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Historic Light Station Information LOUISIANA

BAYOU BARATARIA BAY LIGHT

Location: BARATARIA BAY, GULF OF MEXICO, NEAR NEW ORLEANS, LA

Station Established: 1857

Year Current Tower(s) First Lit: 1897

Operational? NO

Automated? 1973

Deactivated: 1945

Foundation Materials: UNKNOWN

Construction Materials: WOODEN

Tower Shape: SQUARE PYRAMIDAL SKELETAL TOWER

Markings/Pattern: UNKNOWN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER FRESNEL

Historical Information:

- The light station was established in 1857. An octagonal brick tower was built at the site. That light was destroyed in a hurricane in 1893.
- In 1897 a square pyramidal skeletal tower was built. It was 66 feet tall.
- It was deactivated in 1945. The tower was destroyed at an unknown date.

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

BAYOU ST. JOHN LIGHT

Location: CANAL DE CARONDOLET, BETWEEN NEW ORLEANS AND LAKE PONTCHARTRAIN

Station Established: 1811

Year First Lit: 1811

Operational: No

Automated: N/A

Deactivated: 1878



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Tower Shape/Markings/Pattern: Octagonal wooden tower on artificial island, destroyed by storm in 1837; 1838 a new 48-foot tower was constructed; in 1855 a screwpile, cottage-type structure was built, damaged during 1860 hurricane; 1869 a tower was built on the screwpile foundation.

Height: 48'

Original Lens: Sixth Order, Fresnel (1869)

Characteristic:

Fog Signal:

Historical Information:

- 1808 – Congress authorized \$2,000 to build the lighthouse. It would be the first lighthouse built in the United States outside of the original 13 colonies.
- 1811 – Lighthouse completed and station established.
- 1813 – Original lamp replaced by street lamp from New Orleans.
- 1837 – Original tower swept away in a storm.
- 1839 – Light installed in new lighthouse.
- 1854 – Sagging tower fortified.
- 1856 – New, pre-fabricated screwpile lighthouse put into place.
- 1860 – Hurricane irreparably damaged lighthouse
- 1869 – Replacement lighthouse erected on original screwpiles.
- 1878 – Lighthouse discontinued at this location.

Keepers:

- A.B. Shelby (1856 – unknown)

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

BONFOUCA (BAYOU BONFOUCA) LIGHT

Location: NORTH LAKE PONCHARTRAIN, NEAR SLIDELL, LOUISIANA

Station Established: 1848

Year Current Tower(s) First Lit: 1848

Operational? NO

Automated? NO

Deactivated: 1862

Foundation Materials: UNKNOWN

Construction Materials: WOOD



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Tower Shape: SQUARE TOWER ON TOP OF DWELLING

Markings/Pattern: UNKNOWN

Relationship to Other Structure: INTEGRAL

Original Lens: N/A

Historical Information:

- The lighthouse was built by Joseph M. Howell and Moses Coates of New Orleans.
- The lighthouse was two rooms with a nine foot chamber between the rooms. The chamber was the base of the tower. The tower extended 12 feet above the roof. The house sat on a five foot wall.
- The original optics was four small lamps in a lantern that measured six feet by three feet. The light did not need to be seen more than five miles away which explained its small stature.
- Union forces captured the light in 1862 and it was destroyed. It was replaced by Point Aux Herbes Light across the light. That light was destroyed by fire in the 1950's.

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

CALCASIEU RIVER RANGE LIGHTS

Location: CALCASIEU RIVER , LOUISIANA

Station Established: 1876

Year Current / Last Tower(s) First Lit: 1876

Operational: No

Automated:

Deactivated: c. 1940

Foundation Materials: Piles

Construction Materials:

Tower Shape: Skeletal, pyramidal

Markings/Pattern: Black

Characteristic: fixed white

Relationship to Other Structure: Separate

Original Lens: Fourth Order, 1876, by Henry LePaute

Historical Information:



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- 1876 – Tower first lit in December.
- 1877 – Local people took refuge in lighthouse during hurricane
- 1916 – Keeper William Hill commended for saving lighthouse from destruction during a hurricane.
- c. 1940 – Lighthouse torn down to make way for channel from the Calcasieu Pass to the Calcasieu River.

Keepers:

- Charles F. Crossman (1876 – 1913)
- Stephen Hill (1913 – unknown)
- William Hill (c. 1916 - 1929)
- Philip Hill (Asst. Keeper unknown – 1929)
- E.A. Malone (1929 – 1940)

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

CHANDELEUR ISLAND LIGHT

Location: Outer rim of Chandeleur Sound

Station Established: 1848

Year Current / Last Tower(s) First Lit: 1896

Operational: No

Automated: Yes, 1951?

Deactivated: n/a (destroyed by Hurricane Katrina, 2005)

Foundation Materials: Pile

Construction Materials: Iron

Tower Shape: Skeletal with cylinder

Markings/Pattern: Brown with black lantern

Characteristic:

Relationship to Other Structure: Separate

Original Lens: Third Order Fresnel, 1896

Fog Signal:

Historical Information:

- Act of March 3, 1847 authorized a lighthouse "on South Chandeleur island" and appropriated \$12,000 for its construction.



