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Preserving Our History For Future Generations

Historic Light Station Information FLORIDA

ALLIGATOR REEF LIGHT

Location: FOUR MILES EAST OF INDIAN KEY, NEAR MATECUMBE KEY

Station Established: 1873

Year Current Tower(s) First Lit: 1873

Operational: Yes

Automated: Yes, 1963

Deactivated: N/A

Foundation Materials: Iron pile with platform

Construction Materials: Iron

Tower Shape: Skeleton

Height: 136-foot tower

Markings/Pattern: White pyramidal framework on black pile foundation, enclosing square dwelling and stair-cylinder; lantern, black.

Relationship to Other Structure: Integral

Original Lens: First Order Bivalve, Fresnel, 1873

Characteristic: Flashing white and red, every third flash red, from SW. by W. 1/2 W. through southward to NE. 1/8 E., and from NE. by E. 3/4 E. through northward to SW. 3/8 S.; flashing red throughout the intervening sectors; interval between flashes 5 seconds.

Fog Signal:

Historical Information:

- The name honors the U.S. Navy Schooner "Alligator" which sunk at this location in 1822. Countless vessels have also sunk here on the reef's jagged coral.
 - This lighthouse cost \$185,000 to build, a lot of money at that time. It took a 2,000-pound hammer to drive the 12" iron pilings ten feet into the coral to support the tower. It still contains its original fourth order Fresnel lens and has a range of about 12 miles.
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AMELIA ISLAND LIGHT



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Location: ENTRANCE TO ST MARY'S RIVER

Station Established: 1839, rebuilt 1885

Year Current Tower(s) First Lit: 1820

Operational: Yes

Automated: Yes

Deactivated: N/A

Foundation Materials: Stone

Construction Materials: Brick with stucco

Tower Shape: Conical

Height: 107-feet

Markings/Pattern: White brick tower; lantern, black; dwelling detached.

Relationship to Other Structure: Separate

Original Lens: 14 lamps with 15-inch reflectors, 1839; later a Third Order

Characteristic: Flashing white every 90 seconds

Foghorn: None

Historical Information:

- Located near the mouth of the St. Mary's River, this lighthouse tower consists of the former tower that marked Great Cumberland Island which was moved to Amelia Island in 1838. That tower was originally built in 1820. This is Florida's northernmost lighthouse.
- The light still shines every night and uses a third order Fresnel lens. It is now a private residence and is not open to the public.

AMERICAN SHOAL LIGHT

Location: FLORIDA KEYS

Station Established: 1880

Year Current Tower(s) First Lit: 1880

Operational: Yes

Automated: Yes, 1963

Deactivated: N/A

Foundation Materials: Screw-pile with platform

Construction Materials: Iron

Tower Shape: Skeletal octagonal pyramidal

Height: 109-feet

Markings/Pattern: Brown with white column

Characteristics: White flash every 15 seconds; 2 red sectors

Relationship to Other Structure: Integral



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

Original Lens: First Order Drum, Fresnel, 1880

Foghorn: None

Historical Information:

- As early as 1851 plans were made for the erection of a series of great offshore lighthouses to mark the dangerous Florida Reefs. These towers, all of skeleton iron construction, to resist hurricanes, were eventually built one at a time over a period of years, that on American Shoal completed in 1880, being the most recently constructed.
- American Shoal was built by a Trenton, New Jersey firm and took only 13 months to fabricate, ship, and erect on site. The site of the lighthouse was 15 miles to the eastward, on the outermost reefs, and was covered with 4 feet of water. Construction continued for about 2 years, and the tower when completed cost about \$94,000.
- The lighthouse was first lighted on the night of July 15, 1880.
- It is an iron structure with a brown disc and screw-pile tower; octagonal and pyramidal in shape, with a central white stairwell. The former keeper's house is a brown octagonal structure resting on a platform approximately 40 feet above water. American Shoal was originally a 1st order Fresnel lens, producing a flash every 5 seconds.
- The light is 109 feet above the water, and is visible on a clear night for 16 miles. American Shoal Lighthouse is almost exactly like the Fowey Rocks Lighthouse situated near Miami. In 1963 the lens was removed with automation and the light is now a solar powered 4th order lens.

ANCLOTE KEYS LIGHT

Location: ANCLOTE KEY AT ANCLOTE RIVER MOUTH; NORTH OF PALM HARBOR ON THE GULF SIDE OF THE FLORIDA PENINSULA

Station Established: 1887

Year Current Tower(s) First Lit: 1887

Operational: No

Automated:

Deactivated: 1984

Foundation Materials: Pilings

Construction Materials: Cast iron

Tower Shape: Skeletal with central cylinder

Height: 110-feet

Markings/Pattern: Brown with black lantern



U.S. Coast Guard Historian's Office

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Characteristics: Four grouped white flashes every 30 seconds; Became one red flash every 30 seconds in 1899.

Relationship to Other Structure: Separate

Original Lens: Third Order, Fresnel, 1887

Foghorn: None

Historical Information:

- Located on the remote island containing the Anclote Key State Preserve. This island is accessible only by boat.
- Modern navigation equipment made this lighthouse obsolete and it was decommissioned in 1984.

BOCA GRANDE (SEE GASPARILLA ISLAND)

Location: ENTRANCE TO CHARLOTTE HARBOR, GULF OF MEXICO, GASPARILLA ISLAND, FLORIDA

Station Established: 1890

Year Current Tower(s) First Lit: 1890

Operational? NO

Automated? 1950

Deactivated: 1966-1986

Foundation Materials: IRON PILINGS

Construction Materials: WOOD FRAME

Tower Shape: OCTAGONAL TOWER ON SQUARE HOUSE

Markings/Pattern: WHITE WITH BLACK LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: THREE AND A HALF ORDER FRESNEL

Historical Information:

- In the 1880's large quantities of phosphate deposits were discovered in central Florida. To protect the increased shipping traffic Congress approved \$35,000 to construct a lighthouse on Gasparilla Island.
- The Boca Grande Light was constructed in 1890 and was first lit on December 31 of that year.
- In 1932 a steel skeleton tower was built two miles north of the Boca Grande Light. The new tower is called the Boca Grande Rear Range Light.



U.S. Coast Guard Historian's Office

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- The Boca Grande Light was deactivated in 1966 and basically abandoned in 1967. In 1980 the Gasparilla Island Conservation and Improvement Association had the light listed on the National Register of Historic Places.
- The light was reinstated and now serves as an active aid to navigation. It is open to the public.

Researched and written by Melissa Buckler, a Chesapeake Chapter of the U.S. Light House Society volunteer.

CAPE CANAVERAL LIGHT

Location: ONE MILE FROM ATLANTIC OCEAN SHORE AT CAPE CANAVERAL, FLORIDA NEAR COCOA BEACH

Station Established: 1848

Year Current Tower(s) First Lit: 1868

Operational? YES

Automated? 1960

Deactivated: N/A

Foundation Materials: BRICK

Construction Materials: CAST IRON PLATE WITH BRICK LINING

Tower Shape: CONICAL

Markings/Pattern: BLACK AND WHITE BAND, BLACK LANTERN ROOM

Relationship to Other Structure: SEPARATE

Original Lens: FIRST ORDER FRESNEL

Historical Information:

- In 1847 a 60-foot brick lighthouse was built near the site of the current light. The light was too short and ineffective as an aid for mariners.
- Construction began on the current tower but had to be halted during the Civil War. It is said that the keeper removed the light apparatus and buried it in his orange grove. Construction resumed at the end of the war and was completed in 1868.
- The new tower was 151 feet tall and contained a 1st Order Fresnel Lens. It was visible for 18 miles.
- Shore erosion was a problem and by the 1880s the light was just 70 feet from the tower. In 1892, relocation began on the light. It took 18 months to complete.
- In 1960 the light was automated. The lens was removed. It is on display at the Ponce de Leon Lighthouse museum.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

- The light is an active aid to navigation but is not open to the public. Ownership of the light has been transferred from the Coast Guard to the United States Air Force.

Researched and written by Melissa Buckler, a Chesapeake Chapter of the U.S. Light House Society volunteer.

CAPE FLORIDA LIGHT

Location: SOUTHERNMOST POINT ON KEY BISCAYNE

Station Established: 1825

Year Current Tower(s) First Lit: 1845

Operational: Yes

Automated: Yes, 1976

Deactivated: 1990-1996

Foundation Materials: Brick on coral reef

Construction Materials: Brick with steel stairs

Tower Shape: Conical

Markings/Pattern: Whitewashed red brick with black top

Relationship to Other Structure: Separate

Original Lens: Second Order, Fresnel, 1855

Historical Information:

The Cape Florida Lighthouse was completed in 1825. It was 65 feet high, of solid brick, 5 feet thick at the base. For years it guided the mariner as he passed the dangerous Florida Reef and led him into Cape Florida Channel to a safe anchorage from violent gales in the lee of Key Biscayne.

During the Seminole War, on July 23, 1836, John W. B. Thompson was the assistant keeper. It was on that day that the lighthouse was attacked by Seminoles. Thompson writes:

"About p.m. as I was going from the kitchen to the dwelling house, I discovered a large body of Indians within 20 yards of me, back of the kitchen. I ran for the lighthouse, and called out to the old Negro man that was with me to run, for the Indians were near. At that moment they discharged a volley of rifle balls, which cut my clothes and hat and perforated the door in many places. We got in, and as I was turning the key the savages had hold of the door."



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

Thompson stationed the African-American at the door and then began firing his three muskets loaded with ball and buckshot, at them from a window. They answered with war cries and musket balls. Thompson fired at them from some of the other windows and from the top of the lighthouse.

