLASSIFICATION

Category - structure
Ownership - public
Status - unoccupied
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse

4. OWNER OF PROPERTY

U.S. Government, Department of Transportation
First U.S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

5. LOCATION OF LEGAL DESCRIPTION

First U.S. Coast Guard Headquarters
150 Causeway Street
Boston, Massachusetts 02114

6. REPRESENTATION IN EXISTING SURVEYS

Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978

Historic American Engineering Record
U. S. Department of the Interior
Washington, D. C. 20240

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7. DESCRIPTION

Condition - good / altered / original site

Conimicut Light is located one mile offshore, midway between Conimicut Point and Nayatt Point, at the entrance to the Providence River. Still an active light, it serves to warn ships of the Conimicut Point Shoal, a long sandbar which extends from Conimicut Point to the Light.

The present tower was built in 1883 to replace a granite beacon that had been established in 1868. Referred to as a caisson light, for the type of foundation on which it stands, the tower is a six-story, 60-foot-high prefabricated cast-iron cylindrical structure, approximately 18 feet in diameter. Built from standardized plans that were modified for its individual site and requirements, the tower is of the same basic design as Hog Island Shoal, and Plum Beach and Sakonnet Lights in Rhode Island as well as numerous others on the east coast.

The base of the tower rests on a large cement cylinder that is sunk approximately 10 feet into the bottom of the bay, and which rises about an equal height above the water level. Bands of cast-iron sheathing plates surround the foundation's entire length and extend upward above the water line to enclose the basement level as well. Scattered around the base is a pile of loose boulders, or riprap, used not to give the tower additional support, but to deflect ice flows from striking its base. A short wooden pier off the east side, rising to the second floor level, provides the only landing.

Surrounding the outside are three separate galleries. The bottom of the three is a covered gallery offering protection from the weather at the entrance (second) level. Around the watch room at the sixth level is an open gallery surrounded by an iron railing and supported underneath by cast-iron brackets. A small bell, still used, sits on the east side of this second gallery beside two automatic fog horns. The top gallery, which surrounds the lantern, is also open.

Nine round arched windows with pedimented casings, now boarded over, pierce the walls of the tower. Three each are found at the second, third, and fourth levels while eight round porthole type windows light the fifth floor. At the top is a ten-sided lantern with a spherical ventilator and a lightning

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rod spike.

A doorway on the second level leads into the tower. Vacant since 1963 when the light was automated, the interior contains living space for the keeper as well as a work area for tending the light. Connecting each of the six levels is an enclosed circular stairway which runs along the walls of the tower. In the basement are two fuel bins, no longer in use. The kitchen was on the first floor, a living room on the second, a bedroom on the third and a tool room on the fourth. At the fifth level was a watchroom with an iron ladder leading to the lantern. The fourth order light, which is 58 feet above sea level, has a range of 13 miles and its white light flashes every two and a half seconds. The bell sounds once every fifteen seconds.

The foundation cylinder is unpainted, the shaft of the tower and first two galleries are white, while the lantern and top gallery are both black. Although paint is peeling off most of the interior walls and rust streaks are visible on the outside of the tower, the light appears to be in good condition.

8. SIGNIFICANCE

Period: 1800-1899, 1900- Specific Dates: 1883

Established in 1868 off Conimicut Point at the entrance to the Providence River, Conimicut Light is significant as an important navigational aid for ships en route to Providence and as the first light in Narragansett Bay to be built offshore. Prior to its construction, only unlighted day markers and buoys warned ships of offshore reefs or shoals within the Bay. The present tower, which dates from 1883, is also architecturally significant as an example of nineteenth century engineering and prefabricated cast-iron construction, and as one of four surviving caisson type lighthouses in the state. Finally, it has the unique distinction of being the last lighthouse in the country to be converted from kerosene to an electric lamp.

Although a light had been established at Nayatt Point on the east side of the entrance to the Providence River in 1828, it was not effective in warning ships of the sandbar that extended from Conimicut Point, across the entrance from Nayatt Point to the middle of the river. However, because of the difficulty in constructing an offshore marker in the middle of the river, it was not until 1857 that an unlit granite day beacon was placed at the sandbar's eastern edge. In 1868, after its height was

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increased and a store and watchroom were added for a keeper, the marker received a lantern and lens that was lit for the first time on November 1 of that year. With Conimicut's completion, the Nayatt Point Light was rendered unnecessary and was deactivated.

The Nayatt Point Lighthouse was retained by the Lighthouse Service as quarters for the keeper of the new light since the Conimicut beacon had no overnight accommodation of its own. A boat landing was built at Nayatt Point from which the keeper rowed across the river to the new tower.

In 1874 a dwelling was constructed on the landing pier of Conimicut Light, but during the following spring it was destroyed by an ice floe. Although repairs were made to the tower and pier, which were also damaged, the dwelling was not rebuilt. Instead, the keeper moved back to Nayatt Point.

By 1880, both the Conimicut tower and the dwelling at Nayatt Point had fallen into disrepair. Instead of appropriating funds to repair both structures, the old tower was torn down in 1883 and replaced by the present iron one which had living quarters within it. With the tower's completion, the use of Nayatt Point was discontinued and it was eventually sold.

Initially, access to the site was provided by a small boat landing on the east side. In 1896 a set of iron davits, for lifting a small boat out of the water, were installed at the end of a pier on the side opposite the landing. A larger pier with a covered storm porch was built to replace the earlier landing on the east side in 1898. These have all been removed and replaced with the present single landing pier off the east side.

Few alterations have been made to the tower itself. In July, 1960, with the conversion of its lamp from kerosene to electricity, Conimicut Light became the last lighthouse in the United States to be electrified. Three years later, the light was automated.

10. GEOGRAPHICAL DATA

Acreage: less than 1 acre

Quadrangle name: Bristol, RI

Quadrangle scale: 1:24,000

UTM Reference: A 19 304850 4620790

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Verbal Boundary Description: The nominated property includes the land on which the lighthouse rests.

Level of Significance:

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Period of Significance: The period of significance dates from 1883, when the lighthouse was constructed, to 1938.

Level of Significance: State

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1. NAME: Historic - Warwick Lighthouse
Common - Warwick Light Station

2. LOCATION

1350 Warwick Neck Avenue
Warwick, Rhode Island
Kent County

3. CLASSIFICATION

Category - building(s), structure
Ownership - public
Status - occupied
Accessible - yes, restricted
Present Use - government, transportation, other: active
lighthouse

4. OWNER OF PROPERTY

U. S. Government, Department of Transportation
First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

5. LOCATION OF LEGAL DESCRIPTION

First U. S. Coast Guard District Headquarters
150 Causeway Street
Boston, Massachusetts 02114

6. REPRESENTATION IN EXISTING SURVEYS

Warwick, Rhode Island
Statewide Historical Preservation Report K-W-1
Rhode Island Historical Preservation Commission
Providence, Rhode Island 02903

Historic American Engineering Record
Inventory of Historic Engineering and Industrial Sites in
Rhode Island, 1978

Historic American Engineering Record
U. S. Department of the Interior
Washington, D. C. 20240

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7. DESCRIPTION

Condition - good/altered/original site

Warwick Light stands on a 1-1/2-acre site at the southern tip of Warwick Neck, a point of land which divides Greenwich Bay from the western approach to the Providence River. All traffic from the West Passage of Narragansett Bay en route to Providence must pass through the narrow half mile straight separating Warwick Neck from Patience Island to the south. Still an active light, it is one of two lighthouses in Rhode Island that has not been automated. A keeper and his family live on the station grounds.

Although the light was established in 1826, the earliest surviving structure is the ¹⁸⁹⁹ keeper's dwelling. The first light consisted of an 18-foot clapboarded tower which projected through the center of the roof in the middle of a long, one-story, stone keeper's dwelling. The design of the square tower was unusual in that at the top, the four corners had been cut back to form an octagon on which the lantern rested.

Due to the poor condition of the first keeper's quarters, \$8,000 was appropriated in 1889 to construct a new dwelling. Built in a subdued Stick Style, this one-and-half-story cottage is still used as a residence for the present keeper. Its steeply pitched cross-gable roof with bracketing and exposed rafter ends beneath the overhanging eaves, extends over a porch at the northwest and southeast corners. The original clapboards have recently been covered over with white aluminum siding.

The original 1826 tower and dwelling were torn down in 1932 after the construction of the present tower. A cylindrical cast-iron structure, 51 feet high and similar to the caisson type towers at Conimicut, Hog Island Shoal, Plum Beach and Sakonnet, it was the last traditional lighthouse to be built in Rhode island. Initially it was located closer to the shore but was moved 50 feet north to its present position in 1939 after its foundation was undermined by the 1938 hurricane. At that time, the tower was placed on an 8-foot high concrete base. A small fog horn rests on a metal bracket just above the concrete base.

The ten-sided cast-iron lantern is of the same type as those used on the towers at Conimicut, Hog Island, and Point Judith. The bottom of the lantern is covered with a band of rectangular iron plates while ten large plates of glass are found above.