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- 1847: Probably the largest lighthouse reservation in the U.S. at 5,000 acres was acquired by Executive Order dated 24 September 1847. 3,080 acres reported as surplus and transferred in 1938 to Biological Survey.
- 1848: Lighthouse was reported as complete. Outfitted with nine lamps in 21-inch reflectors, fixed white characteristic; lantern was 55 feet above the base.
- 1852: The light station and tower were completely destroyed (a story in the 31 August 1852 *Daily Picayune* stated that the "Light-house [was] leveled to the ground") by the hurricane which hit on 25-26 August 1852. The keeper, Alexander Lea and his family survived.
- Act of March 3, 1853 authorized \$15,000 for a replacement. A new brick tower was completed and reported as being in operation by 1855.
- 1861: The commanding officer of the USS *Massachusetts* reported removing the lighthouse's lens and "secure the lighting apparatus. . . .to prevent its falling into the hands of the rebels. . . ." The station was re-established later that year and lit after the island was occupied and fortified by Union forces. It was the first lighthouse in the Gulf of Mexico to be captured and relit by Union forces.
- The 1865 Light List entry noted: "On the northern extremity of Chandeleur Island, to guide vessels into Cat and Ship Island anchorages." It exhibited a fixed fourth-order, was a white tower with a focal plane of 50 feet above base and sea level. The light was also "refitted" in 1864.
- 1893: Another hurricane, which came ashore on 1 October 1896, washed away many of the light station's buildings but the tower withstood the storm although it sustained serious damage. The 5 October 1893 issue of the *Daily Picayune* (page 3) noted the "The old Light has been almost completely wrecked. The foundation has given away on one side and the old brick tower has begun to lean greatly towards the sea. So great is the angle that it is dangerous for a man to enter the Tower. The Light itself is also damaged." The Secretary of the Treasury noted that the lighthouse was too damaged to repair and recommended building a replacement.
- Act of August 18, 1894 authorized \$35,000 for the construction of a new lighthouse on a safer site. Contracts were signed in August and September of 1895. The former was for the iron materials and the latter for the actual construction. A small lantern was used in the interim to replace the original lighthouse. It was set 1,850 feet east-southeast of the old lighthouse's location.
- The new third-order lens was lighted on 31 October 1896. The tower was reported as being completed on 25 August 1896. It was an iron skeleton tower, painted mineral brown, and exhibited a fixed white light with a focal plane of 102 feet above sea level.
- The hurricane of 1915 (28-29 September) damaged the station. Keeper William W. Bayly, First Assistant Keeper Maurice Durabb and Second Assistant Keeper Junie C. Welch were commended for their work "under hazardous conditions."



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- A hurricane again damaged the light station on 5 July 1916. Repairs were not made for damage caused during this and the previous year's hurricane until 1919.
- The 1916 *Light List* reported the tower exhibited a flashing red light.
- A tornado swept through the station in 1920, damaging some of the station's structures.
- The 1936 *Light List* reported that the characteristic was now a flashing white light.
- The 1951 *Light List* reported that the lens was a 375mm acetylene type light and the station was "unmanned" although other sources indicate it was manned until 1966.
- In 1966 all remaining 1,920 acres was reported as surplus and turned over to Bureau of Land Management while still "maintaining the right to operate light over a specified arc."
- The tower survived hurricanes Camille and George but but in 2005 Hurricane Katrina completely destroyed it.

CUBITS GAP

Location: ON THE SOUTHEASTERLY SIDE OF CUBITS GAP, NORTHEASTERLY BANK OF THE MISSISSIPPI RIVER

Station Established: 1891

Year First Lit: 1891

Operational: Yes

Automated: 1961

Deactivated: N/A

Tower Shape/Markings/Pattern: Lantern on top of square, white, pyramidal, wooden bell-tower (1891-?); then a white metal skeleton tower

Height: 80'

Original Lens: "lens lantern" (1891-?); 300mm (?-1961); DCB-24 (1961)

Characteristic: Fixed red (1891-1961); Flashing white light every 8 seconds (duration of 0.1 seconds; after 1961).

Fog Signal: Bell struck by machinery every 15 seconds (1891-?); then a DCB-24 beacon; on 5 June 1961 changed to a diaphragm horn, 1 blast every 10 seconds (after 5 June 1961)

Historical Information:

- Rebuilt in 1896.



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- Converted to automated operation on 5 June 1961. The prototype was tested at the CG Base, New Orleans, prior to its installation. The original fog lantern became the main light after the conversion.
 - On that date in 1961, the light was changed to show flashing white every 8 seconds, flash 0.1 second, of 1,200,000 candlepower, exhibited 80 feet above water. The fog signal was changed to a diaphragm horn sounding 1 blast every 10 seconds, blast 1 second, and operated continuously from 1 November to 30 April every year.
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EAST RIGOLETS LIGHT

Location: RIGOLETS WATERWAY, MISSISSIPPI SOUND, GULF OF MEXICO

Station Established: 1833

Year Current Tower(s) First Lit: 1833

Operational? NO

Automated? N/A

Deactivated: 1847

Foundation Materials: UNKNOWN

Construction Materials: MASONRY TOWER

Tower Shape: CONICAL

Markings/Pattern: WHITE

Relationship to Other Structure: SEPARATE

Original Lens: 10 LAMPS AND REFLECTORS

Historical Information:

- Congress first authorized the construction of a lighthouse at the east end of the Rigolets in 1831.
- Marshall Lincoln built a 45-foot tower in 1833. The first lantern held a revolving chandelier of 10 lamps, tended the first seven years of the station's operation by Isaac H. Smith.
- The station's second keeper was fired for drunkenness.
- From 1840 to 1844 five different keepers were appointed, with most lasting less than a year on the job. During this time the tower fell into disrepair.
- The tower survived the Civil War unscathed and was relit on November 21, 1862.
- A new, larger lantern was added in 1866, which required the rebuilding of the top 4 feet of the tower.
- The station was discontinued on May 25, 1874, as it was "no longer required for purposes of navigation."



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- The lighthouse was sold to a private party in 1923. It was destroyed. The ruins are visible in the water.

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FRANK'S ISLAND LIGHT

Location: FRANKS ISLAND

Station Established: 1818

Year Current Tower(s) First Lit: 1823

Operational? NO

Automated? NO

Deactivated: 1856

Foundation Materials:

Construction Materials: BRICK

Tower Shape:

Markings/Pattern: CONICAL

Relationship to Other Structure: INTEGRAL

Original Lens:

Historical Information:

- 1803 – Congress appropriated \$25,000 for lighthouse on site; plans for the lighthouse were put on hold during the War of 1812.
- 1816 – Henry Latrobe drew up blueprints for the lighthouse. Winslow Lewis built it. It was the first of 80 lighthouses that Winslow Lewis built for the United States.
- Feb. 1818 – Materials were finally purchased to build the lighthouse.
- January, 1819 – Lighthouse collapsed into the mud.
- March, 1823 – Lighthouse completed with new plans. It was the tallest and most powerful lighthouse on the Gulf of Mexico up until 1858.
- 1856 – Lighthouse replaced by light at Pass A L'Outre.
- C. 2002 – Remains of lighthouse fell over.