"I kept them from the house until dark. They then poured in a heavy fire at all the windows and lantern; that was the time they set fire to the door and to the window even with the ground. The window was boarded up with planks and filled with stone inside; but the flames spread fast, being fed with yellow pine wood. Their balls had perforated the tin tanks of oil, consisting of 225 gallons. My bedding, clothing, and in fact everything I had was soaked in oil."

Thompson took one musket with powder keg and balls to the top of the lighthouse, then went below and began to cut away the stairs about half way up from the bottom. "I had difficulty in getting the old Negro up the space I had already cut, but the flames now drove me from my labor, and I retreated to the top of the house." The keeper covered over the scuttle that led to the lantern, which kept the fire from him for some time. "At last the awful moment arrived," he went on:

"the crackling flames burst around me. The savages at the same time began their hellish yells. My poor Negro looked at me with tears in his eyes, but he could not speak. We went out of the lantern and down on the edge of the platform, 2 feet wide. The lantern was now full of flame, the lamps and glasses bursting and flying in all directions, my clothes on fire, and to move from the place where I was, would be instant death from their rifles. My flesh was roasting, and to put an end to my horrible suffering I got up and threw the keg of gunpowder down the scuttle. Instantly it exploded and shook the tower from top to bottom. It had not the desired effect of blowing me into eternity, but it threw down the stairs and all the wooden work near the top of the house; it damped the fire for a moment, but it soon blazed as fierce as ever."

The African-American man called out, "I'm wounded." Then spoke no more. Those were his last words. By this time, Thompson had also received many wounds and was literally roasting alive. He decided to jump off the tower. "I got up, went inside the iron railing, recommending my soul to God, and was on the point of going head foremost on the rock below when something dictated to me to return and lie down again. I did so, and in 2 minutes the fire fell to the bottom of the house." A few minutes later a stiff breeze sprung up from the southward that was a great relief to the heat-tortured keeper. The Indians, thinking him dead, left the lighthouse and set fire to the dwelling and began carrying their plunder to the beach, where they made off with it in the keeper's sloop about 2 a. m.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

"I was now almost as bad off as before," the keeper continued, "a burning fever on me, my feet shot to pieces, no clothes to cover me, nothing to eat or drink, a hot sun overhead, a dead man by my side, no friend near or any to expect, and placed between 70 and 80 feet from the earth with no chance of getting down." The African-American's body had literally been roasted but there was a piece of his trousers that had escaped the flames by being wet with his blood. With this Thompson made a signal. Some time in the afternoon he saw two boats, with his sloop in tow, coming to the landing. They were the boats of the U. S. schooner *Motto*, Captain Armstrong, with a detachment of seamen and marines under the command of Lieutenant Thomas J. Leib, of the sloop-of-war *Concord*. They had retaken Thompson's sloop, after the Indians had stripped her of sails and rigging. They had heard the explosion, 12 miles off, and had come to his assistance, scarcely expecting to find him alive.

The problem now arose of how to get the keeper down. During the night they made a kite thinking to fly a line to him but to no effect. Then they fired twine from their muskets, made fast to a ramrod, which the keeper received and with it hauled up a tail block, making it fast around an iron stanchion, enabling two men to be hoisted up from below. The keeper was then lowered and was soon on terra firma. He was taken to the military hospital.

Rebuilding of the Cape Florida Light, authorized in 1837, was not completed until 1846 because hostile Indians remained nearby in the Everglades. In 1855 the tower was raised to 95 feet. The lighting apparatus was destroyed in 1861, during the Civil War, and was not restored until 1867. Cape Florida Light was discontinued in 1878 when Fowey Rock Light was established, and the tower and property was eventually sold to Mr. James Deering of Chicago.

The state of Florida acquired the property in the 1960s and developed it into the Bill Baggs Cape Florida State Park. Through the cooperation with the Coast Guard, the lighthouse was restored and a glass 375-mm lens was placed atop the structure and a keeper's cottage was built. The new light was re-lit on 15 June 1978. It apparently fell into decline during the 1990s but the lighthouse survived Hurricane Andrew with moderate damage.

CAPE ST. GEORGE LIGHT

LITTLE ST GEO ISLAND/GULF OF MEXICO

Station Established: 1833

Year Current Tower(s) First Lit: 1852

Operational? NO



U.S. Coast Guard Historian's Office

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Automated? YES, 1949

Deactivated: 1994

Foundation Materials: STONE

Construction Materials: BRICK

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Height: 65-feet (1833); 72-feet (as of 1932)

Characteristics: Fixed White

Foghorn: None

Original Lens: 13 lamps with 15 inch reflectors (1833); Third Order Fresnel (1852)

Historical Information:

- Congress appropriated \$11,400.00 on 3 March 1831 for a lighthouse "on the west end of St. George's Island, near the entrance of Appalachicola Bay."
- From the report of Revenue Captain Henry D. Hunter of the cutter *Taney*, 12 April 1834: "There is one light house in the District, which stands on the west end of St. Georges Island. It is 75 feet high, shows a steady light and is lighted by eleven lamps. The keeper, I. W. Smith was absent when I visited the light. It was left in charge of a hired man. I did not find it clean."
- The site was rebuilt in 1847 two miles from the original site on the cape which is the southern-most point of the island.
- Destructive winds toppled the tower in 1851. A new lighthouse was constructed 250-yards inland and it was placed into service in 1852.
- The light was automated and crew removed in August, 1949.
- The Coast Guard disestablished the light as an active aid to navigation in 1994.
- In 1995, Hurricane Opal caused the light tower to tilt about 10-degrees and was left sitting precariously along the water's edge.
- The Cape St. George Lighthouse Society raised \$50,000 from local residents and \$160,000 in state grants to fix the tilt of the tower in 2002.
- The light tower fell into the Gulf of Mexico on 21 October 2005.

Researched and written by Melissa Buckler, a Chesapeake Chapter of the U.S. Light House Society volunteer.

CAPE SAN BLAS LIGHT

Location: CAPE SAN BLAS

Station Established: 1848



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

Year Current Tower(s) First Lit: 1885
Operational: No
Automated: Yes, 1981
Deactivated: 1996
Foundation Materials: Iron piling
Construction Materials: Cast iron
Tower Shape: Skeleton around slender cylinder
Markings/Pattern: White with black lantern
Relationship to Other Structure: Separate
Original Lens: Third Order, Fresnel, 1859

Historical Information:

The Cape San Blas Lighthouse was completed in 1849 with an appropriation of \$8,000 made 2 years earlier. The shoals running out from the cape extended 4 or 5 miles and made it dangerous for all vessels nearing the coast. If the light had been high enough it could have been seen for 20 miles and afforded protection to vessels going to and from Tortugas to New Orleans, but the light from the 85- or 90-foot tower was visible only half that distance. The site was "deemed to be entirely secure from overflow or inundation" by the collector of customs at Apalachicola, Fla., who selected it, with the assistance of "two of our most experienced pilots."

The lighthouse erected in 1849 "fell down during a gale in the autumn of 1851" and on August 31, 1852, Congress appropriated \$12,000 for rebuilding it. The new structure was completed in 1856. It had been completed only a few months when during the severe storm of August 30, 1856, it too was totally destroyed. "The sea rose so high," the Lighthouse Board reported, "that the waves struck the floor of the keeper's dwelling, elevated 8 feet above the ground, and about 14 feet above the ordinary tides. A lagoon now occupies the site of the lighthouse." On March 3, 1857, Congress, for the third time, appropriated money for a lighthouse at Cape San Blas. This appropriation was for \$20,000 and the new lighthouse was first lighted with a third-order lens on May 1, 1858.

The light station sustained serious damage at the hands of Southern troops during the Civil War. The keeper's dwelling was completely destroyed and the door frames and sashes of the tower were torn or burnt out. Repairs were made, a new illuminating apparatus was provided, and the light was re-exhibited on July 23, 1865. In 1869 the beach in front of the lighthouse was reported to be washing away and would need protection against encroachments of the sea during heavy storms. In 1877 Congress appropriated \$2,000 for protecting the site after the Lighthouse Board had reported 2 years earlier "The base of the tower is very nearly at the same level as the sea, which is but little more than 150 feet distant, the shore being of shifting sand. In a violent hurricane, it is feared, the tower may be undermined." The Board had asked for \$5,000



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

to protect the site and reported in 1879 that, as it was found "impracticable to build a jetty for \$2,000 that can protect the site from the encroachment of the sea, no further action has been taken in the matter."

Finally in 1881 the Board reported "The sea has been encroaching on this tower until its base is in the water. Brush mattresses were made, pinned down to the sand with small iron screw piles, covered with sand and occasionally blocks of concrete, to further check such encroachment, but the almost constant surf, beating against the mattresses, tore them to pieces. An appropriation for a new tower, further inland is badly needed. It is recommended that a skeleton iron tower be erected; then if the sea again encroaches, it could be taken down and reerected. The new tower will cost \$25,000." The following year the Board noted "No appropriation was made; the site remained unprotected and on July 3, 1882, the tower was overthrown and completely destroyed." The Board strongly recommended that the tower be replaced on a safe site at an early date, there being no intervening light between San Blas and Pensacola, 120 miles distant.

An appropriation for a fourth tower was made available in 1883. The remains of the third tower were then 400 feet distant from the shore, and the sea continued to erode the beach. By 1885 a fourth tower, a skeleton tower of iron, and two dwellings for keepers had been erected and the light was first displayed on June 30, 1885. The light had a third-order lens, showing alternate red and white flashes with 30 seconds intervals. The focal plane, 98 feet above sea level, lit the entire horizon.