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Capping the conical roof is a spherical ventilator with a long lightning rod spike. An iron balustrade and an overhanging circular gallery supported by twelve cast-iron brackets surrounds the lantern. The shaft of the tower is painted white while the lantern is black.

The inside of the tower is one large open space, broken only by an iron circular stairway which leads to the lantern. The lantern gallery's iron floor is pierced by seven round heavy glass plates which help to light the shaft of the tower below. The fourth-order light, 51 feet above sea level, has a 2233-candle-power lamp that can be seen for a distance of 12 miles. Its occulting green light flashes every four seconds and the fog horn gives one blast every fifteen seconds.

Also on the site is a small gambrel roof wooden storage shed added probably in the 1960s, and a two-car garage, ca. 1940. The tower, dwelling, shed and garage are all in good condition.

8. SIGNIFICANCE

Period: 1800-1899, 1900- Specific Dates: 1899, 1932

Established in 1826, the fifth lighthouse in Rhode Island and the first non-harbor light on Narragansett bay, Warwick Light is significant for its role in the state's maritime economy. Because of the importance of Providence as an early center of trade, a light was needed at Warwick Neck to guide ships through the narrow straight between the Neck and Patience Island en route to the Providence River. The light's significance is enhanced by the fact that it is one of only two in the state manned by a resident keeper.

Three acres of land at the southern tip of Warwick Neck were purchased from the Green family on May 15, 1826, for the construction of a lighthouse. A wooden light tower mounted on the roof of a stone dwelling was completed the following year. The first light remained in operation until 1932, but as early as 1878 the dwelling was reported in the Lighthouse Board's annual report to be in a dilapidated state and in need of replacement. It was not until 1889, however, that a new dwelling was built to take its place. The old one, which remained standing, was placed on a new foundation in 1892 and remodeled into a barn. To the west of the tower was an oil house that no longer survives.

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The present tower was built in 1932 nearer to the shoreline than its present location. Shortly after its construction the original tower and the dwelling/barn, as well as the oil house, were torn down. At the time of the present light's construction, a small 6-by-8-foot brick fog signal building was built along the sea wall to the south of the tower.

Prior to the completion of the new tower, two keepers were needed at the station to tend the kerosene lamp of the first light. After 1932, only a single keeper was kept on as the new light was outfitted with an easier-to-operate electric lamp.

Erosion of the shoreline to the south of the light has been a continual problem at the station. In 1869 a large portion of the bank was washed away by a gale; in 1896, 250 feet of fencing was moved back from shore to prevent further undermining, and in 1924 a concrete retaining wall was installed. The present tower had to be moved 50 feet to the north of its original location in 1939 because its foundation had been undermined by the 1938 hurricane. The hurricane also destroyed the fog signal building, necessitating the placement of a new horn on the new base of the tower.

In 1958, a 1-1/4-acre lot to the west of the light was divided from the original parcel and sold for the construction of a private residence.

The station is one of only two in the state that has not been automated and the keeper and his family live on the grounds in the 1889 dwelling. However, this lighthouse, along with the other manned lights in the First Coast Guard District (those between Point Judith and Eastport, Maine), is scheduled to be automated by 1990.

10. GEOGRAPHICAL DATA

Acreage: 1.6 acres

Quadrangle name: East Greenwich, RI

Quadrangle scale: 1:24,000

UTM References: A 19 301970 4615320

Verbal Boundary Description: The nominated property occupies all of lot #1, Warwick City Accessor's plat #385. This boundary encompasses the entire resource and its immediate setting.

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Significance: The period of significance dates from 1899, when the lighthouse keeper's dwelling was constructed, to 1938-1939.

Criteria Consideration B: The Warwick Lighthouse is a moved building. In 1939 the light was moved 50 feet north of its original location--the 1938 hurricane, a significant event in the history of Narragansett Bay shipping, had undermined its foundation. On its new site, the light is similarly oriented to the keeper's dwelling and to the shore. Its setting remains unchanged, and its architectural importance as the last light in Rhode Island built in a traditional form is unaffected by the move.

Level of Significance: State

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/	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater	
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)	

see individual entries

Specific dates entries Builder/Architect see individual entries

Statement of Significance (in one paragraph)

Rhode Island's lighthouses are significant for their architectural quality and for their role in the state's maritime transport history. Individually, they embody the distinctive characteristics of several types, periods, and methods of lighthouse construction (Criterion C). In addition, they are each associated with a long history of efforts to protect shipping in and out of Narragansett Bay, and with the development of transport routes which have played a major role in the development of Rhode Island (Criterion A).

LIGHTHOUSE ESTABLISHMENT

From early Colonial times, the history and economy of Rhode Island has been closely associated with the sea. As a source of food, the waters of Narragansett Bay and those off the coast provided a plentiful harvest for local fishermen. The sea also served as an important transportation route over which were carried agricultural products, and later manufactured goods, to other parts of America as well as the rest of the world. Lighthouses and other navigational aids, such as fog horns, played an important role in maintaining the state's maritime economy by helping to safely guide ships into port at night and during foggy weather, and to warn of offshore reefs and sandbars.

The first lighthouse in Rhode Island, and the third in this country, was built in 1749 at Beavertail Point at the southern end of Conanicut Island. Like other early lighthouses established in this country, its location was determined by maritime trade routes, and its construction came about as a result of appeals from local merchants to the colonial government. Beavertail Light was built in response to the shipping activity to Newport, which during colonial times was the colony's most prosperous city due to its shipbuilding, export of agricultural products, and the lucrative trade with the West Indies. Strategically located at the entrance to Narragansett Bay along the main route to Newport, the light served as an important mark for ships approaching the city from offshore.

After the Revolution, Providence emerged as the state's major port with trade routes to other states, as well as South America, the East Indies and China. The need to more effectively mark Rhode Island waters for merchant ships approaching from

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offshore resulted in the establishment of the state's second and third lighthouses along the southern coast. The 1808 Watch Hill Light in Westerly served vessels traveling from Connecticut, New York and southern ports. Two years later, a light was established at Point Judith on the western side of the entrance to Narragansett Bay to mark one of the most dangerous and exposed spots on the coast.

Although Providence's trade with foreign markets declined after the first decade of the nineteenth century, due in part to the growing dominance of New York, Boston and Philadelphia, many of the smaller cities and towns on Narragansett Bay began to experience an increase in economic activity. Shipbuilding, whaling, coastal freighting and fishing, as well as the region's small but growing textile industry, all contributed to the development of towns such as Newport, Warren, Bristol, Warwick and Wickford.

In addition to the shipping associated with these activities, a number of ferry routes had been established on the Bay. Ferries ran from Jamestown to Newport and Saunderstown, from Prudence Island to Portsmouth and Warwick, and between Bristol and Portsmouth. In 1822 the first regular steamship service was founded when service began between New York City and Providence with a stop at Newport.

The rise of shipping on Rhode Island waters led to the construction of five new lights on the Bay between 1823 and 1831. In 1823 the Newport Harbor Light was established on Goat Island at the harbor's northern entrance, and the Dutch Island Light was placed at the island's southern end along the Bay's west passage. Further up the Bay, the 1825 Warwick Light marked the strait separating Warwick Neck from Patience Island, while the 1828 Nayatt Point Light in Barrington stood at the mouth of the Providence River. Three years later, a light was completed at Poplar Point in Wickford to mark the harbor's entrance. The first light built off the coast, and the first on Block Island, Block Island North Light, was also established during this period in 1829.

The increase in Rhode Island lighthouses during the first half of the nineteenth century was paralleled by a similar increase in lights on the coast of other eastern seaboard states. However, due to a poorly run administrative body, the U.S. Lighthouse Establishment, most American lighthouses were poorly built and equipped with inferior lighting systems.

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During the first thirty years after lighthouses came under federal control within the Treasury Department in 1789, their numbers grew from 12 to 55. In 1820 Stephen Pleasanton, the Fifth Auditor of the Treasury, was appointed General Superintendent of lighthouses with overall responsibility for running the service. Although Pleasanton was considered capable and conscientious, during the thirty-three years of his tenure he showed neither the administrative nor engineering skills needed for the job. He was severely criticized for failing to keep pace with technological improvements made by foreign countries in lighthouse construction which would have allowed lights to be better built and placed in more strategic locations, and for his reluctance to outfit lighthouses with the vastly superior illuminating system which centered around the French Fresnel lens.

After a highly critical investigation of United States lights was undertaken in 1843, the Lighthouse Establishment was eventually reorganized in 1851 with the creation of the Lighthouse Board. Composed for the first time of engineers and scientists, the Board brought extensive changes and improvements to the Service. At the time of the Board's creation, only five lighthouses in the United States had been equipped with Fresnel lenses, but by 1859 every light had been changed over to this more advanced system. In 1857 Beavertail became the first U. S. station to have a mechanical fog signal, and six years later it was the first station equipped with a steam fog signal. After its successful testing, installation of fog steam signals at other stations soon followed.

