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Historic Light Station Information MAINE

Note: Much of the following historical information and lists of keepers was provided through the courtesy of Jeremy D'Entremont and his website on New England lighthouses.

AVERY ROCK LIGHT

Location: ON SOUTHERLY END OF AVERY ROCK, IN MACHIAS BAY, MAINE

Station Established: 1875

First Lit: Oct. 1875

Operational: No

Automated: 1926

Deactivated: Destroyed by a storm in 1946

Foundation Material:

Construction Material: Brick and wood

Tower Shape: White square tower

Markings: White square tower rising from a square dwelling

Relationship to Other Structures: Attached

Original Lens:

Tower Height: 34 feet

Range: 13 miles

Original Optic: Fourth Order Fresnel lens

Present Optic: A buoy in the water 100 from the site of the lighthouse.

Characteristics: White flash every 6 seconds-In 1931 it was a fixed red.

First Keeper: Warren A. Murch

Current Use: Gone- Destroyed by a storm

Fog Signal: Fog Bell (1931) 1 stroke every 10 seconds

Historical Information:

- President Ulysses S. Grant in 1874 authorized the establishment of Avery Rock Light on a barren rock at the south end of Machias Bay. Three miles from the mainland.
- The house was so exposed to the elements that it had 18 inch walls and four inch thick shutters.



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- In 1902 the light was upgraded with the installation of a Fifth Order Frensel Lens- showing a fixed red light.
- The Light was demolished by a storm in 1946. A buoy floating in 50' of water 100 yards from the site of the lighthouse replaced the light.

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

BAKER ISLAND LIGHT

Location: MT. DESERT ISLAND/SOMES SOUND APPROACH

Station Established: 1828

Year Current Tower(s) First Lit: 1855

Operational? YES

Automated? YES 1966

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL 1855

Historical Information:

- 1828 – Lighthouse station established by order of President John Quincy Adams. Wooden lighthouse built on highest point of the island.
- 1855 – Present structure built, 4th order lens installed. Fuel changed from whale oil to lard oil.
- 1895 – Oil house built.
- 1903 – Lighthouse sheathed in an extra course of bricks in order to strengthen its framework.
- 1905 – Storage shed built.
- 1966 – Light automated – lens replaced by plastic lens.

Keepers:

- William Gilley (1828-1848)
- John Rich (1849-1853)
- Joseph Bunker (1853-1860)



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- John Bunker (1860-1861)
- Freeman G. Young (1861-1867)
- Alden H. Jordan (1867-1883)
- Roscoe G. Lopaus (1883-1888)
- Howard P. Robbins (1888-1902)
- George Connors (c. 1902-1912)
- Vurney L. King (c. 1912 - ?)
- Joseph Muise (?-c.1936)
- F. Faulkingham (c. 1935)
- Wayne Edson Holcomb (1944-1945)
- Ernest Mathie (c. 1950)
- Coleman (c. 1950)
- Clements (c. 1953)

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

BASS HARBOR HEAD LIGHT

Location: MOUNT DESERT ISLAND, ENTRANCE TO BASS HEAD HARBOR,
ENTRANCE TO BLUE HILL HARBOR, NEAR BASS HARBOR, MAINE

Station Established: 1858

Year Current Tower(s) First Lit: 1858

Operational? YES

Automated? 1974

Deactivated: N/A

Foundation Materials: STONE

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE WITH BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- In 1858 a 32-foot brick lighthouse was built on Mount Desert Island to mark the entrance to Bass Head Harbor and Blue Hill Harbor. The lighthouse was connected to the Keeper's house by a covered walkway. The Keeper's quarters is a 1 1/2 story wood framed house.



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- In 1876 a bell tower and bell were installed. They were later removed. In 1898 a 4,000 pound bell replaced the original one.
- The light is perched on a cliff. There was no boat landing at the site until 1894.
- A brick oil house was built in 1902 some 205 feet northwest of the lighthouse. It still remains at the site.
- Also in 1902 a fourth order Fresnel lens replaced the original fifth order lens. The fourth order lens is still used in the light today.
- While the light is on a national park, the Coast Guard uses it as a residence. The grounds are open to the public but the house is not. The light is an active aid to navigation.

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

BEAR ISLAND LIGHT

Location: BEAR ISLAND/NORTHEAST HARBOR
Station Established: 1839
First Lit: Oct. 1889
Operational: Yes
Automated:
Deactivated: 1981-1989
Foundation Material: Granite Rubble
Construction Material: Brick
Tower Shape: Cylindrical attached to a work room
Markings: White with Black Lantern
Relationship to Other Structures: Separate
Original Lens: Fifth Order Fresnel Lens
Tower Height: 31 feet
Range: –
Original Optic: Fifth Order Fresnel lens
Present Optic:
Characteristics: White Flash every 5 seconds.
First Keeper: John G. Bowan
Current Use: Private Aid to Navigation
Fog Signal: Bell
National Register Status

Historical Information:



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- In 1938 President Martin Van Buren authorized the building of a lighthouse at the southeast point of the island to help mariners entering Northeast Harbor and Somes Sound.
- William Moore sold 2 areas of his land to the government. The lighthouse was finished in 1839 for \$3,000.
- This light was always a family station with a single keeper. The first lighthouse took the form of a stone keepers house with a small lighthouse tower on top. This structure burned down in 1852.
- In 1853 a new brick tower was built at the end of the dwelling.
- In 1856 a Fifth Order Frensel Lens was installed.
- In 1888 a 1000 lb fog bell and striking apparatus were installed.
- In 1889-1890 the present 31' brick house was built. The frensel lens was moved to the new tower.
- In the 1980's Bear Island Light was discontinued. It was replaced by and off shore lighted bell buoy.
- The property became part of Arcadia National Park in 1987. Through most of the 1980's the property fell into disrepair.
- In 1989 the friends of Arcadia refurbished the keepers house for 17,000.
- The tower was relight as a private aid to navigation.