Keepers:

- John Gates – (1823 – unknown)
- John Lory (unknown)
- James Newman reports death of keeper (6/1831)
- Henry R. Crask, Keeper 8/1833



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- John Lord, Keeper 10/1844
- Henry Edgecomb appointed keeper 9/1849
- James Davidson, 11/1855
- James A. Lee removed (unknown date) because he was a "victim of demon rum".

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

HEAD OF THE PASSES (WEST JETTY) LIGHT

Location: DEER ISLAND, APPROACH TO MISSISSIPPI RIVER, GULF OF MEXICO

Station Established: 1852

Year Current Tower(s) First Lit: 1852

Operational? NO

Automated? NO

Deactivated: ?

Foundation Materials: N/A

Construction Materials: N/A

Tower Shape: SEE BELOW

Markings/Pattern: N/A

Relationship to Other Structure: SEPARATE

Original Lens: SIXTH ORDER FRESNEL

Historical Information:

- In 1852 the Head of Passes Light consisted of a 67-foot tower. The tower was moved to Pass a l'Outre in 1854.
- The light was placed in a dormer window of a dwelling in 1853.
- In 1863 the light was placed on a wooden tripod.
- Margaret Novell served as head keeper from 1891 to 1896. She went on to keep Port Pontchartrain Light and West End light.
- From 1888 on Head of Passes was classified as a Light Attendant Station, servicing river lights on the Mississippi. It was in operation through at least the late 1960s.
- The light has since been destroyed.

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



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NEW CANAL LIGHT

Location: Lake Pontchartrain Canal Entrance

Station Established: 1838

Year Current / Last Tower(s) First Lit: 1901

Operational: No (damaged by Hurricane Katrina)

Automated: Yes

Deactivated: n/a

Foundation Materials: Pile with platform

Construction Materials: Wood

Tower Shape: Square

Markings/Pattern: White with red roof

Characteristic: Occulting white light, duration 3 seconds every 5 seconds.

Relationship to Other Structure: Integral

Original Lens: Fifth Order

Fog Signal: Mechanical fog bell; one stroke every ten seconds.

Historical Information:

- 1837: Congressional appropriation for "beacons and lighthouses at the entrance of the harbor recently constructed on Lake Pontchartrain, and the canal above New Orleans"; total appropriation was \$25,000.
- 1838: Site acquired on 21 May 1838 by "transfer and relinquishment," 3,690 square feet. Property reverted to the New Orleans Canal and Banking Company on 31 July 1900.
- Francis D. Gott was awarded the contract to built a light at New Canal as well as Port Pontchartrain and Pass Manchac. The contract for the New Canal light, for a total of \$4,500, was signed on 31 July 1838.
- The light was built on a foundation of sheet piles extending to two feet above the lake surface, filled in with shells. Cypress octagonal tower, extending 30 feet above the water and 28 feet above the base. Twenty-four foot diameter at the base, tapering to 9 feet at top. Eighteen lights with 9x11 glass. Brick dwelling 34x20 feet.
- 26 February 1839: Thomas Beattie was nominated as keeper at a salary of \$600 per year with an assistant keeper also authorized.
- 1846: Elizabeth Beattie was nominated as keeper to replace her husband who died. She was appointed keeper in 1847. Numerous women were appointed keeper of the New Canal light over the years, and all were the wives of a keeper who died while serving. These included Jane O'Driscoll, Mary F. Campbell, and Maggie Norvell.



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- 1854: Act of August 3, 1854 authorized \$6,000 for rebuilding light station. Since the mid-1840s there were complaints about the structure and foundation piles, which rotted and caused the structure to cant. All of the lights on Lake Pontchartrain were described as "wholly worthless." The lights were repaired and stabilized later that year.
- 1855: A new light was built and placed in operation. This light was a square wood dwelling on screw-piles holding an iron lantern and Fifth Order lens atop a hipped roof.
- Confederates kept the light in operation until the fall of New Orleans to Union forces in 1862. The light was relit by the end of September, 1862 and the light's pre-war keeper, William A. Waldo, was reappointed.
- 1890: Light was discontinued on 25 February 1890 and lens lantern was displayed from a pole. The dwelling was sold at auction on 26 February and was removed. A new light was built. It was a square, two-story white frame structure with a slate roof and displayed a Fifth Order lens. The focal plane was heightened from the previous tower to 49 feet above the lake. It was lighted for the first time on 2 June 1890.
- 1899: A fog bell was installed, "struck by machinery."
- 1900-1901: Station was again repaired and rebuilt.
- 1903: After the 1903 "Cheniere Caminada" storm, the New Canal lighthouse was the only building left standing in the area. More than 200 survivors found refuge at the station.
- 1910: Station was moved to its present location across from a yacht club.
- 1915: On 28-29 September 1915 a hurricane hit the area. The keeper, Caroline Biddle, was commended by the Department because she "stuck to her post the night of the great hurricane which passed over New Orleans. She as alone and maintained the light by securing the lens and hanging a lantern in the tower, although the storm did great damage around the station."
- The station was damaged by hurricanes in 1926 and again in 1927. The light was raised on new concrete piers.
- 1936: The breakwater around the station was filled in, placing the light on dry land for the first time.
- By the 1960s a SAR detachment was added to the light station and it was renamed "Coast Guard Station New Canal."
- 1985: The New Canal Lighthouse was placed on the National register of Historic Places on December 30, 1985.
- By 1986 the station was billeted for 21 persons with a BMC as Officer-in-Charge. SAR cases were handled by a 41-foot UTB and an 18-foot Boston Whaler.
- 1987: On October 1, 1987, the Patrol Boats Division of Group New Orleans at the Base on the Industrial Canal and Station New Canal were combined and established as US Coast Guard Station New Orleans at the New Canal site.



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- 2001: On 14 November 2001 USCG Station New Orleans moved to a brand new facility in Bucktown.
- 2005: Hurricane Katrina destroyed the lighthouse.
- 2006: Lake Pontchartrain Basin Foundation signs lease for the New Canal Lighthouse to rebuild the facility.
- 2012: Construction of replica of 1890 lighthouse begins.
- 2013: New Canal Lighthouse rebuilt and opened by Lake Pontchartrain Basin Foundation to the public with a museum, gift shop, and education center.