Improvements in illuminants were later in coming. Early fuels such as whale oil and rapeseed oil were gradually replaced by kerosene after 1877, which because of its low cost and reliability, continued to be used at some lighthouses through the 1950s. Because many stations were located in remote areas or offshore, a widespread conversion to electricity did not take place until the 1920s and 1930s when generators became readily available. In 1960 Conimicut Light on the Providence River became the last lighthouse in the country to be converted from kerosene to electricity.

By 1850 nine lighthouses had been established in Rhode Island, but by the end of the century this number had grown to twenty-nine. The increase in the number of lighthouses resulted from the state's expanding industrial economy which depended

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heavily on maritime transportation. However, many of these lights could not have been completed if it were not for advances in lighthouse construction techniques during this period which made it possible to place lights at sites that had been previously unbuildable.

The first three lighthouses to be established in the second half of the nineteenth century were built primarily for the steamship traffic to New York City. Although the Fall River Line, which began service between Fall River, Newport and New York in 1847, was the most active, it faced strong competition from three Providence lines begun in the 1850s and 1860s. The Prudence Island Light, established at Sandy Point in 1851, served as an important mark for steamers traveling up the east passage of the Bay. The 1855 Bristol Ferry Light at the entrance to Mount Hope Bay in Bristol, primarily aided ships en route to Fall River. An increase in steamship traffic in Newport created the need for the city's second light, which was built in 1857 at the southern entrance to the harbor. Originally called Lime Rock Light, its name was later changed to Ida Lewis Rock Light in 1912 in honor of its woman keeper who became nationally known for her heroic rescues of stranded sailors near the light.

The light tower that was constructed on Prudence Island in 1851 was originally built on Goat Island at Newport Harbor in 1823 where it served for fifteen years before being replaced by a new light at a nearby location. In 1851 the old unused tower was taken down, moved and rebuilt in its original form at Prudence Island. This tower was the only one in Rhode Island to be moved to another station.

By the middle of the nineteenth century, Providence had become the center of a regional industrial expansion which revolved around the cotton and woolen industries. The cotton trade reached its height during the 1850s and 1860s with 139 factories employing over 17,000 people. The woolen industry experienced its greatest growth during the Civil War and by 1890 Providence was the second largest woolen manufacturing city in the country.

Both of these trades relied heavily on shipping to bring in raw materials and to export finished products. To safely accommodate this traffic, improvements were continually being made throughout the second half of the nineteenth century in a channel leading through the Upper Bay and the Providence River, and to Providence Harbor itself. In addition, eight new

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lighthouses were established along this route between 1868 and 1873.

The first of these, Conimicut Light, was placed in the middle of the entrance to the Providence River between Conimicut Point in Warwick and Nayatt Point in Barrington in 1868. With its establishment, the nearby Nayatt Point Light was discontinued because Conimicut Light served as a more effective marker. However, since the new light had no overnight accommodations, the dwelling at Nayatt Point was kept by the Service as quarters for the keeper.

To the south, the 1870 Rose Island Light off Newport served ships approaching the lower end of the channel along the east passage of Narragansett Bay. During the following year, the first light to be established north of the mouth of the Providence River was built at Pomham Rocks in East Providence. In 1872, four additional river lights were constructed, one at Bullock Point and one at Sabin Point in East Providence, and one on Fuller Rock and Sassafras Point in Providence. These last two lights, like Conimicut Light, did not have keeper's quarters and were not traditional lighthouses in that they consisted only of a beacon mounted on a relatively short 14-foot high wooden tower. They were each tended by a keeper who lived onshore.

With the large number of steamers entering Mount Hope Sound, the Fall River Line maintained its own private lightship marking a reef off Hog Island at the Sound's entrance. Because of the expense of replacing the lightship with an offshore lighthouse on the reef, the Lighthouse Service instead established a light nearby on Mussel Bed Shoal in 1873 off Portsmouth opposite the Bristol Ferry Light.

In 1874 a second light was established on Block Island. Placed high on a cliff overlooking the ocean to the south, Southeast Light has served as a major east coast landfall light for oceangoing ships approaching New England from the south. At 201 feet above sea level, it is the highest light in New England, and its range of over 20 miles makes it one of the most powerful on the east coast.

The pace of construction which took place during the 1870s with the completion of eight new lighthouses, the most to be established in any one decade, was nearly equalled by the following decade which saw the establishment of seven more lights. The 1882 Wickford Harbor Light, located in the middle of

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the harbor entrance, replaced Poplar Point Light which had served since 1831. With the completion of the new tower, Poplar Point Light was discontinued.

Between 1882 and 1884, two lights were established on offshore rocks that had previously been difficult to mark. Built from the same design which featured a five story cylindrical tower in which the keeper lived, the lights were anchored to the rock by their caisson foundations. The 1882 Whale Rock Light warned steamers of a dangerous ledge between Narragansett Pier and Beavertail Point. Another dangerous offshore ledge, Little Cormorant Rock, south of Little Compton at the mouth of the Sakonnet River, was the site of the Sakonnet Light, built in 1884. A third light of this same design was built in more protected waters on a sandbar off Conimicut Point in 1883 to replace the original 1863 Conimicut Light that had been heavily damaged by ice floes on the Providence River.

The last three lights built in the 1880s were all new stations on Narragansett Bay. The 1886 Conanicut Island Light in Jamestown at the north end of the island, served traffic on the west passage as well as ships traveling between Newport and Wickford or Warwick. Newport received its fourth light in 1887 with the establishment of Gull Rocks Light at the harbor's northern entrance. Two years after its completion, a light was built on Gould Island in East Passage.

By 1890 nearly every dangerous spot in Rhode Island waters had been marked with a lighthouse, and only three additional new lights would be established in the state. The first was built in 1890 on Castle Hill in Newport at the entrance to the East Passage opposite Beavertail Light. The remaining two lights were both constructed offshore primarily for the benefit of steamer traffic. The 1897 Plum Beach Light off Saunderstown was built in response to the number of steamers that had grounded on Plum Beach Shoal in trying to avoid Dutch Island while traveling up the west passage. The Hog Island Shoal Light off Portsmouth replaced the private lightship at the entrance to Mount Hope Bay. Completed in 1901, it was the last lighthouse established in the state.

After the completion of Hog Island Shoal Light, there were two additional Rhode Island lighthouses built at existing stations to replace earlier structures. In 1924, the original 1873 Mussel Bed Shoal Light off Portsmouth was torn down and replaced with a new and larger structure. The original 1826

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light at Warwick, which at the time of its replacement in 1932 was the oldest light in the state, was torn down shortly after the completion of a new tower next to it.

Rebuilding of earlier obsolete lighthouses at existing stations had become a fairly common practice. Because lighthouses were placed at exposed locations and continually subject to severe weathering, many of the earlier, less well-built towers had a relatively short lifespan. The original 1749 wooden tower at Beavertail had to be replaced in 1755 after it caught fire, while the first Point Judith tower blew down only five years after its completion. Although both were replaced with more substantial, though crude, stone towers, by the 1850s their condition had deteriorated to the point where they had to be rebuilt once again. With the completion of the new tower at Warwick Light in 1932, a total of twelve towers had been rebuilt at ten stations. All but two of these new towers replaced earlier ones that had been constructed before 1830. A list of those lights which have been rebuilt is found in Section #7.

DEACTIVATION AND AUTOMATION

The first two light stations in Rhode Island to be taken out of service were both discontinued after the construction of more strategically located nearby lights to take their places. The 1828 Nayatt Point Light at the entrance to the Providence River in Barrington was the first light in the state to be deactivated when it was replaced in 1868 by the newly established Conimicut Light in the middle of the river only a mile away. Because Conimicut Light initially had no quarters, the dwelling at Nayatt Point was kept for the keeper of the new light until 1883 when the Conimicut tower was rebuilt with accommodations. In 1890 the Nayatt Point Light was sold and converted to a private residence.

The deactivation of the 1831 Poplar Point Light in Wickford occurred for a similar reason. Located at the entrance to the harbor, it was taken out of service in 1882 with the completion of the nearby Wickford Harbor Light and sold in 1894 for use as a private residence. The Sassafras Point Light, established on the west side of the Providence River Channel in 1872 off Fields Point, was taken down during a harbor improvement project when the cove in which the light stood was filled in.

In an effort to reduce the high cost of operating and

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maintaining traditional, manned lighthouses, the Lighthouse Service began installing automatically controlled beacons at many smaller stations throughout the country in the 1920s and 1930s. In Rhode Island, the keepers at eight stations were removed during this period and the lights were replaced by acetylene-fueled automatic beacons mounted on steel skeletal towers built on the stations' grounds. At offshore sites the old lighthouses were taken down because they were unnecessary and difficult to maintain, while at onshore stations the dwelling and most of the property was sold except for a small piece of land on which the new tower was constructed.