In 1887 the sea was reported again gradually cutting away the shore and during the year had washed away about one-third the distance to where the new tower had been built (300 feet). Two years later only 200 feet of beach remained and the Board reported "It is more than probable that this will be mostly washed away in the next 4 months." It was, therefore, recommended "that the tower and dwellings be taken down and removed to a point on the inside of the peninsula a little less than 1 1/2 miles, about northwest from its present position where there is a good site and 8 1/2 feet of water, in St. Joseph's Bay, within 400 or 500 yards of it. This location is such that the bearing of the San Blas Shoals will be the same as now, and the increase of 1 1/2 miles in the distance from the shore will be of little importance so far as its value as a coast light is concerned. It is estimated that to make the change will cost \$20,000. The present site cannot be saved except at great cost."

Nothing had been done, however, by Congress and by early 1890 the tower was only 144 feet from the sea at high water mark. Later that year, however, an appropriation of \$20,000 was made to remove the tower and dwellings to the point inside the peninsula. Condemnation proceedings to obtain title to the new site, however, dragged on until 1894 when on October 8 and 9 a gale badly damaged the lighthouse extinguishing the



U.S. Coast Guard Historian's Office

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light and wrecking the keeper's dwelling. So much of the cape was washed away that the tower now stood in the water.

Before the tower could be removed to the new site, it was decided in 1895 to remove the station to Black's Island, in St. Joseph's Bay, which the President ordered reserved for lighthouse purposes. The work of dismantling the skeleton iron tower was begun in February 1896 and carried on until April 30 of that year when it was stopped because the appropriation was exhausted. The two keeper's houses had been relocated on Black's Island, the foundation for the tower was in place and three-fourths of the concrete work had been done, when it was estimated that \$4,500 more would be required to finish the work. This was appropriated in June 1897.

Four months later, however, the light had been reestablished in the old tower, now in the water at the south point of Cape San Blas. In 1899 the Board reported "after careful consideration of all the conditions affecting the choice of a proper site, the Board has concluded that the light should be reconstructed on the shell ridge about 13 s miles N. by W. from its present location. It is estimated that this can be done at a cost not exceeding \$15,000." This sum was appropriated on June 6, 1900, at which time the Board reported: "that the property and material stored at Black's Island was being cared for by a watchman appointed for the purpose."

By 1901 nothing had been done about moving the tower and the Board reported "the advisability of removing the station to a new site is being considered, or of building a permanent keeper's dwelling in place of the present temporary buildings, repairing the present light tower and permitting it to remain in the old location. The point of land on which the tower stands has made out until the beach at the nearest point is 100 or more feet distant from the tower. As this movement is increasing, it may become necessary to move the structure of the station to a new site." In 1903 the Board sought and obtained authority from Congress to use \$7,000 of the \$15,000 appropriated for moving the tower, to erect two keeper's dwellings at the old site. These were completed in 1905.

The light remained in the old tower until 1919. In 1916 it was reported "The sea is again making inroads on the station and a project for its removal has been tentatively approved." The new site was one-fourth mile north of the old tower on the peninsula and on land heretofore reserved for military purposes, which the President forthwith reserved for lighthouse purposes. The tower was moved to this site in 1919. In 1923 the Black's Island reservation was sold. There were no buildings on the island at the time.

The light is now in a white, square skeleton tower, enclosing a stair cylinder, with the lantern 96 feet above ground and 101 feet above water. The 800,000 candlepower 3' 2-



U.S. Coast Guard Historian's Office

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order electric light flashes white every 20 seconds and is visible 16 miles. A radiobeacon was established at the station in 1939.

CARYSFORT REEF LIGHT

Location: Carysfort Reef, near Key Largo

Station Established: 1825

Year Current / Last Tower(s) First Lit: 1852

Operational: Yes

Automated: 1960

Deactivated: No

Foundation Materials: Iron Screwpile

Construction Materials: Iron

Tower Shape: Skeletal Octagonal Pyramidal

Tower Height: 100 feet above water

Markings/Pattern: Red

Characteristic: "Gp. Fl. W., 3 R. sectors, 20 Sec., 3 flashes" (1933 *Light List*)

Relationship to Other Structure: Integral

Original Lens: First Order Revolving "HENRY LEPAUTE"

Fog Signal: None

Historical Information:

- A light ship was first station at Carysfort Reel in 1825. The ship was named for the Royal Navy ship HMS *Carysford* which ran aground on the reef in 1770.
- The light ship had to be replaced after five years of service due to dry rot. The second light ship was named *Florida*.
- The Craysfort Reef light was the third screw-pile lighthouse in the United States and the first of the giant screw-piles in Florida.
- The lighthouse was designed by George Meade.
- The light's characteristic was listed in 1933 as "3 flashes 0.7 sec. each, 2 eclipses 4.3 sec. each, 1 eclipse 9.3 sec. White from 211° to 22°, from 49° to 87°, and from 145° to 184°; red in intervening sectors."
- It is still an active aid for navigation.

Researched and written by Melissa Buckler, a Chesapeake Chapter of the U.S. Light House Society volunteer.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

CEDAR KEYS LIGHT

Location: SEA HORSE KEY

Station Established: 1854

Year Current Tower(s) First Lit: 1854

Operational? NO

Automated? N/A

Deactivated: 1915

Foundation Materials: GRANITE PILE W/PLATFORM

Construction Materials: BRICK WITH WOODEN ADDITIONS ADDED AFTER DECOMMISSIONING; (Wood additions added in 1905 for increased occupants of the light station when the Navy Department requested that the Bureau of Equipment be permitted to erect and maintain a wireless telegraph station on the light house reservation.**)

Tower Shape: HEXAGONAL

Markings/Pattern: WHITE TOWER ON DWELLING

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER FRESNEL

Historical Information

- The light on Cedar Key was built in 1854. Cedar Key is also known as Seahorse Key. (Sea Horse Key is one of the many islands that hare collectively called the Cedar Keys. The Town of Cedar Key is located on Way Key.**)
- Seahorse Key is part of the Cedar Keys National Wildlife Refuge.
- Cedar Keys Light is the oldest standing lighthouse on Florida's west coast.
- The light was discontinued in 1915. (In 1952 U.S. Fish & Wildlife entered into an agreement with the University of Florida to lease 3.2 acres of the island, including the lighthouse, for the establishment of a Marine Laboratory. The Lighthouse serves as a dormitory for the students.**)
- The island is closed to the public from March 1 through June 30 because the island is a rookery for many species of wading and water birds. The public may access the island and climb the tower of the lighthouse the last Saturday in July and the third weekend in October. Access to the island is by boat only. For the schedule of openings contact the Cedar Keys National Wildlife Refuge.**
- HISTORIC CEMETERY: There is a small cemetery located about 200 yards east of the light station. William Wilson, the first light keeper of Cedar Keys Light (1854-1855) and Catharine Hobday, assistant light keeper and the only woman to serve at this station (1872-1879), are buried there.**

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

**Additional information provided by Toni C. Collins, Levy County, Florida, Historian.

CHARLOTTE HARBOR LIGHT

Location: CHARLOTTE HARBOR LIGHT GULF OF MEXICO, FLORIDA

Station Established: 1890

Year Current Tower(s) First Lit: 18

Operational? NO

Automated? 1918

Deactivated: 1943

Foundation Materials: IRON PILINGS

Construction Materials: WOODEN

Tower Shape: N/A

Markings/Pattern: N/A

Relationship to Other Structure: INTEGRAL

Original Lens: N/A

Historical Information

- The Charlotte Harbor Light was built on a similar plan to the 1890 Gasparilla Island Light.
- The light is destroyed.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

COSGROVE SHOAL LIGHT

Location: IN 14 FEET OF WATER, 20 MILES WSW OF KEY WEST, SOUTH OF THE MARQUESAS KEYS

Station Established: 1935

Year Current Tower(s) First Lit: 1935

Operational: No

Automated: 1935

Deactivated:

Tower Shape / Markings / Pattern: Black tankhouse on red hexagonal skeleton tower on piles

Height: 49-feet



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

Original lens: 200mm

Characteristic: Flashing white: 4 flashes 0.4 seconds each, 3 eclipses 1.6 seconds each, 1 eclipse 5.6 seconds

Fog Signal: Bell on buoy

Historical Information:

- Design for a standardized wrought iron structure developed in 1932.
- Cosgrove Shoal Light established in 1935. Identical structures put in place were the Smith Shoal Light (1933), Pulaski Shoal Light (1935) and the Tennessee Reef Light (1935).

CROOKED RIVER (CARRABELLE) LIGHT

Location: CROOKED RIVER, NEAR CARRABELLE FLORIDA

Station Established: 1895

Year Current Tower(s) First Lit: 1895

Operational? Yes

Automated? 1965

Deactivated: 1995

Foundation Materials: CONCRETE

Construction Materials: IRON

Tower Shape: SQUARE SKELETAL W/CYLINDER

Markings/Pattern: LOWER WHITE/UPPER RED/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER FRESNEL

Historical Information

- The Crooked River Light was built to replace the Dog Island Light that was destroyed in a hurricane in 1873. The new light was completed in 1895.
- The tower stands 100 feet. In 1902 the paint scheme became white at the bottom, red at the top with a black lantern.
- The keeper's house has been moved from the station to two miles west and is a private residence.
- The lighthouse was restored in the fall of 2007 and on 7 December of that year was re-lit as a private aid to navigation. A park and replica of the Keeper's house has been built. The keeper's house is open as a gift shop/museum on Thursday-Sunday afternoons and the lighthouse is open for climbing on Saturday afternoons. For more information see: www.crookedriverlighthouse.org/



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Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society. Current information was provided by John Canetta, historian for the Carabelle Lighthouse Association.