Keepers:

- Thomas Beattie (1839-1847)
- Elizabeth Beattie (1847-unknown)
- Mr. O'Driscoll (unknown-1850)
- Jane O'Driscoll (1850-unknown)
- Israel Brull (C. 1855)
- William A. Waldo (C. 1860s)
- Mr. Campbell (unknown-1870)
- Mary F. Campbell (1870-1895)
- Caroline Riddle (1895-1924)
- Margaret Norvell (1924-1932)

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

OYSTER BAY (BAYOU) LIGHT

Location: OYSTER BAYOU, EASTERNMOST ENTRANCE ATCHAFALAYA BAY, GULF OF MEXICO, NEAR BERWICK, LOUISIANA

Station Established: 1904

Year Current Tower(s) First Lit: 1904

Operational? NO

Automated? 1947

Deactivated: 1975

Foundation Materials: IRON PILINGS

Construction Materials: WOOD

Tower Shape: SQUARE TOWER ON ROOF OF KEEPER'S QUARTERS

Markings/Pattern: WHITE W/DARK ROOF AND LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: FIFTH ORDER FRESNEL



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Historical Information:

- The light has been destroyed.

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

PASS A L'OUTRE LIGHT

Location: Head of Passes, Mississippi River Delta

Station Established: 1855

Year Current / Last Tower(s) First Lit: 1855

Operational: No

Automated: No

Deactivated: 1930

Foundation Materials: Stone; timber pile

Construction Materials: Cast iron with brick lining

Tower Shape: Conical

Markings/Pattern: Black / white spirals with dark lantern

Characteristic: Fixed red (1902)

Relationship to Other Structure: Separate

Original Lens: Third Order, Fresnel, 1855

Fog Signal: Steam-powered signal, 1872

Historical Information:

- 1852: Originally built to replace the lighthouse at Franks Island, which was discontinued when the Northeast Pass shoaled up. As a cost-saving measure the iron Head of Passes light tower was dismantled and rebuilt at Pass A L'Outre.
- 1855: The lighthouse was reported to be ready for lighting on 16 December 1855. The first keeper was John Lory, the former keeper of the Frank's Island light.
- During the Civil War, the Union Navy took the lens and other lighthouse materials where they eventually reached New Orleans after the fall of that city. The Confederates burned the keeper's quarters.
- The light was relit on 20 April 1863 after conversion to a characteristic of "fixed varied by flashes". The machinery was mounted on the gallery, since the interior lantern deck would not hold the weight. A new keeper's quarters was also constructed at the station. Coal tar was applied to the tower's exterior to prevent



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rust. In 1866 the Annual Report to the Lighthouse Board noted: "Coast tar applied in winter of 1862 is still glossy and brilliant. Recommend this treatment for other iron lighthouses."

- 1868: Reports noted that the lighthouse was slowly sinking into the Mississippi mud. "The settling is uniform, so no structural damage is expected." The Light List noted that it was "on north side of entrance of pass, on middle ground island." The characteristic was "fixed varied by flashes" but no interval was given.
- 1872: A steam-powered fog signal was constructed in 1871 and installed in 1872.
- 1902: The characteristic was changed to fixed red on 1 February 1902.
- 1917: The station sustained considerable damage in the hurricane of 28 September 1917. Assistant Keeper Steven Coludrovich maintained the light in the absence of the keeper during the storm.
- 1919: Black and white spiral bands were added.
- 1920: Used by the Navy as a radio station.
- During Prohibition the tower was used by the Coast Guard as a lookout station.
- 1930: The station was discontinued "as vessels no longer used this pass."
- 1951: The Light List has the tower listed as a daymark.
- The land is now owned by the State of Louisiana and is now part of the Pass A L'Outre Wildlife Management Area. The rusty tower survives but continues to sink into the mud.

Keepers:

- John Lory – (1856 - unknown)
- C. Woltze – (1863 - unknown)
- James Broe – (1876 – unknown)

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

PASS MANCHAC LIGHT

Location: West shore of Lake Pontchartrain

Station Established: 1837

Year Current / Last Tower(s) First Lit: 1857

Operational: No

Automated: Yes, 1941

Deactivated: 1987



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Foundation Materials: Stone

Construction Materials: Brick

Tower Shape: Cylindrical

Markings/Pattern: White

Characteristic: Fixed red (pre-Civil War); Fixed white

Relationship to Other Structure: Attached

Original Lens: 10 lamps with 14-inch reflectors, 1838; Fourth Order, Fresnel, 1859

Fog Signal: Fog bell (1,200 pounds); mechanically struck, 1898

Historical Information:

- 1837: Site of 2.24 acres acquired by Executive Order May 24, 1837 for the establishment of a light station.
- Francis D. Gott received contracts to build three lighthouses on Lake Pontchartrain. On 3 August 1838 he received the Port Pontchartrain and Pass Manchac contracts, four days after he received the New Canal contract. Contract price was \$4,800. The Pass Manchac tower was made of brick instead of the usual lime and sand on the same plan as the Tchefuncte River light and carried 10 lamps for illumination.
- 1839: First keeper, Isaac Zachary, was appointed on 16 January 1839 and the light was officially lit around this time.
- By 1840 the tower was said to be falling apart. The brick was not set in lime mortar but rather mud mortar.
- 1842: Contract let to demolish old tower and built new one. No specifications are in the file so it is assumed it was rebuilt to the plans of the original tower.
- Isaac Zachary was removed as keeper after it was discovered that he did not reside at the station and had the assistant keeper run the light.
- 1844: Light was again repaired due to encroaching water.
- 1846: A new light was constructed next to the foundations of the older towers. This was a frame building, two-stories high with an attic. It was built on a cypress foundation. Cupola of eight feet diameter rising five feet above the roof.
- 1857-1859: Continued problems with erosion led to the construction of an entirely new light station 200 feet northwest of the three old towers. The "new" lighthouse consisted of a brick dwelling attached to a brick cylindrical tower, the only such tower on the Gulf. It was completed in 1857 and used the old lamps and reflectors until these were replaced by a Fourth-Order Fresnel lens in February, 1859.
- The Confederates confiscated the lens in 1861 and stored it at the New Canal station where it was recaptured by Union forces. The tower itself was severely damaged during the war but was repaired and returned to service by mid-January 1867 with a Fifth-Order lens.