The first Rhode Island station to undergo this change was Fuller Rock, located in the middle of the Providence River Channel. In 1923, the wooden tower was torn down and replaced by an automatic beacon on a skeletal tower mounted on the foundation of the old light. A skeletal tower with an automatic beacon was installed in front of the Ida Lewis Lighthouse in Newport in 1927. After its completion, the station was sold to the Ida Lewis Yacht Club for use as their headquarters. With the construction in 1928 of the well-lit Mount Hope Bridge directly over the Bristol Ferry Light, the importance of the station declined, and it was sold for use as a residence after a skeletal tower was built next to the old lighthouse. A skeletal tower replaced the demolished Wickford Harbor Light in 1932, while the Conanicut Island station in Jamestown was sold in 1933 and converted to a residence after the construction of a nearby skeletal tower.

The remaining three stations to be equipped with automatic beacons were all changed over after being damaged by the 1938 hurricane, but the separate freestanding towers survived relatively unharmed. Rather than rebuilding the dwellings or constructing a skeletal tower to replace the old lights, both towers were equipped with automatically operated electric lights. Like the automatic acetylene beacons, the electric mechanisms did not require the presence of a keeper as each had to be checked only occasionally.

Since 1940 more Rhode Island lights have been automated with electrically controlled mechanisms installed in the old towers, rather than being replaced with skeletal towers. At Dutch Island Light in 1947 and at Point Judith Light in 1957, the lights were electrified and automated after both keeper's dwellings were torn down. The keepers were removed from Block Island North Light in 1955 and from Sabin Point Light the following year after both

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were automated. Newport Harbor Light, which had been maintained by personnel from the nearby U. S. Naval Torpedo Station on Goat Island since 1922 when the keeper's dwelling was torn down, became automated in 1963. Two offshore towers, Conimicut and Hog Island Shoal Lights were automated in 1963 and 1964 respectively. During this period, four lights were replaced with skeletal towers. One was built at Gould Island Light in 1947, another in 1963 at Gull Rocks Light off Newport, and a third at Pomham Rocks in 1974. Block Island North Light, which had been automated in 1955, was replaced by a skeletal tower and abandoned in 1970.

A number of stations not automated during this period were instead deactivated and taken out of service. Like the two lights which were discontinued in the 1880s, the first two lights to be deactivated in this century were both taken out of service after the completion of nearly more effective lights. The Bristol Ferry Station, which had been automated in 1928 with the construction of a skeletal tower in front of the old lighthouse, was deactivated in 1934 after the establishment of the Bristol Harbor Light. With the completion of the nearby well-lit bridge between Jamestown and Saunderstown in 1941, the Plum Beach Light was deactivated and the station abandoned.

Since the 1940s, a more significant factor in the deactivation of lights has been the development of marine electronic communication equipment, which allows ships to navigate more safely without having to rely on a visible light or an audible fog signal. The first radio transmitter in a lighthouse was installed on an experimental basis near New York Harbor in 1921, while Point Judith Light received the first radio beacon at a Rhode Island station in 1931. By 1950, nearly all commercial ships were equipped with the more advanced system of radar, which had been developed during the previous decade.

As a result, the need for lighthouses began to decline and some of the smaller, less important stations were deactivated without being replaced by nearby new ones. Sakonnet Light off Little Compton, which had been damaged in the 1954 hurricane, was deactivated and torn down in 1970, while nearby Rose Island Light was abandoned the following year. Dutch Island Light, which had been automated in 1947, was taken out of service in 1975 and turned over to the Rhode Island Department of Environmental Management which had responsibility for managing the rest of the state-owned island. Finally, Conanicut Island Light in Jamestown was the last station to be deactivated when the automated skeletal tower was discontinued in 1983.

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Of the thirty Rhode Island stations established between 1749 and 1901, only seventeen are still active. However, at five of these active stations (Bullock Point, Fuller Rock, Gould Island, Mussel Bed Shoal and Wickford Harbor) the old towers have been torn down and replaced with skeletal towers, while at Pomham Rocks and Block Island North Stations, the original lights still stands but their functions have been taken over by nearby skeletal towers. At the other ten active stations (Beavertail, Block Island Southeast, Castle Hill, Conimicut, Hog Island Shoal, Newport Harbor, Point Judith, Prudence Island, Warwick and Watch Hill) the traditional towers continue to perform in their original capacities.

THE PRESERVATION OF SURVIVING LIGHTHOUSES

Today, twenty-one traditional lighthouses are still standing, ten of which are active lights maintained by the Coast Guard. These are listed in the Description. The ten active lights will probably continue to remain in service for at least the foreseeable future as there are no present plans to replace, rebuild or deactivate any additional ones.

Several preservation issues face the lights that are still active. Hog Island Shoal Light, which has been automated, has numerous stress cracks in its cast-iron caisson foundation which threaten the tower's structural integrity. Conimicut Light, another automated offshore tower, is in good condition on the outside, but moisture problems caused by its windows and doors being boarded over have led to interior peeling paint, warped woodwork and some masonry deterioration.

The situation is better for the automated onshore towers where inspection and maintenance have been easier. Castle Hill, Newport Harbor, Point Judith and Prudence Island Lights are all in good condition. Although some alterations have been made to each of these towers, none has significantly changed their historic appearance.

Three active lights, Block Island Southeast, Watch Hill and Warwick are still manned by keepers who live on the grounds, but each is scheduled to be automated before 1990. In the past the standard practice when automating a station has been to "site harden" all of the structures on the grounds by boarding over the windows and doors after the keeper has been removed so as to keep out the weather and vandals. However, the Coast Guard has

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recently adopted a policy for automated stations which involves putting the keeper's quarters in good condition and then leasing them to the town in which the light is located, or to a local nonprofit group. The town or group then agrees to assume responsibility for future maintenance of the building and to look after the station in exchange for free occupancy. The Block Island Historical Society would like to take over responsibility for the lighthouse at Southeast Light after it is automated, and it is hoped that a similar group will be found to occupy Watch Hill and Warwick Lights when they are automated.

Perhaps the most innovative and successful approach to the automation of an active station has been carried out at Beavertail Light. The Coast Guard continues to maintain the light tower, while the rest of the buildings on the grounds have been given to the state of Rhode Island and restored for use as a visitors' center for beavertail State Park. A resident overseer lives in the assistant keeper's quarters, while the head keeper's dwelling will eventually house an exhibit on Rhode Island lighthouses.

The eleven surviving inactive lights have been used in a variety of ways. Four of the five lights taken out of service before 1930, Bristol Ferry, Conanicut Island, Nayatt Point and Poplar Point, were all sold and converted to residences. The other early light to be discontinued, Ida Lewis Rock Light, was sold for use as a yacht club headquarters. More recently, Pomham Rocks Light was sold in 1980 to Mobil Oil Corporation which owns the nearby East Providence Terminal and Refinery. It too is used as a residence by a caretaker who looks after the small island on which the light stands.

The preservation of the remaining five inactive lighthouses has been more of a problem primarily because they are located in remote areas. Plum Beach Light, which stands offshore with no land surrounding the tower, has been abandoned since 1941. The future for the other three lights appears to be brighter. The privately owned Sakonnet Light, abandoned since 1954, is currently undergoing restoration. Block Island North Light, abandoned since 1970, has recently been turned over to the Block Island Historical Society, and funds are now being raised for the building's restoration and reopening as a local history museum. Finally, a similar project is also planned for Rose Island Light, which was given to the City of Newport last summer. The city, in turn, will be leasing the station to the Rose Island Lighthouse Foundation, a non-profit group formed to maintain and occupy the station.

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PERIOD OF SIGNIFICANCE:

The period of significance for this thematic group extends from 1828, when the earliest eligible lighthouse (Poplar Point) was constructed, to 1937, during which span these lighthouses served as navigational aids to maritime transportation, on Narragansett Bay. For each light, the period of significance is defined as extending from the date of construction to the date when active service as a light ceased. Alterations and additions to each light which occurred in this span of years resulted from changes in technology, changes in lighthouse construction techniques, or changes in the systemic relationships of various lights, and are thus alterations and additions which have significance in their own right. Alterations and additions which may have occurred after deactivation are defined as non-significant.