DAMES POINT LIGHT

Location: ON THE SHOALS OFF DAMES POINT, ST. JOHNS RIVER

Station Established: 1857

Year Current/Last Tower(s) First Lit: 1972

Operational: No

Automated: No

Deactivated: Yes, 1893

Tower Shape / Markings / Pattern:

Height:

Original lens:

Characteristic: Fixed white light

Fog Signal:

Historical Information:

- First established in 1857 as a lightship station.
- On 3 March 1871 Congress appropriated \$20,000 "for erecting an iron screw-pile lighthouse on the shoals off Dames Point, St. John's River in the State of Florida.
- During the winter of 1871-1872 the structure was framed at the workshop at Lazaretto Point, Maryland and the iron work prepared under contract.
- In March, 1872, a working party was dispatched to erect the structure which was completed in June, 1872.
- The lighthouse stood on a shoal in 8 feet of water, being built on six wood piles, with cast iron sleeves, and had two fender-piles, one up and the other down stream.
- The fixed white light was first exhibited on 15 July 1872.
- In 1891 it was reported that the structure had been struck several times by lightning, and an additional lightning conductor of copper was provided in that year, to run from the lantern sill to one of the iron piles and thence below the lowest water line.
- In 1893 the establishment of numerous post lights in the St. Johns River, above and below the Dames Point Lighthouse made the continuance of the light unnecessary and it was discontinued 28 February 1893. The lantern and lens were taken down and transferred to Charleston, South Carolina and the lantern parapet was roofed in with shingles.



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- The remaining lighthouse structure was destroyed by fire on 25 December 1913.
-

DOG ISLAND LIGHT

Location: NORTHWEST FLORIDA, GULF OF MEXICO FLORIDA

Station Established: 1839

Year Current Tower(s) First Lit: 1873

Operational? NO

Automated? NO

Deactivated: 1873

Foundation Materials: N/A

Construction Materials: BRICK

Tower Shape: CONICAL

Markings/Pattern: N/A

Relationship to Other Structure: SEPARATE

Original Lens: N/A

Historical Information:

- The light on Dog Island was built on the western tip of the island in 1838. It marked the "middle entrance to St. George's Sound".
- The light was first light in 1839. It was the first known permanent home on the island.
- The 1838 light was badly damaged in a hurricane in October 1842. Until the tower could be rebuilt, a temporary wooden tower was built. The temporary tower was built by Winslow Lewis. The wooden tower was destroyed in a hurricane in 1851.
- A 40-foot brick tower was built to replace the wooden tower. This light was destroyed in 1873. The light was replaced by the Crooked River Light.
- The remains of the Dog Island Light have been recently located underwater.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

DRY TORTUGAS (LOGGERHEAD KEY) LIGHT

Location: LOGGERHEAD KEY, FAR WESTERN END OF DRY TORTUGAS, FLORIDA

Station Established: 1858



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Year Current Tower(s) First Lit: 1858
Operational? YES
Automated? 1988
Deactivated: N/A
Foundation Materials: STONE
Construction Materials: BRICK
Tower Shape: CONICAL
Markings/Pattern: UPPER BLACK, LOWER WHITE
Relationship to Other Structure: SEPARATE
Original Lens: FIRST ORDER FRESNEL

Historical Information:

- The light on Loggerhead Key is a 150-foot tall lighthouse. The walls were 3 feet 9 inches thick at the base and 2 feet 9 inches at the top. Outside it tapered from 28 feet at the base to 13 feet at the top.
- The light was seriously damaged in two hurricanes, one in October 1873 and one in September 1875. The light was considered essential so the funds were appropriated to repair the light.
- The light is the last lighthouse seen heading from Key West into the Gulf of Mexico.
- The light is an active aid to navigation and not open to public.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

EGMONT KEY LIGHT

Location: TAMPA BAY ACROSS FROM FORT DESOTO
Station Established: 1848
Year Current Tower(s) First Lit: 1858
Operational? YES
Automated? YES 1989
Deactivated: N/A
Foundation Materials: STONE
Construction Materials: BRICK
Tower Shape: CONICAL (LANTERN REMOVED)
Markings/Pattern: WHITE
Relationship to Other Structure: SEPARATE
Original Lens: FIRST ORDER BIVALVE, FRESNEL



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Historical Information:

- Egmont Key was named after John Perceval, 2nd Earl of Egmont.
- 1848 - Original Tower was built for \$7,580. First keeper was Sherrod Edwards. This lighthouse survived a powerful hurricane just 5 months after being officially certified. At some point after that, the tower was struck by lightning and cracks appeared in the structure. Efforts to stabilize the structure in the long run were deemed unsuccessful and the current tower was built in 1858 for \$16,000.
- 1861 - Keeper George Rickard fled from advancing Union troops and took the Fresnel lens and as many supplies as he could carry to Tampa. Union forces occupied the light for the duration of the war.
- 1866 - A fourth-order lens was installed.
- 1893 – Third order lens installed with a red sector.
- 1898 – Fort Dade constructed on the island.
- 1944 – Lantern and Fresnel lens removed from lighthouse and replaced by weather-proof aero-beacon.
- 1954 – Keeper's house demolished and replaced by one-story barracks.
- 1974 – Egmont Key named National Wildlife Refuge.
- 1978 – Placed on Register of National Historic Places.

Keepers:

- Sherrod Edwards
- George Rickard

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Light House Society.

FORT BARRANCAS RANGE LIGHTS (PENSACOLA)

Location: WESTERN END OF FLORIDA PANHANDLE GULF OF MEXICO

Front Range Light: ON THE BEACH NEAR FORT BARRANCAS, NORTHERLY SIDE OF THE WESTERLY END OF PENSACOLA BAY (30° 20' 45" N x 87° 18' 08" W)

Rear Range Light: ON BLUFF, 400 FEET N. 3/4 E. IN REAR OF THE PRECEDING (30° 20' 49" N x 87° 18' 07" W)

Station Established: 1859

Year Current Tower(s) First Lit:

Operational? NO

Automated? N/A

Deactivated: 1930



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Foundation Materials:
Construction Materials:
Tower Shape: PYRAMIDAL SKELETAL TOWER
Markings/Pattern:
Relationship to Other Structure: SEPARATE
Original Lens:

Historical Information:

- The Fort Barrancas Light was also known as the Barrancas Rear Range Light or the Pensacola-Barrancas Rear Range Light.
- There is an automatic modern beacon in the vicinity of the site of the original light.
- This light was destroyed.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

FORT MCRAE RANGE LIGHTS (PENSACOLA)

Location: EAST END OF PERDIDO KEY, GULF OF MEXICO, FLORIDA PANHANDLE NEAR PENSACOLA FLORIDA

Front Range Light: SOUTHWESTERLY FROM THE RUINS OF FORT McREE, ABOUT 800 FEET BACK FROM THE BEACH, ON THE WESTERLY SIDE OF THE ENTRANCE TO PENSACOLA BAY (30° 19' 11" N s 87° 19' 18" W)

Rear Range Light: IN BIG LAGOON, 850 FEET NW. BY W. 7/8 W. IN REAR OF THE PRECEDING (30° 19' 14" N x 87° 18' 08" W)

Station Established: 1859

Year Current Tower(s) First Lit: 1888

Operational? NO

Automated? N/A

Deactivated: 1906

Foundation Materials:

Construction Materials:

Tower Shape: SQUARE PYRAMIDAL FRAMEWORK WITH TUBULAR LANTERN

Markings/Pattern: FRONT RANGE-WHITE, REAR RANGE RED

Relationship to Other Structure:

Original Lens:

Historical Information:



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

- The first set of Fort McRee Range Lights was destroyed during the Civil War.
- In 1866 the towers were rebuilt. They were destroyed in a hurricane soon after.
- A third set of towers were erected in 1888. In 1906 the Fort McRee Range was replaced by the Fort McRee Cutoff Range.
- The towers have been destroyed.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

FOWEY ROCKS LIGHT

Location: OFF KEY BISCAYNE

Station Established: 1878

Year Current Tower(s) First Lit: 1878

Operational? YES

Automated? YES 1974

Deactivated: N/A

Foundation Materials: SCREW PILE W/PLATFORM

Construction Materials: CAST IRON

Tower Shape: SKELETAL

Markings/Pattern: BROWN/WHITE

Relationship to Other Structure: INTEGRAL

Original Lens: FIRST ORDER DRUM, FRESNEL 1878 BUILT BY LEPAUTE

Historical Information:

- 1876 – Lantern and lens for lighthouse put on display at the Philadelphia Centennial Exposition.
- 1877 – The lighthouse was built to mark Fowey Rocks, so named because a Spanish galleon, H.M.S. *Fowey* had been lost in that area in 1748. It was thought that the Cape Florida lighthouse was not adequate enough warning for the rocks; so the screwpile light was built to replace Cape Florida. The first keepers were John and Simeon Frow; they were transferred from the decommissioned Cape Florida lighthouse.
- 1935 – A hurricane washed away the first deck of the lighthouse.
- 1975 – Windmill installed to use wind power to generate electricity.
- 1982 – Lighthouse converted to solar energy and the Fresnel lens was replaced by flash tube array lamps. (Original lens is on display at the Coast Guard Aids to Navigation School in Yorktown, VA).



U.S. Coast Guard Historian's Office

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- 1983 – Flash tube array lamps replaced by 300 mm lantern which did not send the light out far enough, so it was replaced by a 190 mm rotating lantern.

Notable Shipwrecks:

- 1877 – *Arakanapka* and *Carondelet* ran aground while lighthouse was under construction.
- 1905 – Schooner *Alicia*
- 1914 – Yacht *Alice B. Philips*
- 1915 – Yacht *May Belle*

Keepers:

- Simeon Frow (Head Keeper 1878 - ?)
- John Frow (1st Assistant Keeper)
- Jefferson Browne (2nd Assistant Keeper - went on to become a member of Florida's State Supreme Court).
- Robert H. Thompson – Married Simeon Frow's daughter and served under Simeon from 1879-1880.
- William Archer (Head Keeper 1895 – 1905).
- Henry P. Weatherford (Head Keeper 1905 - ?).
- Richard Palmer (2nd Assistant Keeper under Weatherford).
- Mike Scanlon (Coast Guard, 1961)
- Marcus Hagan (Coast Guard, c. 1961)
- Tom Bohannon (Coast Guard, c. 1961)

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Light House Society.