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- Levi Wells took over as keeper in 1867. Anthony Succow took over as keeper in 1868. His wife, Mary, took over in 1873 and their son, Hugo, relieved her in 1909.
- 1888: Station was heavily damaged by storm of 19-20 August 1888.
- 1890: Station was again heavily damaged by the storm of 21-22 April 1890.
- 1898: A 1,200 pound fog bell with mechanical striker was installed.
- 1915: Hurricane of 28-29 September 1915 hit. With 130-mph winds pushing high tides into the lake, and much of Lake Pontchartrain into Pass Manchac, Keeper Hugo A. Succow and assistant Joseph W. Sharp kept the light "alive" in the tower. Station sustained some damage.
- 1926: Station was damaged yet again during the hurricane of 24-25 August 1926.
- 1931: Another storm damaged the station on 14-15 July 1931.
- The station was automated in 1941.
- The keeper's quarters were razed in 1953. At the time the light was standing on an island.
- The light was extinguished in 1987.
- The tower has been abandoned but restoration plans are underway. The tower developed a list due to erosion of the foundation and pilings have been placed near the structure. The tower now stands in several feet of water.
- The lighthouse is not operational and is accessible only by boat.

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

POINT AU FER REEF LIGHT

Location: On the east side of Eugene Island at Point au Fer Shoal Reef -- Atchafalaya Bay

Station Established: 1827

Year Current Tower(s) First Lit: 1916

Operational: NO

Automated: ?

Deactivated: 1975

Foundation Materials: Pile with platform pile

Construction Materials: Wood

Tower Shape: Square with octagonal lantern room

Markings/Pattern: White with black tower

Characteristic: White flashes, 6 second intervals (circa 1965)

Height: 54 feet above water level



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Relationship to Other Structure: Integral

Original Lens: 4th Order

Fog Signal: Diaphragm-type fog horn

Historical Information:

- Work began in September, 1915 and was "practically completed in May 1916."
- A 1,000 pound fog bell was installed
- Cost was \$39, 320.40 total out of an appropriation of \$50,000
- First keeper was E. L. Rollingson; drowned on 8 August 1916; replaced by Acting Keeper Louis Baras, appointed on 1 October 1916.
- Light first lit on 10 May 1916.
- Keeper James M. Waits was appointed in January, 1918 and transferred on 23 October 1926.
- Keeper Waits was relieved by Peter Duay who was appointed on 3 November 1926 and remained at that post until October, 1942 when he was relieved by Godfrey C. Kiff on 21 October 1942. Keeper Kiff remained on duty through World War II.
- The lighthouse was deactivated in 1975. The structure was first offered to the South Lafourche Cultural and Historical Society, Inc., who turned it down. The Coast Guard then found "it most economical to effect demolition by burning." The structure was then purposely burnt down in September, 1976.

POINTE AUX HERBES LIGHT

Location: SOUTH SHORE OF LAKE PONCHARTRAIN, NEAR POINT AUX HERBES, LOUISIANA

Station Established: 1875

Year Current Tower(s) First Lit: 1875

Operational? NO

Automated? N/A

Deactivated: 1945

Foundation Materials: UNKNOWN

Construction Materials: UNKNOWN

Tower Shape: LANTERN ON SQUARE DWELLING

Markings/Pattern: BLACK LANTERN ON WHITE SQUARE DWELLING ON FIVE PIERS

Relationship to Other Structure: INTEGRAL

Original Lens: FIFTH ORDER FRESNEL



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Historical Information:

- The Point Aux Herbes Light was built to replace the Bayou Bonfouca Light which was destroyed during the Civil War.
- The light was deactivated after World War II.
- Vandals burned down the light in 1950's.

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

PORT PONTCHARTRAIN LIGHT

Location: LAKE PONTCHARTRAIN

Station Established: 1832

Year Current Tower(s) First Lit: 1855

Operational? NO

Automated? NO

Deactivated: 1929

Foundation Materials: CONCRETE PAD ON PILINGS

Construction Materials: BRICK

Tower Shape: HOURGLASS W/OCTAGONAL LANTERN

Markings/Pattern: WHITE W/RED LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER FRESNEL 1857

Historical Information:

- 1832 – Local railroad company erected a private lighthouse. The structure was a square lantern hoisted between two channels at a height of 50'.
- 1834 – Congress appropriated \$5,000 for a new 20' high light. The railroad preferred the 50' and suggested that the government buy their light rather than building another. Nothing happened for several years.
- 1837 – Congress approved \$25,000 for a lighthouse and other aids to navigation at Port Pontchartrain.
- 1839 – Octagonal wooden tower completed at a cost of \$4400.
- 1854 – Congress once again approved monies for a new lighthouse. This time, \$6,000 was allocated.
- 1855 – Current lighthouse constructed atop a concrete pad on pilings.
- 1857 – 5th order Fresnel lens installed.
- 1864 – Old wooden tower torn down.



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- 1880 – Lighthouse raised 7' and new lantern installed. As a result, the focal plane was raised to 42' above the lake.
- 1920's – 5th order lens replaced by 300 mm lens lantern.
- 1929 – Lighthouse discontinued and turned over to the New Orleans Levee Board.
- 1939 – 1983 – Area around lighthouse used as local amusement park.
- Currently – Lighthouse owned by University of New Orleans.

Keepers:

- Benjamin J. Shane (1839-unknown)
- Charles Fagot (c. 1860s)
- David Power (unknown - 1882)
- Ellen Wilson (1882-1896)
- Margaret R. Norvell (1896-1924)
- Minnie E. Coteron (1924-1929)

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

SABINE PASS LIGHT

Location: LOUISIANA SIDE OF SABINE PASS/NE TEXAS BORDER

Station Established: 1856

Year Current Tower(s) First Lit: 1856

Operational? NO

Automated? UNK

Deactivated: 1952

Foundation Materials: SIX BRICK BUTTRESSES

Construction Materials: BRICK

Tower Shape: OCTAGONAL

Markings/Pattern: WHITE/BLACK STRIPES "ROCKET SHIP"

Relationship to Other Structure: SEPARATE

Original Lens: THIRD ORDER, FRESNEL

Historical Information:

- Designed and built by Captain Leadbetter. Considered to be a "sister" lighthouse to Aransas Pass, Timbalier & Barataria towers.
- 1861 – Extinguished by the Confederates.