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Contributing Resources

Nayatt Point Lighthouse	1
Bristol Ferry Lighthouse	2 (light, oil house)
Conanicut Island Lighthouse	3 (light, oil house, barn)
Dutch Island Lighthouse	1 (light)
Ida Lewis Rock Lighthouse	1 (light)
Poplar Point Lighthouse	1 (light)
Point Judith Lighthouse	3 (light, oil house, fog signal building)
Castle Hill Lighthouse	1 (light)
Newport Harbor Lighthouse	1 (light)
Plum Beach Lighthouse	1 (light)
Hog Island Shoal Lighthouse	1 (light)
Prudence Island Lighthouse	1 (light)
Conimicut Lighthouse	1 (light)
Warwick Lighthouse	2 (light, dwelling)

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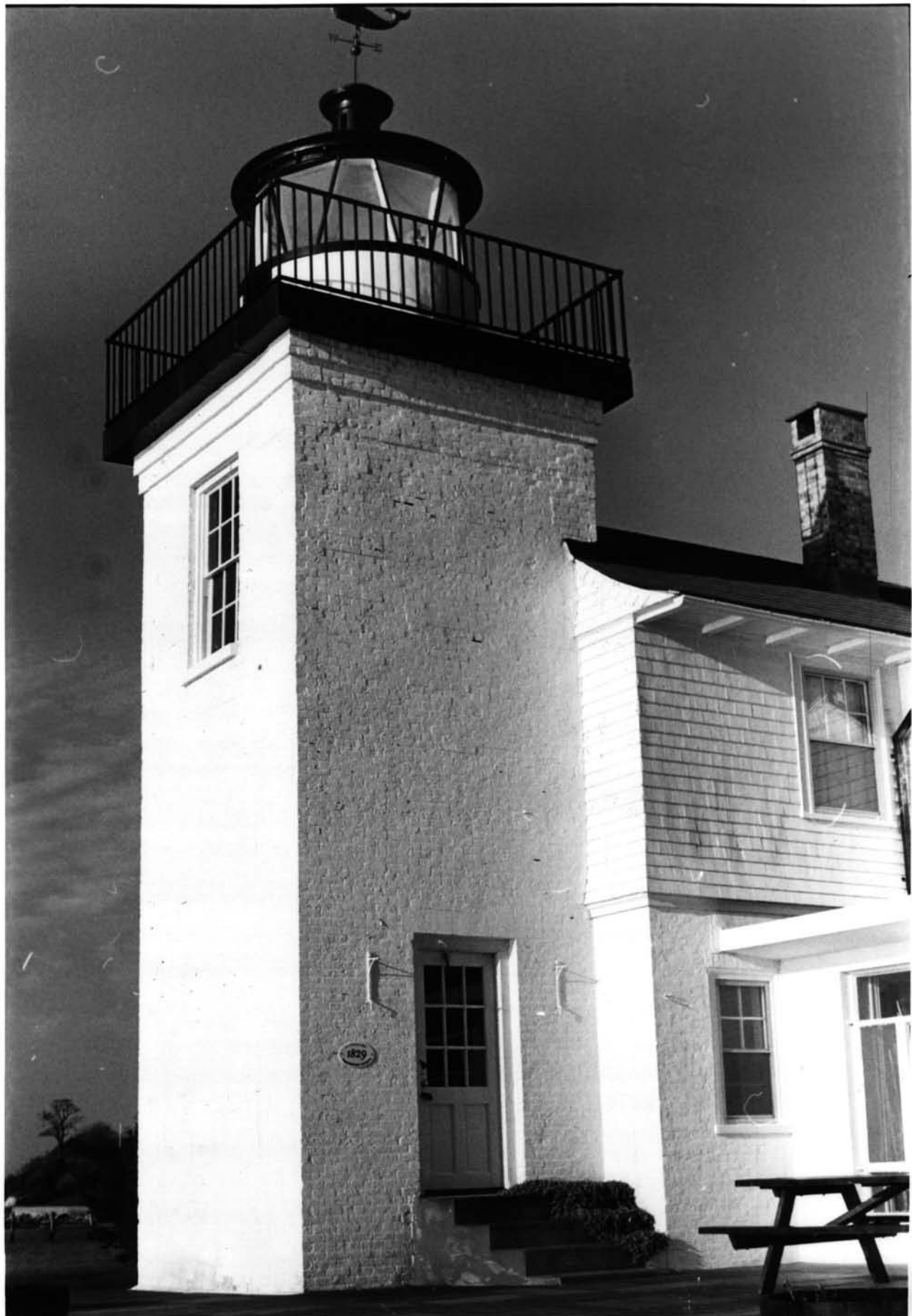
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NAYATT POINT LIGHTHOUSE
Nayatt Point
Barrington, Rhode Island

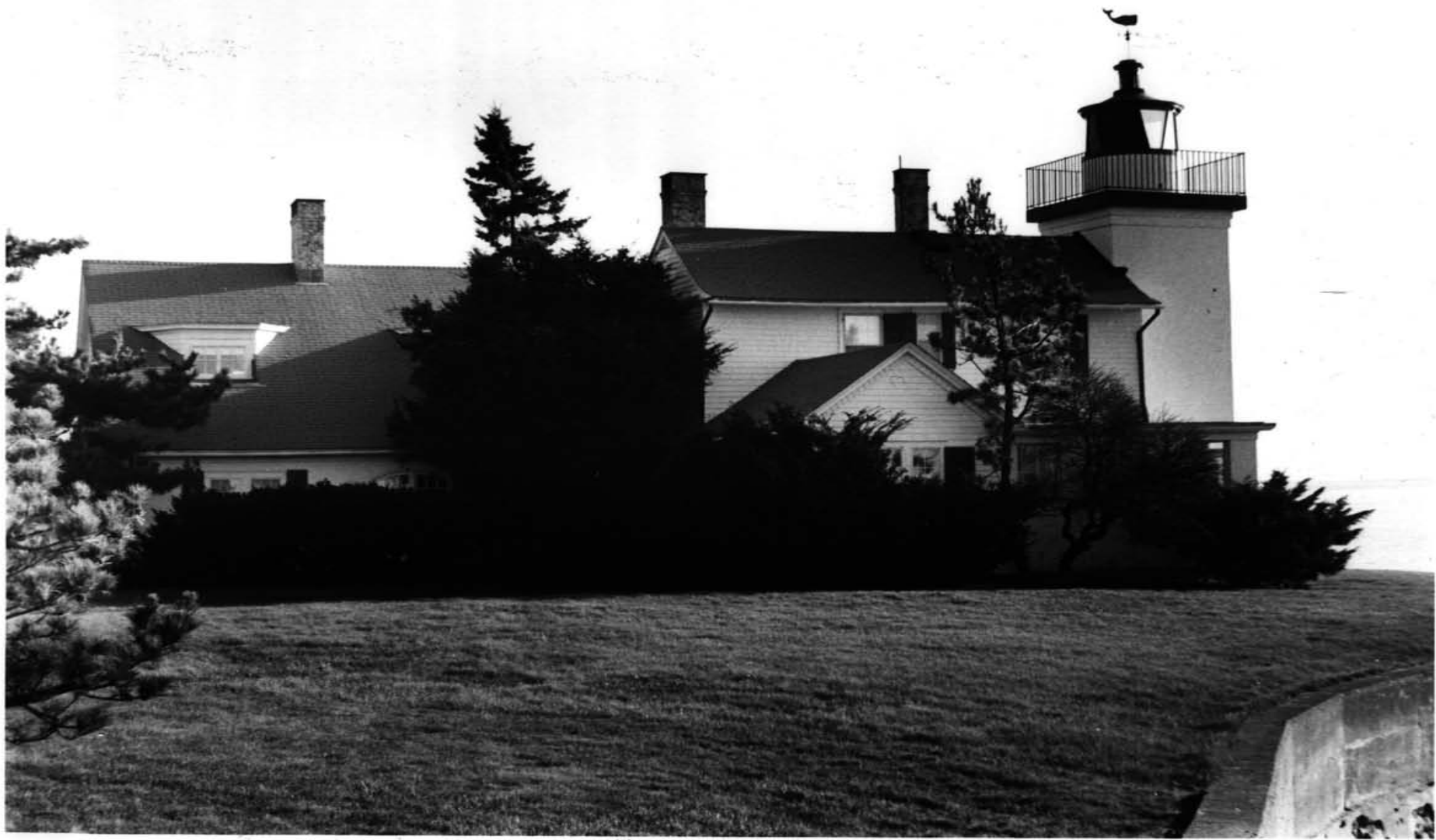
Photographer: Eugene Wick York

Date: October 1984

Negatives filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, facing northeast

Photo #1



NAYATT POINT LIGHTHOUSE
Nayatt Point
Barrington, Rhode Island

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, facing south.