GARDEN KEY/TORTUGAS HARBOR (FORT JEFFERSON) LIGHT

Location: GARDEN KEY/DRY TORTUGAS

Station Established: JULY 1824

Year First Tower Lit: 4 JULY 1826

Operational? NO

Automated? Yes, 1912

Deactivated: YES, 1924

Foundation Materials:

Construction Materials: Brick (first tower); boilerplate iron (second tower)

Tower Shape: Hexagonal (second tower)



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Height: 70 FEET
Markings/Pattern:
Characteristic: .
Original Lens: 4TH ORDER
Foghorn:

Historical Information:

- Also known as the Tortugas Harbor light. This light, along with the Loggerhead Key light, were the only Gulf Coast towers that stayed in full operation throughout the Civil War.
- 1877: First tower razed; new tower, made of boilerplate iron, was erected atop a staircase in the fort and stands today.
- 1912: Station automated, with tanks of compressed acetylene replacing the butts of kerosene to fuel the lights.

GASPARILLA ISLAND (SEE BOCA GRANDE LIGHT) LIGHT

HEN AND CHICKENS SHOAL LIGHT

Location: IN 19 FEET OF WATER, SOUTHEAST OF SHOAL, 2 MILES SOUTHEAST OF PLANTATION KEY
Station Established: 1929
Year Current Tower(s) First Lit: 1929
Operational: Yes
Automated: 1929
Deactivated:
Tower Shape / Markings / Pattern: Red pointer and tank house on skeleton structure on piles
Height: 35-feet
Original lens: Range lens (acetylene gas, compressed)
Characteristic: Flashing red, 3 seconds
Fog Signal: None

HILLSBORO INLET LIGHT



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Location: NORTH SIDE HILLSBORO INLET
Station Established: 1907
Year Current Tower(s) First Lit: 1907
Operational? YES
Automated? YES 1974
Deactivated: N/A
Foundation Materials: IRON PILING
Construction Materials: IRON
Tower Shape: OCTAGONAL SKELETAL W/CYLINDER
Markings/Pattern: LOWER THIRD WHITE/UPPER BLACK
Relationship to Other Structure: SEPARATE
Original Lens: SECOND ORDER BIVALVE, FRESNEL 1907

Historical Information:

- Hillsboro named for Wills Hills, the Earl of Hillsborough, British Secretary of State for the colonies when the British controlled Florida.
- 1902-1904 – 3 separate Congressional acts approve a total of \$90,000 to fund the lighthouse.
- 1907- Lighthouse is first lit on March 07.
- 1920 – Lighthouse is electrified.
- 1926 – Major hurricane exposed the foundation of the lighthouse.
- 1930 – 260' stone breakwater built to stabilize the land.
- 1942 – Tanker *Lubrofol* torpedoed off Hillsboro Beach.
- Post WWII – Radio Beacon added to tower.
- 1974 – Lighthouse fully automated.

Keepers:

- Alfred A. Berghell (Head Keeper, 3/9/1907 – 8/1/1911)
- Henry A. Keys (1st Asst. Keeper, 3/8/1907 – 3/21/1907)
- Robert H. Thompson (2nd Asst. Keeper, 3/8/1907 – 6/1/1908)
- Thomas E. Albury (1st Asst. Keeper, 3/21/1908 – 3/1/1909)
- Samuel R.A. Curry (2nd Asst. Keeper, 6/1/1908 – 7/12/1909)
- Clifton H. Lopez (1st Asst. Keeper, 3/1/1909 - 9/11/1909)
- W.A. Lopez (1st Asst. Keeper, 3/1909 - 8/1909)
- Harvey E. Behringer (2nd Asst. Keeper, 7/12/1909 - 4/1/1910)
- Ramon Pinder (1st Asst. Keeper, 9/11/1909 - 10/21/1910)
- George B. Neumian (1st Asst. Keeper, 10/21/1910 – sometime prior to 1919)
- Michael L. Shanahan (2nd Asst. Keeper, 4/1/1910 - 7/1/1911)
- Thomas Knight (Head Keeper, 8/1/1911 – 1936)
- William M. Sharit (2nd Asst. Keeper, 1/1/1911 - 7/15/1911)



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

- John T. Corcoran (2nd Asst. Keeper, 7/15/1911 - 12/3/1911)
- Lawrence F. Meyer, (2nd Asst. Keeper, 12/3/1911 – unknown)
- Clarence Malloy (1st Asst. Keeper 1919)
- Rinaud Heisser (1st Asst. Keeper, 1919 – 1920)
- R. Nivens (2nd Asst. Keeper, 1919 – sometime prior to 1921)
- G. Phelps (Asst. Keeper, 11/1920 – 6/1923)
- J.E. Powell (1st Asst. Keeper, 1920 – unknown)
- Judge Beckman Isler (2nd Asst. Keeper, 1921 – 1939)
- Benjamin F. Stone (Asst. Keeper, 1925 - after 1927)
- Benjamin F. Stone (Head Keeper, 1936 – 1943)

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Light House Society.

JUPITER INLET LIGHT

Location: LOXAHATCHEE & INDIAN RIVER JUNCTION

Station Established: 1860

Year Current Tower(s) First Lit: 1860

Operational: YES

Automated: YES, 1987

Deactivated: N/A

Foundation Materials: OYSTER SHELLS

Construction Materials: BRICK

Tower Shape / Markings / Pattern: Conical red brick tower with black lantern. Separate white one-story oil house near tower.

Height: 146-feet

Relationship to Other Structure: SEPARATE

Original Lens: FIRST ORDER, FRESNEL 1860

Characteristic: Two flashes every 30 seconds

Foghorn: None

Historical Information:

- Lighthouse was designed by George Meade with alterations by William Reynolds. Construction was interrupted by the 3rd Seminole War (1855 – 1858).
- 1860 – Lighthouse first lit on July 10th.
- 1861 - Civil War - Confederate forces removed the illuminating apparatus and oil but left the lens intact. Lighthouse remained inoperative during the war.
- 1866 – The light was relit on June 28.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

- 1886 – Life-saving station established near the lighthouse.
- 1879 – Lighthouse survived two earthquakes.
- 1883 - Second keeper's home built.
- 1886 - Life-Saving station was built two miles away.
- 1891 - U.S. Weather Bureau station was established nearby.
- 1905 - U.S. Navy established a wireless telegraph station near the lighthouse.
- 1910 – Due to deterioration, the exterior brick was painted for the first time.
- 1917 - Light station was transferred to the Navy Department for the duration of World War I.
- 1927 - Original keeper's house burned down and was replaced by a new house two years later.
- 1928 – Lighthouse was electrified and a radio beacon was established. Then, in September, a powerful hurricane knocked out the electricity and backup generator, requiring the lens to be turned by hand. Debris knocked out some of the lantern glass and broke a bulls-eye lens which was repaired and can still be seen today.
- 1930s - U.S. Navy established a radio station near the lighthouse which was later upgraded to a radio direction-finding station during World War II.
- 1959 – Navy radio station and second keeper's house were torn down. Modern housing was built for the Coast Guard.
- 1964 - Third keeper's house was torn down.
- 1973 – Added to National Register of Historic Places.
- 1994 - Loxahatchee River historical Society signs a lease to maintain the light and provide tours.
- 1999 - Lighthouse underwent an extensive restoration.
- 2008 - Lighthouse and surrounding area were federally designated as "Jupiter Inlet Lighthouse Outstanding Natural Area."

Keepers:

- Thomas Twiner (1860)
- Jose Francisco Papy (1861)
- William Benson Davis (1866 -- 1869)
- James Armour (1869 – 1908)
- Joseph Wells (1908 - 1919)
- Thomas Knight (1919)
- Charles Seabrook (1919 – 1946)

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Light House Society & Josh Liller, the Educational Curator at Jupiter Inlet Lighthouse & Museum.



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KEY WEST LIGHT

Location: WHITEHEADS POINT

Station Established: 1825

Year Current Tower(s) First Lit: 1895

Operational? NO

Automated: ?

Deactivated: 1969

Foundation Materials: NATURAL EMPLACED

Construction Materials: BRICK

Tower Shape / Markings / Pattern: White tower and black lantern,; detached white dwelling with green blinds.

Height: 90-1/2 feet

Relationship to Other Structure: Separate

Original Lens: Third Order, Fresnel, 1847

Characteristic: Fixed white from N. 1/4 W. through to NE 5/8 E., from NE. by E. 13/16 E. through westward to SE. 3/8 E. and from SE 1/8 S. through northward and eastward to NW. 1/4 N., fixed red throughout the intervening sectors.

Fog Horn: None

Historical Information:

- The original light was built in 1825. Construction was approved and would have started in 1824, but the boat carrying Samuel B. Lincoln sunk while on route to Florida from Boston. Original plans were for the light to be built on one of the keys of the coast of Florida, but it was realized that these islands were completely submerged at times. Because of this the first tower was built on the most southern point of Key West. This did not prevent the tower from being destroyed by a hurricane in October of 1846. The hurricane inundated Key West with five feet of water and destroyed all but 8 of the 600 houses in Key West. This was before hurricanes were named – but it became known as the Great Hurricane of 1846. The storm crossed over Cuba, Key West up through Georgia, the Carolinas and into the Chesapeake Bay causing a great deal of destruction along the way.
- The current Key West Light was built in 1847
- In 1886 the original keeper dwelling was torn down and the current building were built.
- In 1989 the Light was deactivated.
- In 1992 Monroe County acquired the light.
- In 1998 the station was nominated as a National Historic Landmark.