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- January, 1862 - The lamps, lens and clockwork were dismantled and crated for storage.
- April, 1863 – Union forces attacked twice, and damaged the lens.
- June, 1886 – Storm created an 8-foot tide which surrounded the tower with 5-feet of water. All the buildings on the site, except the lighthouse itself, were washed away.
- 1915 – A powerful hurricane caused the tower to vibrate, thus putting the clockworks out of order. The keepers had to turn the revolving lens by hand.
- 1952 – The lighthouse was discontinued and sometime during the next two years was transferred to the State of Louisiana.
- 1986 – The property was transferred into private hands.

Keepers:

- Benjamin Granger (Head Keeper 05/28/1857 - 09/14/1859)
- Benjamin Gibson (Asst. Keeper 05/28/1857 - 08/17/1860)
- Gowen Wilson Plummer (Head Keeper 09/04/1859 - 1862)
- William Plummer (Asst. Keeper 08/17/1860 - 1862)
- Charles Crossman (Head Keeper 12/27/1865 - 5/2/1881)
- Daniel Gillespie (Asst. Keeper 06/05/1866 – quit after just one day)
- Joseph Horton (Asst. Keeper 06/05/1866 – 12/18/1866)
- Hector R. Duncan (Asst. Keeper 12/18/1866 – 03/02/1867)
- Louisa Crossman (Daughter of Charles Crossman - Asst. Keeper 03/02/1867 - 02/08/1868)
- Charles F. Crossman (Son of Charles Crossman - Asst. Keeper 02/08/1868 - 01/12/1872)
- William F. Crossman (Son of Charles Crossman - Asst. Keeper 01/12/1872 - 07/15/1874)
- Fredericka Crossman (Wife of Charles Crossman - Asst. Keeper 07/15/1874 - 06/21/1881)
- John Anderson (Head Keeper 05/13/1881 - 04/13/1882)
- Emelius Gerhardt (Asst. Keeper 06/21/1881 – 07/22/1881)
- John Gleason (Asst. Keeper 11/04/1881 – 11/21/1881)
- Henry G. Epps (Asst. Keeper 11/21/1881 - 04/22/1882)
- Andrew Brynn(sp?) (Head Keeper 04/13/1882 - 06/02/1886)
- Gustav Hummeland(sp?) (Asst. Keeper 04/22/1882 - 06/09/1886)
- Gustav Hummeland(sp?) (Head Keeper 06/09/1886 - 01/11/1898)
- William H. Plummer (Asst. Keeper 06/24/1886 - 12/13/1886)
- John Ericson (Asst. Keeper 01/06/1887 - 12/03/1890)
- Alfred Hoyer (Asst. Keeper 12/03/1890 - 11/18/1896)
- Thomas N. Clarisse (Asst. Keeper 12/1896- 02/01/1898)
- Thomas N. Clarisse (Head Keeper 02/1898 - 09/30/1904)



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- Robert G. Miller (Asst. Keeper 03/09/1898 - 06/08/1898)
- Patrick Foley (Asst. Keeper 01/01/1901 - 08/01/1903)
- Charles W. Heartt (Asst. Keeper 08/01/1903 - 10/05/1903)
- William J. O'Brien (Asst. Keeper 10/01/1903 - 10/20/1903)
- Forrest C. Hawes (Asst. Keeper 10/20/1903 - 01/04/1904)
- Edward A. Bourgeois (Asst. Keeper 04/01/1904 - 07/15/1904)
- Charles W. Heartt (Head Keeper 10/01/1904 - 06/16/1905)
- Frederick Rooman (sp?) (Asst. Keeper 07/15/1904 - 09/13/1904)
- Christopher W. Sterry (Asst. Keeper 09/13/1904 - 06/16/1905)
- Christopher W. Sterry (Head Keeper 06/16/1905 - 05/16/1906)
- William Bell (Asst. Keeper 07/1905 - 09/1905)
- Jeremiah Rightmyer (Asst. Keeper Unknown - 1907)
- Hugh Kelly (Asst. Keeper 04/1908 - 07/1908)
- Stephen D. Hill (Head Keeper 05/16/1906 - 12/1911)
- J. L. Deutsch (Asst. Keeper 07/1908 - 08/1908)
- Charles W. Heartt (Asst. Keeper 08/1909 - 03/1910)
- William Hill (Brother of Stephen D. Hill - Asst. Keeper 03/1910 – unknown)
- William Thompson (Head Keeper 12/1911 - unknown)
- James T. Goodson (Head Keeper 1938 - 1946)
- James T. Wilson (c. 1952)
- Steve Purgley (c. 1952)

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

SABINE PASS EAST JETTY LIGHT

Location: ON THE SOUTH END OF JETTY, 29° 38.7' N x 93° 49.4' W

Station Established: 1908

Year First Lit: 1924

Operational: Yes

Automated: N/A (never manned; once maintained by the keeper of the Sabine Pass Lighthouse).

Deactivated:

Tower Shape/Markings/Pattern: Red, square, skeleton structure on piles on concrete block.

Height: 50'

Original Lens: 500mm

Characteristic:

Fog Signal: Bell; 1 stroke every 20 seconds



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SHIP SHOAL LIGHT

Location: 10 MILES SOUTH OF GRAND ISLE

Station Established: 1859

Year Current Tower(s) First Lit: 1859

Operational? NO

Automated? YES 1950

Deactivated: 1972

Foundation Materials: SCREW PILE W/PLATFORM

Construction Materials: CAST IRON

Tower Shape: SKELETAL W/CYLINDER

Markings/Pattern: BROWN

Relationship to Other Structure: INTEGRAL

Original Lens: SECOND ORDER

Historical Information:

- 1848 – Lightship *Pleasanton* stationed at Ship Shoal.
- 1852 – The provisional Lighthouse Board asked Congress for \$20,000 for a first-class iron skeleton tower.
- 1856 – Congress appropriated an additional \$39,000 for the lighthouse. In all, a total of \$103,000 would eventually be spent to erect this lighthouse.
- 1858 – The lighthouse was assembled at a foundry in Philadelphia. It took an additional 2 years to assemble the structure on site at Ship Shoal.
- 1861 – Confederates removed the lens, apparatus and lantern glass. The materials were taken inland to Berwick City. Sometime later they were moved further inland to St. Martinsville.
- 1864 – The Union forces ordered a news lens from France so that the lighthouse could be operational once again.
- 1865 – Union forces seized the city of St. Martinsville and liberated the original lens and other lighthouse property.
- 1866 – Lighthouse Board noticed that keepers were becoming seriously ill at this location. The illness was determined to be lead poisoning. The cause was attributed to the lead paint on the roof washing into the cisterns. The lead paint was removed from the lighthouse and coal tar applied instead to protect the structure from rust.
- 1867 – A severe hurricane eroded the sea floor under the lighthouse causing it to lean several degrees to the north-east.
- 1873 – Rip-rap which had been placed around the lighthouse foundation for protection was carried away by wave action.



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- 1896 – Granite blocks were placed around the lighthouse.
- 1929 – The lighthouse was automated. The lighthouse was now 20 degrees off perpendicular.
- 1965 – The lighthouse was discontinued.

Keepers:

- Charles J. Lottman (circa 1864).

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

SOUTH PASS RANGE FRONT LIGHT

Location: MISSISSIPPI RIVER

Station Established: 1919

Year Current Tower(s) First Lit: 1947

Operational? NO

Automated? UNK

Deactivated:

Foundation Materials:

Construction Materials:

Tower Shape: SKELETAL

Markings/Pattern:

Relationship to Other Structure: SEPARATE

Original Lens:

Historical Information:

- 1947 – Skeletal tower built to act as front range to existing South Pass Lighthouse.
- Also known as South Pass West Jetty Light.

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

SOUTH PASS RANGE LIGHTS



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Location: ENTRANCE TO MISSISSIPPI RIVER
Station Established: 1831
Year Current Tower(s) First Lit: 1881; Second Tower: 1947
Operational? YES
Automated? YES 1971
Deactivated: n/a
Foundation Materials: PILINGS
Construction Materials: IRON
Tower Shape: SKELETAL
Markings/Pattern: WHITE BELOW GALLERY, BLACK ABOVE
Relationship to Other Structure: SEPARATE
Original Lens: FIRST ORDER, FRESNEL

Historical Information:

- Also known as South Point, Gordon's Island or Port Eads Light.
- 1829 - \$40,000 appropriated for lighthouse here and at Southwest Pass.
- 1832 – Lighthouse lit for the first time.
- 1839 – Keeper's dwelling knocked off foundation by logs swept downriver.
- 1841 – Entire station destroyed by storm.
- 1842 – Replacement tower built across river from original location.
- 1847 – Wooden tower decayed beyond repair.
- 1848 – New wooden tower completed.
- 1861 – Confederates removed the lens from the lighthouse.
- 1862 – New 3rd order revolving lens installed.
- Circa 1863 – 1867 – 3rd order lens replaced by a 4th order lens.
- 1867 – The Lighthouse Board asked Congress to approve building a new tall iron tower.
- Late 1870's – Congress approved \$50,000 for a new tower.
- 1881 – New Iron tower constructed.
- 1894 – Lightship anchored at station.
- 1947 – Front tower built.
- 1951 – 1st order lens removed and replaced by DCB-224 optic.
- 1971 – Lighthouse was automated.

Keepers:

- Henry Heistand (1832-unknown)
- James Fisher (c. 1860s)
- James W. Salazar (Coast Guard, 1951-c. 1954)



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

SOUTHWEST PASS ENTRANCE LIGHT

Location: SOUTHWEST PASS ENTRANCE
Station Established: 1831
Year Current Tower(s) First Lit: 1962
Operational? YES
Automated? YES 1985
Deactivated: n/a
Foundation Materials: PILE/TIMBER
Construction Materials: CONCRETE/STEEL
Tower Shape: TEXAS TOWER
Markings/Pattern: TOWER ON WHITE DWELLING ON PILES
Relationship to Other Structure: INTEGRAL
Original Lens: FIRST ORDER

Historical Information:

- 1832 – Winslow Homer built 1st lighthouse on this site.
- 1837 – Lighthouse fell into the Mississippi River.
- 1838 – Congress approved a new tower at this location.
- 1839 – brick conical tower built.
- 1849 – Lighthouse stood in 10' of water.
- 1855 – Lighthouse Board received \$45,000 for an iron tower to replace the crumbling brick tower. The Board ordered the basic metalwork, but another \$70,000 was needed to complete the tower.
- 1861 – Congress supplied full funding for the lighthouse, but construction was not continued due to the Civil War. Union forces stole the lens from the old lighthouse.
- 1863 – 4th order lens was placed back in the old tower. The Lighthouse Board asked Congress for a re-appropriation of the necessary funds to finish the screwpile lighthouse. Congress approved \$108,000.
- 1870 – Construction finally began on the iron screwpile structure.
- 1873 – New tower, with 1st order lens, lit on July 1.
- 1894 – Fire gutted the dwelling, melted the iron stairs, destroyed the lantern and the whole central cylinder had to be replaced.
- Circa 1953 – Skeletal lighthouse deactivated.
- 1962 – Present structure constructed.



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- 1985 – Lighthouse automated.