Photo #2



NAYATT POINT LIGHTHOUSE
Nayatt Point
Barrington, Rhode Island

Photographer: Eugene Wick York
Date: October 1984
Negatives filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, facing north

Photo #3



NAYATT POINT LIGHTHOUSE
Nayatt Point
Barrington, Rhode Island

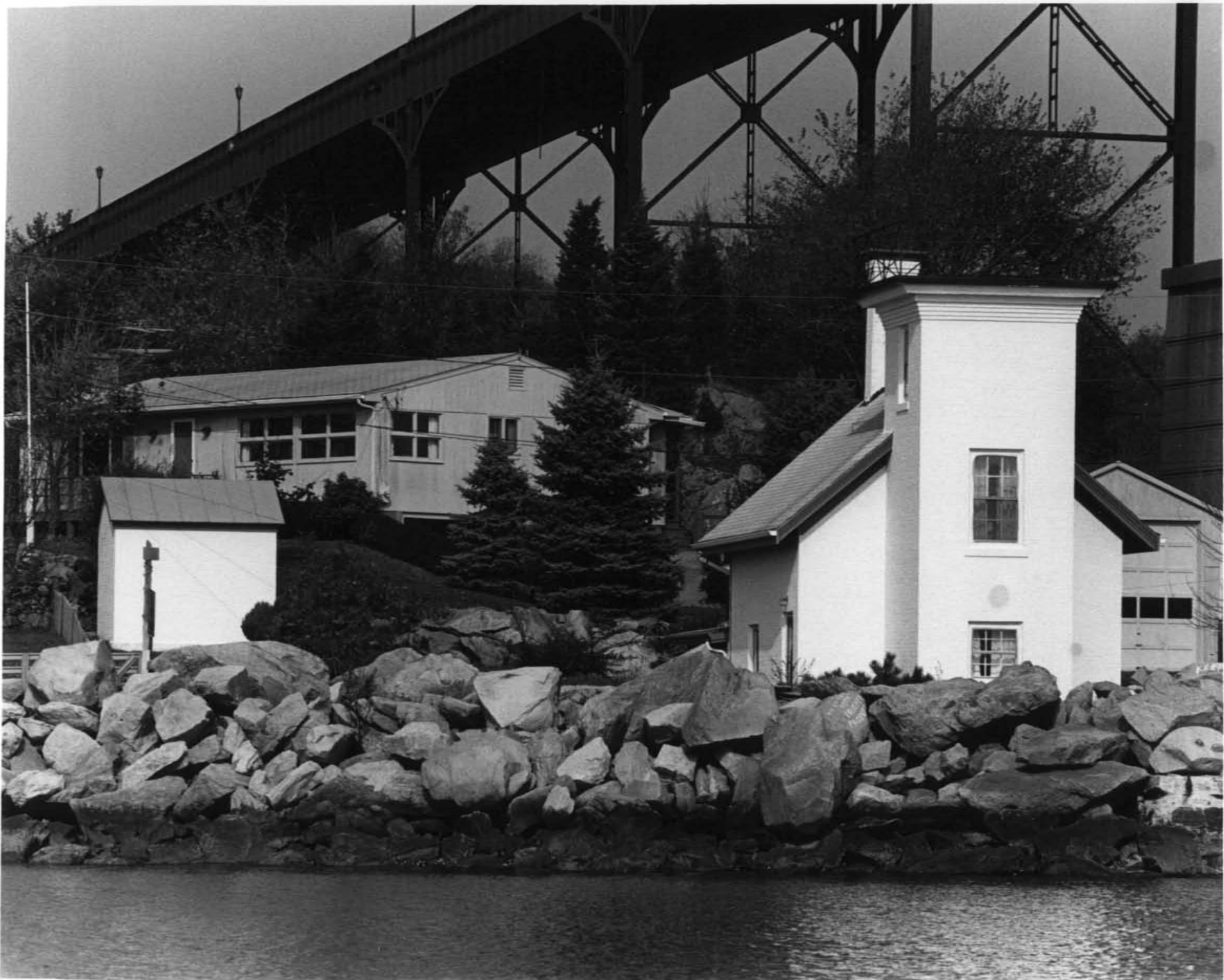
Photographer: Eugene Wick York

Date: October 1984

Negatives filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, facing north.

Photo #4



BRISTOL FERRY LIGHTHOUSE
Ferry Road
Bristol, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling on right; oil
house on left, south side; Mt. Hope Bridge
in background.

Photo #5

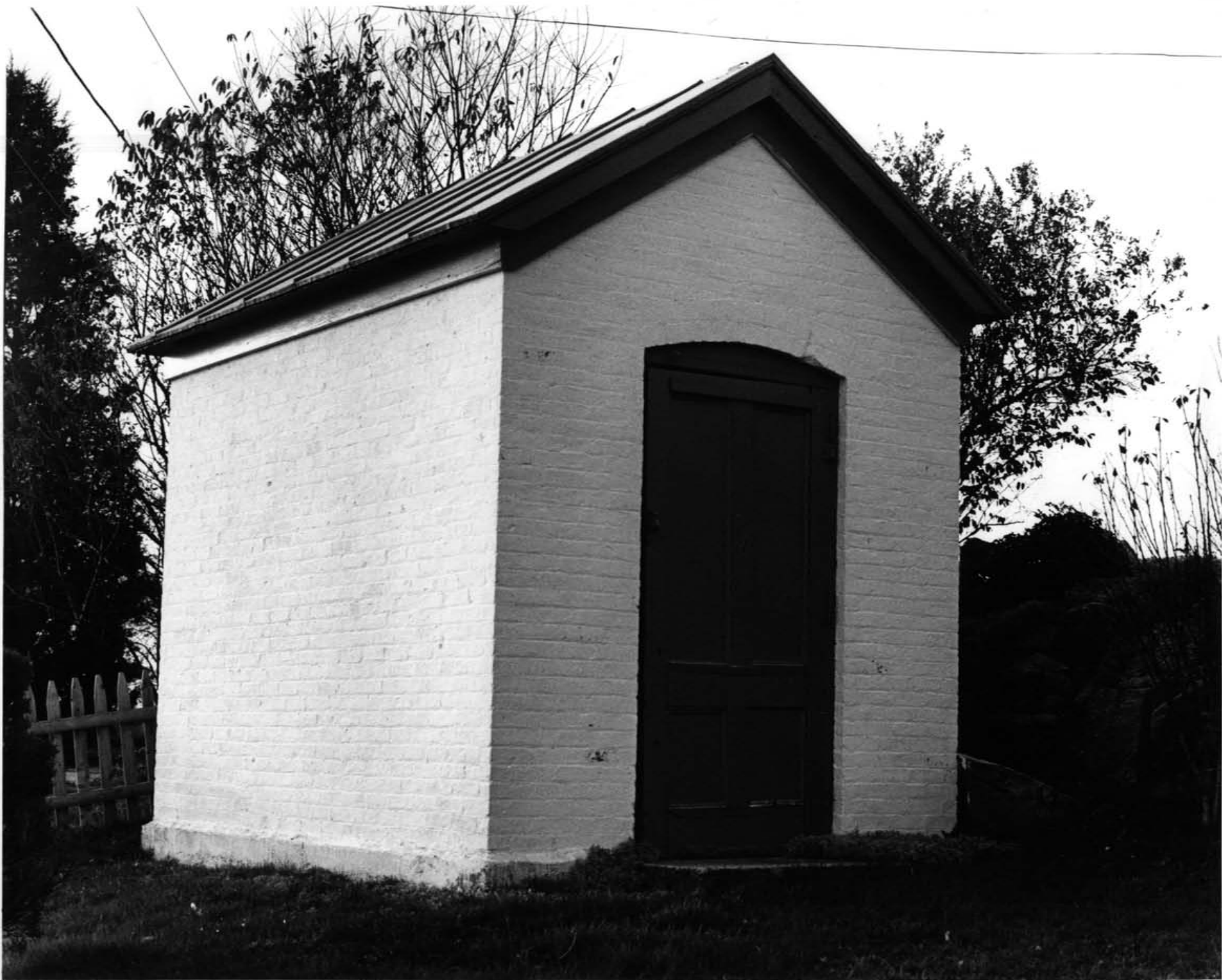


BRISTOL FERRY LIGHTHOUSE
Ferry Road
Bristol, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Keeper's dwelling, north and east side.

Photo #6



BRISTOL FERRY LIGHTHOUSE
Ferry Road
Bristol, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Oil house, east and south sides.

Photo #7



CONANICUT ISLAND LIGHTHOUSE
64 North Bay View Avenue
Jamestown, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, north and
east sides.

Photo #8



CONANICUT ISLAND LIGHTHOUSE
64 North Bay View Avenue
Jamestown, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Keeper's dwelling, stair to second floor.

Photo #9



CONANICUT ISLAND LIGHTHOUSE
64 North Bay View Avenue
Jamestown, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Fog signal building; north and east sides;
oil house on right.

Photo #10



CONANICUT ISLAND LIGHTHOUSE
64 North Bay View Avenue
Jamestown, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Oil house, west and south sides.

Photo #11



BRITISH LANTARNS
The tower of this lighthouse was built in 1822 by the British Admiralty and was the first of its kind in the West Indies. It was built on a rocky island in the Caribbean Sea, and was the first lighthouse to be built in the West Indies. The tower was built by the British Admiralty and was the first of its kind in the West Indies. The tower was built by the British Admiralty and was the first of its kind in the West Indies.

LED
ZEPHYRUS

DUTCH ISLAND LIGHTHOUSE
Dutch Island
Jamestown RI

Photographer; Eugene Wick York

Date; October 1984

Negative filed at; Rhode Island Historical
Preservation Commission

View: Light, north and east sides.

Photo #12



DUTCH ISLAND LIGHTHOUSE

Dutch Island
Jamestown, RI

Photographer; Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and oil house, north and east sides.

Photo #13



DUTCH ISLAND LIGHTHOUSE
Dutch Island
Jamestown, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Oil house, east and south sides.

Photo #14



IDA LEWIS ROCK LIGHTHOUSE
Lime Rock
Newport, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Keeper's dwelling; south and west sides.