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

Keepers:

- Michael Mabrity (1826-1832)
- Barbara Mabrity (1832-1864)
- Henry Benners (Assistant Keeper 1842-unknown)

LOGGERHEAD KEY LIGHT (See entry for DRY TORTUGAS)

MOLASSES REEF LIGHT

Location: APPROXIMATELY 8 MILES SOUTHEAST OF KEY LARGO, IN 9 FEET OF WATER OFF MOLASSES REEF

Station Established: 1921

Year Current Tower(s) First Lit: 1921

Operational? NO

Automated? 1921

Deactivated:

Foundation Materials: SCREWPILE

Construction Materials:

Tower Shape: SQUARE, PYRAMIDAL SKELETAL TOWER

Markings/Pattern:

Relationship to Other Structure:

Original Lens:

Historical Information:

- A series of unmanned reef lights were built and lit along the Florida Keys between 1921 and 1935.
- These lights were marking local hazards and therefore did not need powerful lens.
- The lights were automated from the start and did not need keepers. Keeper's quarters were not built for these lights.
- Molasses Reef and Pacific Reef lights were built with the same plans.
- Though the lantern has been removed, the light remains an active aid to navigation. The tower holds a NOAA Weather Station as well as a Coast Guard daymarker.



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Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

NORTHWEST PASSAGE LIGHT (KEY WEST)

Location: APPROACH TO KEY WEST, GULF OF MEXICO, KEY WEST FLORIDA, IN 4 FEET OF WATER, ON THE WESTERLY SIDE OF THE NORTHERLY END OF NORTHWEST CHANNEL TO KEY WEST HARBOR

Station Established: 1838

Year Current Tower(s) First Lit: 1879

Operational? NO

Automated? 1911

Deactivated: N/A

Foundation Materials: IRON PILINGS

Construction Materials: WOOD FRAME

Tower Shape: SQUARE COTTAGE WITH LATTERN ON TOP

Markings/Pattern:

Relationship to Other Structure: INTEGRAL

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- The Northwest Passage Light was located on the northwest channel at the entrance of the Key West Harbor. A lightship was stationed there in 1838.
 - The Great Havana Hurricane ripped through the area in 1846 destroying the Sand Key and Key West Lighthouses. It is not known the fate of the lightship.
 - Money was appropriated to build a lighthouse on the site. The lighthouse was completed in 1855.
 - The lighthouse was fitted with a fifth order Fresnel lens. That lens was replaced with a fourth order lens after the Civil War. In 1879 the original lighthouse was replaced with a screwpile type structure on the original iron pilings.
 - The light was automated in 1911. It is unknown when the light was deactivated. The structure burned 1971 leaving only the pilings.
-

PACIFIC REEF LIGHT

Location: BISCAYNE BAY, APPROXIMATELY 3 MILES SOUTHEAST OF ELLIOTT KEY, FLORIDA



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Station Established: 1921

Year Current Tower(s) First Lit: 1921

Operational? YES

Automated? YES

Deactivated: N/A

Foundation Materials: SCREWPILE

Construction Materials:

Tower Shape: SQUARE PYRAMIDAL SKELETAL TOWER

Markings/Pattern:

Relationship to Other Structure:

Original Lens:

Historical Information:

- A series of unmanned reef lights were built and lit along the Florida Keys between 1921 and 1935.
- These lights were marking local hazards and therefore did not need powerful lens.
- The lights were automated from the start and did not need keepers. Keeper's quarters were not built for these lights.
- Molasses Reef and Pacific Reef lights were built with the same plans.
- The lantern has been removed and is on display in Founder's Park in Islamorada, Florida. The tower is an active aid to navigation and not open to the public.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

PENSACOLA LIGHT

Location: ENTRANCE TO PENSACOLA BAY

Station Established: 1825

Year Current Tower(s) First Lit: 1858

Operational: Yes

Automated: Yes, 1965

Deactivated: N/A

Foundation Materials: Granite

Construction Materials: Brick

Tower Shape: Conical attached to original keepers dwelling

Markings/Pattern: Brick tower, lower third, white; upper two-thirds, and lantern, dome



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and cowl, black

Height: 190-3/4 feet

Relationship to Other Structure: Attached

Original: First Order, Revolving, 1859

Characteristic: Flashing white every minute

Historical Information:

- In 1825 a 40 foot tower was built on a bluff at the south entrance of the Pensacola Bay. Trees near the light and on Santa Rosa Island obscured the light.
- In 1858 a 150 foot tall tower was built on the north side of the bay entrance. It was lit on January 1, 1859. The new tower served as a rear range light. In 1879 a Front Range light was built 448 feet southeast of the light tower. That light was called the Pensacola Bar Beacon.
- During the Civil War, confederates removed the lens from the Pensacola Light. In 1861 the tower suffered some damage during an artillery dual. The light was relit in 1863 using a fourth order Fresnel lens. A first order lens was placed in the tower in 1869. The light was automated in 1965.
- The tour is an active aid to navigation and open to the public during very limited hours.

Researched and written by Melissa Buckler, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

PENSACOLA BAR BEACON

Location: FOUR HUNDRED AND FIFTY-EIGHT FEET SEE. 1/8 E. IN FRONT OF THE PENSACOLA LIGHT

Station Established: 1855

Year Current Tower(s) First Lit: 1879

Operational: No

Automated: ?

Deactivated: ?

Tower Shape / Markings / Pattern: Front of beacon, white; sides, black.

Height: 55-feet

Relationship to Other Structure: Detached

Original lens: Sixth Order

Characteristic: Fixed white

Fog Signal: None



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PONCE DE LEON (MOSQUITO) INLET LIGHT

Location: SOUTH OF DAYTONA BEACH

Station Established: 1835

Year Current Tower(s) First Lit: 1887

Operational? YES

Automated? YES 1953

Deactivated: 1970-1982

Foundation Materials: BRICK

Construction Materials: BRICK

Tower Height: 45 feet (original tower); 175 feet (current tower)

Tower Shape: CONICAL

Markings/Pattern: RED W/BLACK LANTERN, COPPER ROOF

Relationship to Other Structure: SEPARATE

Original Lens: First Order Fresnel, 1887

Historical Information:

- 1834 (June 30): Congress appropriated \$11,000 for the lighthouse to be built on the south shore of Mosquito Inlet.
- 1835: The light was established in 1835 with the original optic consisting of Winslow Lewis lamps and reflectors. No oil was delivered to the station though and the optic remained unlit.
- 1835 (October): A hurricane washed away the keeper's quarters and caused the lighthouse to lean.
- 1835: On 25 December 1835 Seminole Indians attacked the lighthouse, smashing all the glass in the lantern and setting fire to the tower's wooden stairs. The area was abandoned and the tower collapsed in April, 1836.
- 1883 (March 21): Ten acres of land was purchased for a new lighthouse on the inlet's north shore. Chief Engineer Orville E. Babcock and three others were drowned in 1883 as construction began but by 1886 the tower was completed. The lighthouse's foundation and tower were made of brick. It was based on the design of the St. Augustine lighthouse using standard Lighthouse Service plans. The lantern room was copied from plans used at Fowey Rocks.
- 1887 (November 1): The new light (with a first order fixed Fresnel lens illuminated by a kerosene lamp) was lit by keeper William Rowinski.
- 1909: An incandescent oil vapor lamp replaced the original kerosene lamp.
- 1923: Electricity was installed in the keeper's quarters via a generator.
- 1927: The town of Mosquito Inlet changed its name to Ponce de Leon Inlet.



U.S. Coast Guard Historian's Office

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- 1933, August: The light in the tower was electrified with a 500-watt lamp. The first order lens was replaced with a third order revolving lens.
- 1939: The lighthouse was transferred to the Coast Guard.
- 1953: The lighthouse was completely automated.
- 1970: The Coast Guard abandoned the station.
- 1972: The light was deeded to the town of Ponce Inlet. The Ponce de Leon Inlet Lighthouse Preservation Association was founded to assist the town with the restoration and management of the light station. The lighthouse was listed on the National Register of Historic Places.
- 1982: The light was restored to active service and the balcony was replaced.
- 1998: Ponce de Leon Light Station was designated as a National Historic Landmark.
- 2000 - 2001: Extensive renovations including the repainting the tower and restoring the lantern room to its original look was completed.
- 2004: The 1933 rotating third order lens was restored to service in the tower and the lighthouse became an operational private aid to navigation.
- The station's three keeper dwellings house exhibits that focus on the history of the Station and the history of the Lighthouse Service. A modern exhibit space houses the museum's collection of classical Fresnel lenses.

Chronology was originally researched and written by Diane Hackney, a volunteer with the Chesapeake Chapter of the U.S. Lighthouse Society. More information was provided by Ellen Henry, Curator, Ponce de Leon Inlet Light Station.

PULASKI SHOAL LIGHT

Location: IN 15 FEET OF WATER ON THE EAST SIDE OF PULAKSI SHOAL, ABOUT 30 MILES NW OF KEY WEST, NORTH OF DRY TORTUGAS

Station Established: 1935

Year Current Tower(s) First Lit: 1935

Operational: No

Automated: 1935

Deactivated: Yes

Tower Shape / Markings / Pattern: Black skeleton tower on piles.

Height: 49-feet

Original lens: 500mm

Characteristic: Flashing white, flash 0.4 seconds eclipse 2.6 seconds

Fog Signal: None

Historical Information:



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- Design for a standardized wrought iron structure developed in 1932.
- Pulaski Shoal tower established in 1935. Identical structures put in place were Cosgrove Shoal Light (1935), Smith Shoal Light (1933) and the Tennessee Reef Light (1935).