Keepers:

- Captain Thomas S. Easton (1832 – unknown)
- Manuel Moreno (circa 1861)

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

SOUTHWEST REEF LIGHT

Location: ATCHAFALAYA BAY, NEAR BERWICK, LOUISIANA

Station Established: 1858

Year Current Tower(s) First Lit: 1858

Operational? NO

Automated? N/A

Deactivated: 1916

Foundation Materials: PILE WITH TWO PLATFORMS

Construction Materials: IRON PLATE

Tower Shape: SQUARE PYRAMIDAL SKELETAL

Markings/Pattern: RED, PLATFORM WITH BUNGALOW

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER FRESNEL LENS

Historical Information:

- In 1858 the Southwest Reef Light was built. The square pyramid lighthouse is fully enclosed in iron boiler plate. It may be one of two that were built with this design.
 - In 1916 a new channel was dredged in the Atchafalaya Bay. This channel made the light obsolete. Point Au Fer Reef replaced the Southwest Reef Light.
 - Southwest Reef was decommissioned and sat idle. In 1987, the town of Berwick, Louisiana relocated the light to their park. It now sits in the Everett S. Barry Lighthouse Park. It is open to the public.
-

TCHEFUNCTE RIVER RANGE LIGHTS



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Location: North side of Lake Ponchartrain

Station Established: 1838

First Lit: 1868

Operational: Yes

Automated: Yes- 1952

Deactivated: No

Foundation Material: Stone

Construction Material: Brick

Tower Shape: Conical

Markings: White with vertical black stripe

Relationship to Other Structures: Separate

Original Lens: 1868

Tower Height: 43 feet

Range: –

Original Optic: Fifth Order Fresnel lens

Present Optic: 250 mm

Characteristic: White light 3 seconds on and 3 seconds off

First Keeper: Benjamin Thurston

Current Use: Active aid to navigation – Plans to part of the Museum

Fog Signal: None but had a bell tower

National Register Status

Historical Information:

- The first tower was badly damaged in The Civil War. It was dismantled. A new tower was constructed on the original foundation- using some of the original brick.
- The second tower was 10 feet taller than the first. A bell tower and square keepers tower was built next to the lighthouse. The lantern was from Cat Island Light.
- The single black stripe that was on the tower functioned as a range indicator to help captain's line up their approach to the river.
- The keepers dwelling was moved uptown to the town of Madisonville. Today the house sits behind The Lake Ponchartrain Basin Museum.
- The town plans on moving the keeper's house back to the original position next to the lighthouse after being restored. They must first build a protective wall near the lighthouse. They also are planning to build a pier for the access to the lighthouse.

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



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TIMBALIER BAY (LITTLE PASS) LIGHT

Location: TIMBALIER BAY

Station Established: 1857

Year Current Tower First Lit: 1917

Operational: No

Automated: 1939

Deactivated: 1950s

Tower Shape/Markings/Pattern: Square cylindrical tower on roof of dwelling

Height: 30' (1903)

Original Lens: Lens lantern (1903)

Characteristic: Flashing white

Fog Signal:

Historical Information:

- On August 3, 1854, Congress appropriated \$15,000 "for a light station to mark the entrance to Timbalier Bay and for coast purposes." The lighthouse was reported completed in 1857.
- During the Civil War the light was discontinued. Upon the occupation of the southern portion of Texas by Union forces in 1864, application was made by the military authorities for the reestablishment of the Timbalier light. Measures were promptly inaugurated to ascertain the condition and necessities of the station and suitable illuminating apparatus was sent to be put in position when requisite repairs had been completed.
- The tower was described in 1867 as built upon a low sand beach near the point of Timbalier Island which, by that year, had been encroached upon by the sea until it was entirely surrounded by water.
- By February 1867 the tower was in danger of falling and workmen were sent to take down the lens and establish a beacon on top of the dwelling. On the 29th and 30th of March 1867, during a hurricane, the dwelling, together with the tower, and everything about the station was leveled to the ground and covered with 3 to 6 feet of water. The keepers barely escaped with their lives and lived for some days in an iron can buoy.
- Congress appropriated \$50,000 for a new lighthouse on March 3, 1869, followed by two similar amounts in 1871 and 1873. A final appropriation of \$15,000 was made in 1874. With \$120,000 of these appropriations a new iron screw-pile lighthouse, with focal plane 125 feet above sea level, was completed by January 1875. The new lighthouse was placed in the water inside the island, which acted as an effective breakwater. The design was a skeleton frame work with a spiral



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stairway, enclosed by sheet iron, giving access to the lantern and provided with a keeper's dwelling in the lower part of the tower. The lens was a second-order, showing a fixed white light varied by red flashes.

- In 1894 the light tower was undermined by the scouring of the channel and on the morning of January 23, 1894, it canted over. The illuminating apparatus was saved but was in damaged condition. An attempt was made to take the dismantled tower to pieces and save it, but owing to the inability of the lighthouse tender to approach near enough to the wreck, the work was discontinued and the lighthouse was abandoned. The Lighthouse Board decided that requirements of navigation were not such as to justify the rebuilding of the tower, but decided to use instead a lens-lantern light.
- The present structure was rebuilt in 1917. It is a white square tower on a wooden dwelling built on piles and stands in 6 feet of water off the north side of the east end of the island. The light was changed to unwatched operation in 1939 and consisted of an 850-candlepower light which was 56 feet above the water and could be seen 13 miles, flashing white every 4 seconds. The building was later used as a daybeacon but was destroyed by hurricane Juan in 1985.

WEST RIGOLETS LIGHT

Location: Rigolets Channel, Lake Pontchartrain

Station Established: 1855

Year Current / Last Tower(s) First Lit: 1855

Operational: No

Automated: n/a

Deactivated: 1939

Foundation Materials: Pilings

Construction Materials: Wood

Tower Shape: Round lantern on square house

Markings/Pattern: White house, black lantern

Characteristic: Fixed white

Relationship to Other Structure: Integral

Original Lens: Fifth Order

Fog Signal: None

Historical Information:

- 1855: Station completed.
- 1859: Sustained considerable damage during the storm of 15 August 1859.



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- 1861: The light was extinguished on 6 July 1861. A temporary ship's lantern showed from the lighthouse in late November, 1862, in support of the Union Navy's activities on the lake.
 - 1862: Keeper Thomas Harrison, on the second night of his job, was shot and killed by unknown assailants. He was the first (and only) keeper to die his post during the Civil War.
 - 1863: The station was "fully renovated" and a Fifth Order lens was operational. The keeper at this time was John M. Read, who served for 36 years. After his death his widow, Anna Read, took over as keeper.
 - 1939: Discontinued as a manned light station on 1 December 1939. "Replaced by a light on piles." Other sources list this change as occurring in 1946.
 - 1946: Station was assigned to the Farm Credit Administration on 14 May 1946.
 - Station was sold to a private owner at some point.
 - Rigolets Light #5 is considered to be the "ancestor" of the West Rigolets Light. It rested in six feet of water off the point on the south side of the west end of the Rigolets.
 - 2005: The original station was destroyed by Hurricane Katrina.
-