Photo #15



IDA LEWIS ROCK LIGHTHOUSE
Lime Rock
Newport, RI

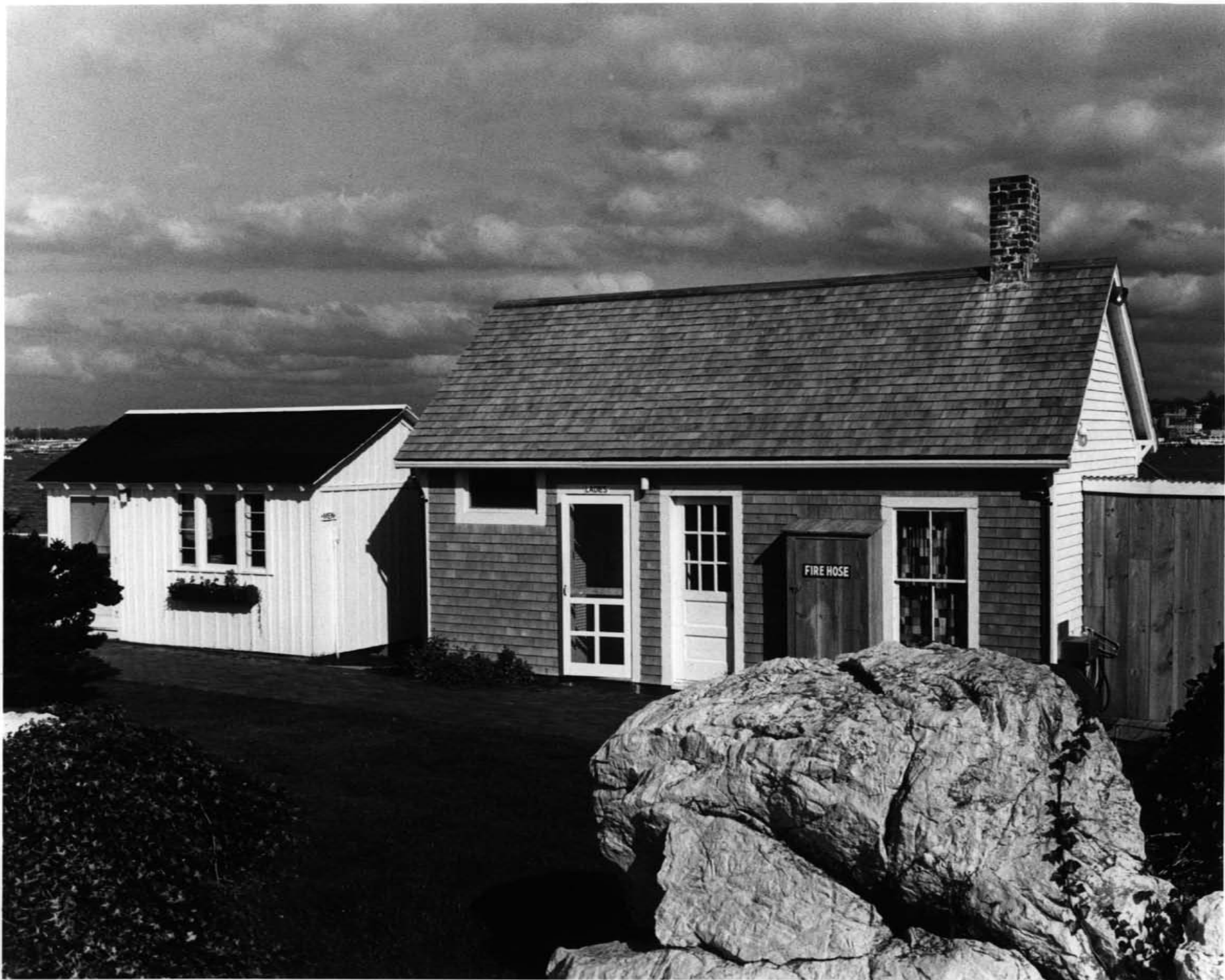
Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Keeper's dwelling and outbuildings, south
and east sides.

Photo #16



LADIES

FIRE HOSE

IDA LEWIS ROCK LIGHTHOUSE

Lime Rock
Newport, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Outbuildings, west side.

Photo #17



POPLAR POINT LIGHTHOUSE
1 Poplar Avenue
North Kingstown, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling; north side.

Photo #18



POPLAR POINT LIGHTHOUSE
1 Poplar Avenue
North Kingstown, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, east and south
sides.

Photo #19

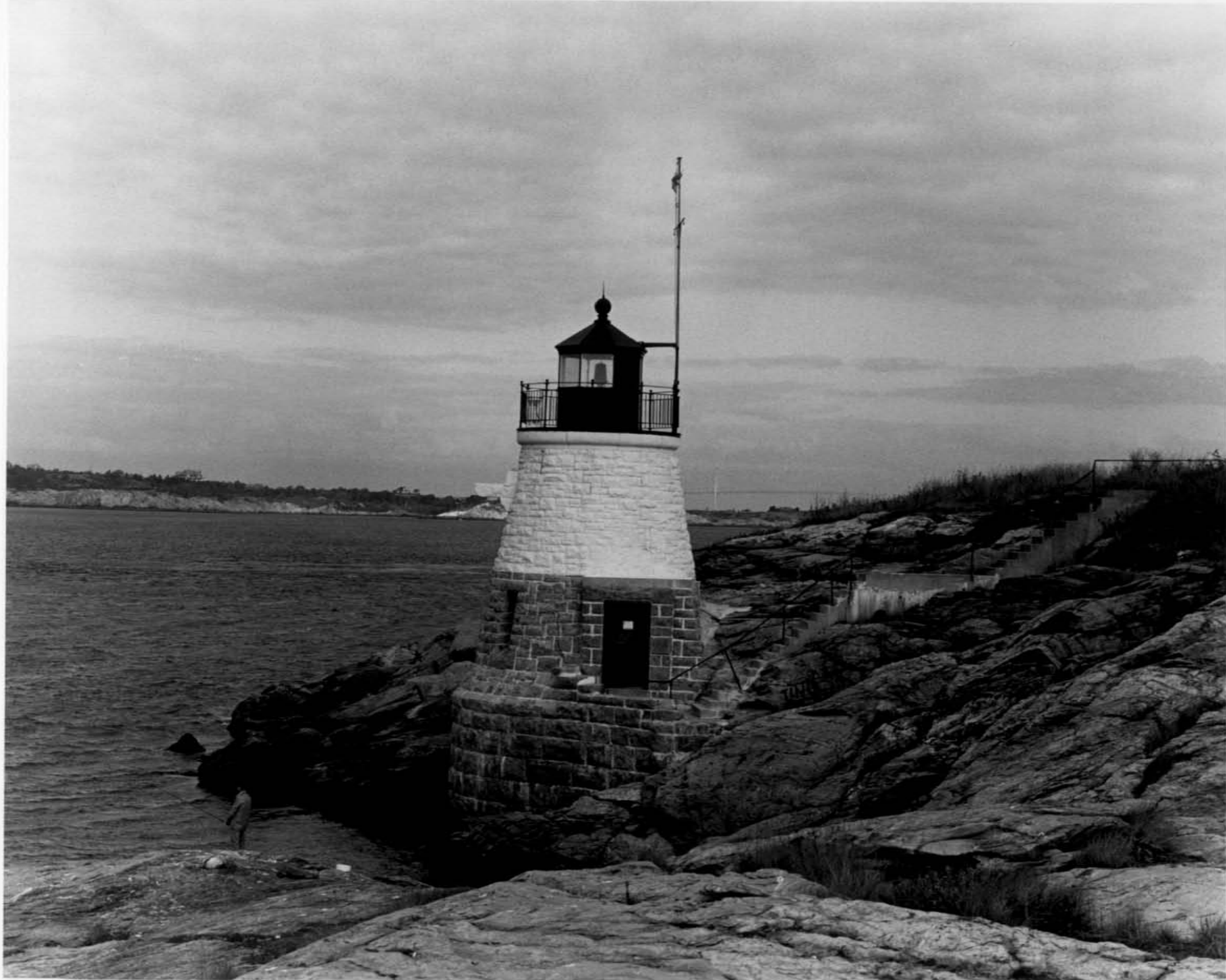


POINT JUDITH LIGHTHOUSE
1470 Ocean Road
Narragansett, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and oil house, west side.

Photo #20



CASTLE HILL LIGHTHOUSE
off Ocean Avenue
Newport, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, south side.

Photo #21



CASTLE HILL LIGHTHOUSE
off Ocean Avenue
Newport, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, north side.

Photo #22



NEWPORT HARBOR LIGHTHOUSE
Goat Island
Newport, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, south side; Newport Bridge and Naval
War College in background.

Photo #23



NEWPORT HARBOR LIGHTHOUSE
Goat Island
Newport, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, southwest side.

Photo #24



PLUM BEACH LIGHTHOUSE
off Plum Beach
North Kingstown, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, south side.

Photo #25



PLUM BEACH LIGHTHOUSE
off Plum Beach
North Kingstown, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, west side; Plum Beach in foreground,
Jamestown in background, Jamestown Bridge
on far right.