REBECCA SHOAL LIGHT

Location: ON A CORAL BANK 43 MILES WEST OF KEY WEST

Station Established: 1886

Year Current Tower(s) First Lit: N/A

Height of Focal Plane: 66"

Operational? NO

Automated: 1925

Deactivated: 1953

Foundation Materials: IRON SCREWPILES

Construction Materials: IRON AND WOOD

Tower Shape: TWO AND A HALF STORY DWELLING WITH LIGHT ON TOP

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER FRESNEL LENS

Historical Information:

- The first attempt to build this light was started in 1854 under the direction of Lt. George Meade, but the construction was continually interrupted by storms. The first tower was destroyed in 1858 before it was even completed. It was finally completed in 1886.
- By 1953 the structure had deteriorated so much it was removed and a skeletal tower was placed on the original pilings. This was later replaced by another tower.
- The skeletal tower was destroyed by a hurricane in 2004.
- The original lens was moved to a private lighthouse in Key Largo.
- There is currently another skeletal tower which displays a 250mm optic which flashes every 6 seconds and has a range of approximately 9 miles.

SAND KEY LIGHT

Location: 7 MILES SOUTHWEST OF KEY WEST, FLORIDA

Station Established: 1826



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Year Current Tower(s) First Lit: 1853
Operational? YES
Automated? 1938
Deactivated: 1998
Foundation Materials: IRON SCREWPILES W/PLATFORM
Construction Materials: IRON
Tower Shape: SQUARE SKELETAL W/CENTRAL COLUMN
Markings/Pattern: RED W/BLACK TRIM
Relationship to Other Structure: INTEGRAL
Original Lens: FIRST ORDER FRESNEL

Historical Information:

- Sand Key is located 7 miles south west of Key West. A 60-foot brick tower was built in 1827 on Sand Key. In 1844 a hurricane hit the island and eroded part of it away. The hurricane also destroyed the keeper's house and damaged the seawall. It took a year to repair.
- Rebecca Flaherty was keeper for 16 years following the death of her husband in 1830. The Great Havana Hurricane in 1846 eroded the sand so badly around the light; it collapsed, killing Rebecca Flaherty and five others. The Key West Light was also destroyed in the same storm
- A ship named *Honey* was purchased and turned into a lightship to serve the area while a new lighthouse was built. The new tower was lit in 1853. It is a skeletal tower on screwpiiles with a platform for the keeper's quarters. The open design allowed it to survive many more hurricanes.
- The light was automated in 1938. The first order Fresnel lens was removed in 1967 and replaced with a fourth order lens which was removed in 1982. A flash tube array was installed at that time.
- A fire severely damaged the tower in 1989. The light was moved to a temporary structure. The light was returned to the tower in 1998. The keeper's quarters were demolished 1996.
- The light is operational and an active aid to navigation. It is not open to the public. The best of the light is by boat or plane, though it can be seen distantly from Key West.

Keepers:

- Joseph Ximenez (1826-1827)
- John R. Flaherty (1827-1830)
- Rebecca Flaherty (1830-?)
- Captain Frederick Neill (? – 1836)
- Captain Francis Watlington (1836-1837)



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- Captain Joshua Appleby (1837-1846 – killed)
 - Temporary Keeper: Edward Van Evans
-

SANIBEL ISLAND LIGHT

Location: POINT YBEL, EASTERLY END OF SANIBEL ISLAND, AND THE WESTERLY SIDE OF THE ENTRANCE TO SAN CARLOS BAY AND THE PORT OF PUNTA RASA

Station Established: 1884

Year Current Tower(s) First Lit: 1885

Operational: Yes

Automated: Yes, 1949

Deactivated: N/A

Foundation Materials: Iron pile

Construction Materials: Iron

Tower Shape: Square, pyramidal, skeleton, iron framework, inclosing stair-cylinder and surmounted by lantern; all brown. Two white dwellings near tower.

Markings/Pattern: Brown

Height: 98-feet

Relationship to Other Structure: Separate

Original Lens: Third Order, Fresnel, 1884

Characteristic: Fixed white varied by a white flash every 2 minutes (1901)

Historical Information:

- 1880 – Lighthouse Board approves building of the lighthouse.
- 1883 – Lighthouse reservation established on Dec. 9th.
- 1923 – Kerosene lanterns upgraded to acetylene gas.
- 1949 – U.S. Fish and Wildlife Service assume responsibility for the lighthouse and the out buildings.
- 1952 – TV antenna added to tower.
- 1962 – Lighthouse is electrified.
- 1974 – Keepers quarters and light tower placed on National Registry of Historic Places.

Keepers:

- Dudley Richardson (Head Keeper 1884-1892)
- John Johnson (Asst. Keeper 1884 – 1888)
- Henry Shanahan (Asst. Keeper 1888-1892)



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- Henry Shanahan (Head Keeper 1892 - 1913)
- Eugene Shanahan (Henry's son – Head Keeper 1913 - unknown)
- Clarence Rutland (Henry Shanahan's stepson – Asst. Keeper 1936 – 1941)
- William Robert England, Jr. (Coast Guard, 1946-1949).

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.

SMITH SHOAL LIGHT

Location: IN 20 FEET OF WATER, ON NORTHEAST END OF SMITH SHOAL, ABOUT 11 MILES NNW OF KEW WEST

Station Established: 1933

Year Current Tower(s) First Lit: 1933

Operational: No

Automated: 1933

Deactivated: Yes

Tower Shape / Markings / Pattern: Black tank house on white hexagonal pyramidal skeleton tower on piles.

Height: 49-feet

Original lens: Fourth Order

Characteristic: Flashing white, flash every 1 second.

Fog Signal: None

Historical Information:

- Design for a standardized 49-foot wrought iron structure developed in 1932.
 - Smith Shoal Light was established in 1933. Identical 49-foot structures put in place were the Cosgrove Shoal Light (1935), Pulaski Shoal Light (1935), and the Tennessee Reef Light (1933).
-

SOMBRERO KEY LIGHT

Location: Near Marathon Key; 24° 37' 6" N x 81° 06' 6" W

Station Established: 1858

Year Current Tower(s) First Lit: 1858

Operational? YES

Automated? YES, 1960



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Deactivated: n/a

Height: 166 ft.; 142' above water

Foundation Materials: IRON PILE W/DISCS

Construction Materials: CAST IRON

Tower Shape: SKELETAL OCTAGONAL PYRAMIDAL

Markings/Pattern: BROWN

Relationship to Other Structure: INTEGRAL

Original Lens: FIRST ORDER, FRESNEL 1858

Historical Information:

- Sombrero Key Light is in eight feet of water on an outer line of reefs. It had a group flashing white 45,000 candlepower and 3 red 13,000 candlepower sector lights. It stands 142 feet above water and is visible for 18 miles (as of 1968).
- The 12-inch wrought-iron foundation-piles rest centrally on cast-iron disks 8 feet in diameter, and go 10 feet into the rock. They stand at the angles and center of an octagon 56 feet across and are braced by horizontal radial and periphery ties of 5-inch round iron. The frame rises from this foundation pyramidal in shape, in six sections, with a diameter of 56 feet at the bottom, tapering to 15 feet at the top. All the shafts, except those of the lower series, are of hollow cast-iron.
- The keeper's dwelling, in the second section, is 30 feet square, and of boiler-iron lined with wood. A circular stairway ascended to the lantern, in a cylinder of boiler iron lined with wood.
- The light was built under the direction of Lieutenant George G. Meade, AUS, at a cost of \$153,159.41.
- It was first lit on 17 March 1858.

ST. AUGUSTINE LIGHT

Location: ANASTASIA ISLAND

Station Established: 1821

Year Current Tower(s) First Lit: 1874

Operational? YES

Automated? YES 1955

Deactivated:

Foundation Materials: BRICK ON COQUINA

Construction Materials: BRICK

Tower Height: 52 feet (1st); 165 feet (2nd)

Tower Shape: CONICAL ATTACHED TO STORAGE BLDG.

Markings/Pattern: BLACK/WHITE SPIRAL BANDS W/RED LANTERN



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Relationship to Other Structure: ATTACHED

Characteristics: 3 minute fixed flash; in 1936 changed to 30-second flash

Original Lens: First Order Fresnel, 1874

Historical Information:

- 1824: An old Spanish watchtower became the first lighthouse in Florida. Lamps from Winslow Lewis were used.
- 1855: A fourth order Fresnel lens replaced the old lamps.
- 1867: The first lighthouse was relit after the Civil War. During the war Confederate supporters removed the Fresnel lens from the light and hid it.
- 1871: Construction of a new lighthouse was started.
- 1874, 14 October: The old lighthouse was lit for the last time.
- 1874, 15 October: The new lighthouse was lit for the first time. A first order Fresnel lens with a 3 minute fixed flash was used. Lard oil was used as the fuel to light the lighthouse.
- 1876: The keepers moved to the new station.
- 1878: The old lighthouse crashed into the sea.
- 1885: Kerosene replaced lard oil to light the lighthouse. A new oil house was built to store the kerosene.
- 1907: Indoor plumbing was added to the site.
- 1925: Electric lights were installed in the keeper's quarters.
- 1936: The light was electrified. The new characteristic became a 30 second flash.
- 1955: The lighthouse was automated and the last keeper retired.
- 1960: The keeper's house was declared surplus property and was put up for sale. The quarters were boarded up and left neglected.
- 1970: While negotiations were in progress, the house fell victim to arson. St. John's County purchased the property for \$29,000.
- 1981: The lighthouse was placed on the National Register of Historic Places.
- 1982: The Junior Service League signed a 99 year lease with the county for the keeper's house and surrounding grounds, and a 30 year lease with the Coast Guard to begin a massive restoration effort.
- 2000, October: The new visitors center was opened.
- 2002: The lighthouse is an official, privately-owned, active aid to navigation. The St. Augustine Lighthouse & Museum, a not-for-profit organization, owns and maintains the light station.

The above was researched and written by Diane Hackney.



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ST. JOHNS LIGHT

Location: ENTRANCE TO ST. JOHNS RIVER, MAYPORT, FLORIDA

Station Established: 1954

Year Current Tower(s) First Lit: 1954

Operational? YES

Automated? 1967

Deactivated: N/A

Foundation Materials: CONCRETE

Construction Materials: CONCRETE

Tower Shape: OCTAGONAL

Markings/Pattern: WHITE SQUARE TOWER ON BUILDING

Relationship to Other Structure: NONE

Original Lens: Crouse-Hinds Company 250,000 candlepower airway beacon-type light

Characteristic: Group flashing white light every 20 seconds, flash 1 second, eclipse 1.5 seconds, flash 1 second, eclipse 1.5 seconds, flash 1 second, eclipse 11.5 seconds; with red sector from 174° to 195°, white from 196° to 000°

Fog Signal: Diaphragm air horn

Historical Information:

- In 1954 the St. Johns Light Station replaced the St. Johns Lightship (LV-84). The lightship replaced the old St. Johns River Light in 1929 when the light was decommissioned.
- The St. Johns Light is a modern 64 foot tall concrete structure. The concrete was poured in one continuous operation. It is fitted with an aero-marine beacon with the power of 200,000 candles. It can be seen for 22 miles at sea.
- Fog tower-first of this type design; 3 - 36" hollow concrete piles tied together, 96' long topped by a pre-cast concrete house for signal apparatus. In 37 feet of water off east end of south jetty at entrance to the St. Johns River. Signal controlled from Lighthouse by submarine cable. Signal generated by a diaphragm air horn. A 90 candle power green light exhibited from the top of this structure. Fog tower was built by Merrit, Chapman and Scott.
- The tower is still operation and an active aid to navigation. It is not open to the public.

ST. JOHNS RIVER (MAYPORT) LIGHT

Location: ENTRANCE ST. JOHNS RIVER

Station Established: 1830



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Year Current Tower(s) First Lit: 1859
Operational? NO
Automated: Yes
Deactivated: 1929
Foundation Materials: NATURAL/EMPLACED
Construction Materials: BRICK
Tower Shape: CONICAL
Markings/Pattern: RED W/WHITE LANTERN
Height: 80-feet
Relationship to Other Structure: SEPARATE
Original Lens: THIRD ORDER, FRESNEL 1867

Historical Information:

- 1828 – 1st Congressional appropriation for the lighthouse.
- 1830 – 1st tower built.
- 1835 – 1st tower torn down, 2nd one built.
- 1859 – Present tower built.
- Civil War – Confederate sympathizer shot out tower's light.
- 1867 – Tower relit on July 4.
- 1887 – Tower raised to present height.
- 1929 – Lighthouse was replaced by a lightship.
- 1954 – Modern beacon on naval station replaced the lightship.
- 1969 – Coast Guard turned the lighthouse over to the Navy.
- 1982 – Placed on National Register of Historic Places.

Keepers:

- William Livingston (1830-1831)
- Roque Leonardy (1831-1834)
- John Warren (1835 – unknown)
- Henry Maxey (unknown)
- Matthew Philips (unknown)
- John Daniels (Keeper during Civil War)
- William Henry Huston (1/14/1881 – 7/9/1882)
- George C. Acosta (7/9/1842 – 9/9/1842)
- William Henry Huston (9/9/1842 – possibly 1849)

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society.



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ST. JOSEPH POINT (BEACON HILL) REAR RANGE LIGHT

Location: RELOCATED FROM PORT ST. JOE/ST. JOSEPH BAY

Station Established: 1902

Year Current Tower(s) First Lit: 1902

Operational? NO

Automated? UNK

Deactivated:

Foundation Materials: RELOCATED TO SIMMONS BAYOU

Construction Materials: WOOD

Tower Shape: SQUARE ON SQUARE HOUSE

Markings/Pattern: WHITE W/RED ROOF W/OUT LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: THIRD ORDER

Historical Information:

- In 1836 the Council of the Territory of Florida petitioned congress for a light to mark the entrance to St. Josephs Bay. The light was approved and built on the peninsula at the entrance to the bay. The town boomed for many years. In 1843 a hurricane destroyed the town and the site was abandoned for over 50 years. In the early 1900s the Port of St. Joe was established near the old site of St. Joseph. The old lighthouse had been closed and the equipment was moved to Cape San Blas Lighthouse. The old tower was soon washed away and was gone by 1851.
- Because of increased activity in the area, there was a request to again light the entrance to the bay. Congress approved and a light was built – this time on the mainland. The new tower was completed in 1902. The new configuration was set up as a range light. The Rear Range Light was a square wooden house with a lantern on top of the roof.
- In 1960 the light was put on a skeletal tower. The old lighthouse was sold and moved. During the move the lantern room was destroyed.
- In 1978 the house was again sold and moved to Simmons Bayou where it was restored. It is now a private residence.

Keepers:

- Ephraim Anders (ca. 1840)

ST. MARKS (REAR RANGE) LIGHT



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Location: APPALACHEE BAY, ENTRANCE TO ST. MARKS RIVER, NEAR
TALLAHASSEE, FLORIDA

Station Established: 1831

Year Current Tower(s) First Lit: 1842

Operational? YES

Automated? 1960

Deactivated: N/A

Foundation Materials: STONE

Construction Materials: BRICK

Tower Shape: CONICAL

Markings/Pattern: WHITE WITH BLACK LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER FRESNEL

Historical Information:

- St. Marks Light is the second oldest light station in Florida. The original lighthouse was completed in 1831. Erosion, always a threat to coastal lights threatened St. Marks as well. The tower was torn down and moved to a location further inland. The original lantern and lighting apparatus were installed in the new tower.
- The second tower survived until the Civil War. In 1865, the tower suffered tremendous damage from confederate forces. The tower did not collapse. It was rebuilt and relit in 1867. During the rebuild, it was raised to 73 feet.
- The original fourth order lens was replaced with a fifth order. It was automated in 1960.
- The light is operational and an active aid to navigation. The light tower is owned by the U. S Fish and Wildlife Service. It is in the St. Marks National Wildlife Refuge. The grounds are open to the public but the light is not.

Keepers:

- Samuel Crosby (1830-1841)
- Benjamin Metcalf (1839- died same year)
- John P. Hungerford (1840 - ?)
- Needham Dudley (1844-1850)

TENNESSEE REEF LIGHT



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Location: IN 15 FEET OF WATER ON WEST SIDE OF SHOAL, SOUTH OF LONG KEY

Station Established: 1933

Year Current Tower(s) First Lit: 1933

Operational: No

Automated: 1933

Deactivated: Yes

Tower Shape / Markings / Pattern: Black; tank house on hexagonal, pyramidal skeleton tower, on piles.

Height: 49-feet

Original lens: Fourth Order

Characteristic: Flashing white, flash 0.3 seconds

Fog Signal: None

Historical Information:

- Design for a standardized wrought iron structure developed in 1932.
- Tennessee Reef Light was established in 1933. Identical structures put in place were Cosgrove Shoal Light (1935), Smith Shoal Light (1933) and the Pulaski Shoal Light (1935).
- This is the only one of the unmanned reef lights in the Florida Keys that still has its lantern.

Shipwrecks:

- 1872 – *Virginia*, carrying iron & glass from Antwerp to New Orleans, wrecked on March 29.
- 1881 – Steamship *Erl King*, carrying assorted cargo, wrecked on January 18.
- 1889 – Bark *Bridesmaid*, carrying lumber from Pensacola to Rotterdam, wrecked on January 27.
- 1909 – Steamship *Olympia*, carrying coal from Norfolk to Vera Cruz, wrecked on March 25.
- 1909 – Steamship *Kelvenhead*, also carrying coal from Norfolk to Vera Cruz, wrecked on June 14.

Researched and written by Marie Vincent, a volunteer through the Chesapeake Chapter of the U.S. Lighthouse Society

TORTUGAS HARBOR (FORT JEFFERSON) LIGHT



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Location: GARDEN KEY/DRY TORTUGAS ISLANDS
Station Established: 1826
Year Current Tower(s) First Lit: 1876
Operational? YES
Automated? NO
Deactivated: 1924 – BUT CONTINUED AS A PRIVATE AID
Foundation Materials: BRICK PARAPET
Construction Materials: IRON
Tower Shape: HEXAGONAL
Markings/Pattern: BLACK
Relationship to Other Structure: INTEGRAL
Original Lens: FOURTH ORDER, FRESNEL 1858
Status: OPERATED AS A PRIVATE AID TO NAVIGATION

Historical Information:

- The first light was built on this location in 1824 and lit in 1826. The light station buildings were the only structures on the Island until construction of Ft. Jefferson began in 1846. Construction of the fort dragged on until 1861 but was never completed.
- In 1858 the Dry Tortugas light was built on a nearby Island and received a first order Fresnel lens. The older tower at Fort Jefferson was reduced to a harbor light and had a fourth order lens.
- The Tortugas Harbor (or Garden Key) Light and the Dry Tortugas Light were the only lights in the Gulf Coast that remained lit during the Civil War.
- In 1877 the brick tower was torn down and an iron tower was built on the fort.
- In 1912 the keeper house burned down. The light was automated the same year.
- In 1924 the light was deactivated.

Keepers:

- John R. Flaherty (1825-1827)
- Joseph Ximenez (1827-1828)
- Edward Glover (1828-1836)
- R.R. Fletcher (Before 1836-1838)
- Joseph Bethel (1841)
- Captain John Thompson (1843-?)

Assistant Keepers:

- Alexander Hamilton (1832-?)
- Alexander Thompson (1834-?)



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- Richard Watson (?-1836)
-