Photo #26

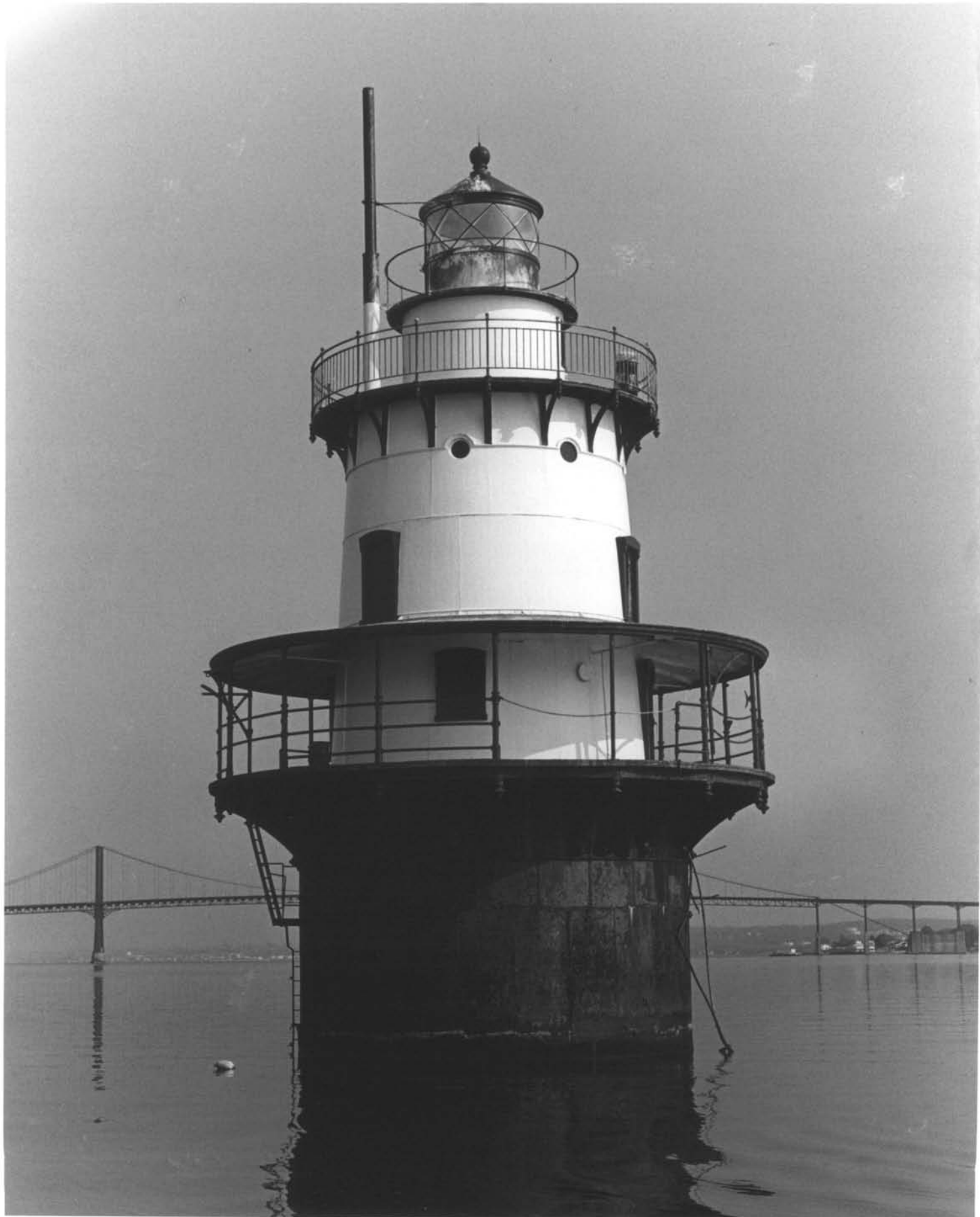


HOG ISLAND SHOAL LIGHTHOUSE
South of Hog Island
Portsmouth, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, detail of lantern.

Photo #28



HOG ISLAND SHOAL LIGHTHOUSE
South of Hog Island
Portsmouth, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, west side.

Photo #27



PRUDENCE ISLAND LIGHTHOUSE
Sandy Point, Prudence Island
Portsmouth, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, east side.

Photo #29



DAVIS SEVILLE

1823

PRUDENCE ISLAND LIGHTHOUSE
Sandy Point, Prudence Island
Portsmouth, RI

Photographer: Eugene Wick York

Date: October 1984

Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and engine room, west side.

Photo #30



CONIMICUT LIGHTHOUSE
east of Conimicut Point
Warwick, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, east side.

Photo #31



CONIMICUT LIGHTHOUSE
east of Conimicut Point
Warwick, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, detail of lantern.

Photo #32

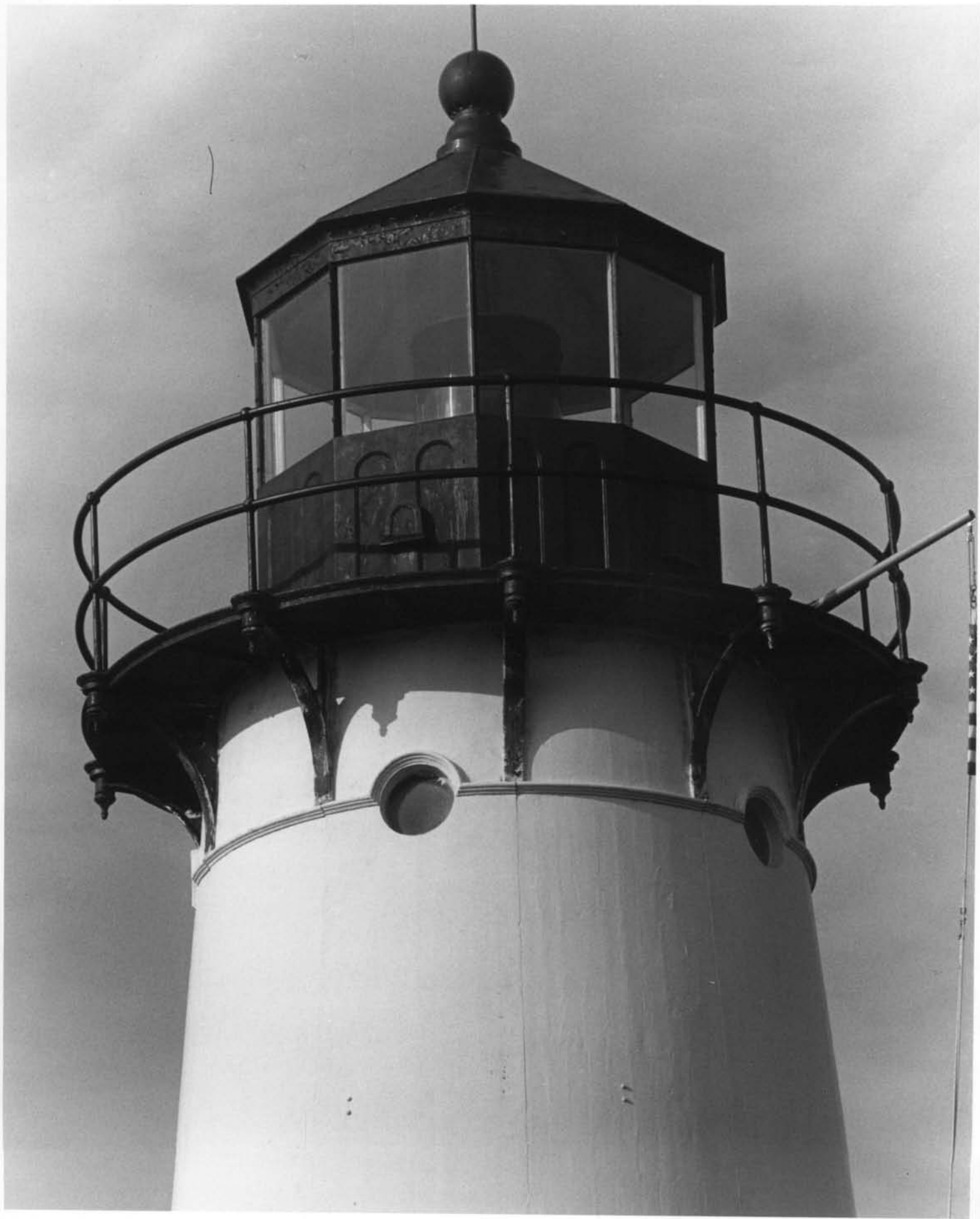


WARWICK LIGHTHOUSE
1350 Warwick Neck Avenue
Warwick, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light and keeper's dwelling, south side.

Photo #33



WARWICK LIGHTHOUSE
1350 Warwick Neck Avenue
Warwick, RI

Photographer: Eugene Wick York
Date: October 1984
Negative filed at: Rhode Island Historical
Preservation Commission

View: Light, detail of lantern.

Photo #34