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

BLUE HILL BAY LIGHTS

Location: ON GREEN ISLAND/BLUE HILL BAY

Station Established: 1857

Year Current Tower(s) First Lit: 1857

Operational? NO

Automated? YES 1935

Deactivated:

Foundation Materials: CONCRETE??

Construction Materials: BRICK

Tower Shape: WHITE W/BLACK LANTERN

Markings/Pattern: CYLINDRICAL

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER, FRESNEL 1857

Historical Information:



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- Also known as: Sand Island Light or Eggemoggin Light
- 1856-57 – Light station built.
- 1905 – Oil House built.
- 1935 – 4th order lens removed, 5th order lens placed on skeletal steel tower.

Keepers:

- Adelbert G. Webster (1877-1882)
- Howard P. Robbins (1882-1888)
- Roscoe G. Lopaus (1889-1895)
- Levi L. Farnham (1895-1900)
- Edwin K. Tapley (1900-1913)
- Roscoe Chandler (c. 1920s)

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

BOON ISLAND LIGHT

Location: BOON ISLAND, NINE MILES OFF THE COAST OF YORK BEACH, YORK, MAINE

Station Established: 1811

Year Current Tower(s) First Lit: 1855

Operational? YES

Automated? 1980

Deactivated: N/A

Foundation Materials: SURFACE ROCK

Construction Materials: GRANITE

Tower Shape: CYLINDRICAL

Markings/Pattern: NATURAL

Relationship to Other Structure: SEPARATE

Original Lens: SECOND ORDER FRESNEL

Historical Information:

- Boon Island is an inhospitable piece of land about 9 miles from the coast of York, Maine. The first lighthouse on Boon Island was a 50 foot wooden tower built in 1799. It lasted five years before a storm destroyed it.
- A stone day beacon was erected to replace the wooden tower. It was used until 1811 when a new tower was built. At this time the station was officially



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established. The tower was only 32 feet above sea level and was destroyed in a storm in 1832.

- Finally a tower that could stand the storms of the Atlantic was built. A stone 133 foot tower was built in 1855. The tower is 25 feet in diameter at the base and 12 feet at the top. It is the tallest lighthouse in New England from base to tip but it is not the highest light above sea level. A new keeper's dwelling was also built at this time.
- In 1899 the keeper's house was basically rebuilt and a second story was added.
- The harsh conditions and frequent, violent storms led to most keepers staying just a few years.
- The light was still manned until the blizzard of 1978 struck. That storm flooded the keeper's house with five feet of water and scattered boulders all over the island. The keepers sought refuge in the tower. They had to be rescued by helicopter. Shortly after that storm the light was automated. The second order Fresnel lens was removed in 1993 and replaced by a modern optic. The original lens is on display in the Kittery Historical and Naval Museum in Kittery, Maine.
- In May 2000 the Coast Guard licensed the light to the American Lighthouse Foundation. The light remains an active aid to navigation but is not open to the public.

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

BROWNS HEAD LIGHT

NW END OF VINALHAVEN ISLAND

Station Established: 1832

Year Current Tower(s) First Lit: 1857

Operational? YES

Automated? YES 1987

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER, FRESNEL 1857



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BURNT COAT HARBOR LIGHT

HOCKAMOCK HEAD/SWANS ISLAND

Station Established: 1872

Year Current Tower(s) First Lit: 1872

Operational? YES

Automated? YES 1975

Deactivated: n/a

Foundation Materials: MASONRY

Construction Materials: BRICK

Tower Shape: SQUARE

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL

BURNT ISLAND LIGHT

BOOTHBAY HARBOR ENTRANCE

Station Established: 1821

Year Current Tower(s) First Lit: 1821

Operational? YES

Automated? YES 1989

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: RUBBLE STONE

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: LEWIS PATENT REFLECTORS

CAPE ELIZABETH LIGHTS

CASCO BAY ENTRANCE

Station Established: 1828

Year Current Tower(s) First Lit: 1874

Operational? YES

Automated? YES 1963

Deactivated: WEST TOWER WAS DEACTIVATED IN 1924.



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Foundation Materials: STONE

Construction Materials: CAST IRON

Tower Shape: CONICAL ATTACHED TO ENTRANCE ROOM; East Tower: CONICAL W/OUT LANTERN

Markings/Pattern: WHITE W/BLACK TRIM; East Tower: WHITE

Relationship to Other Structure: SEPARATE

Original Lens: SECOND ORDER, FRESNEL 1874

General Information:

Two rubblestone towers were first erected on Cape Elizabeth in 1828 at a cost of \$4,250. President John Quincy Adams appointed Elisha Jordan as the first keeper in October 1828 at a salary of \$450 per year. In 1855 Fresnel lenses were installed and in 1869 a giant steam whistle was set up for use in foggy weather. In 1873 the rubble towers were taken down and two cast-iron edifices erected, 300 yards apart. One was a fixed and one a flashing light. A fog siren replaced the locomotive whistle.

One of the most thrilling episodes in the history of the lighthouse occurred on January 28, 1885, when Keeper Marcus A. Hanna saved two crew members of the schooner *Australia* which had grounded on the ledge near the fog signal station. The two men had taken to the rigging and were coated with ice, unable to move. The captain was drowned as a huge comber washed the deck. Keeper Hanna, securing a heavy iron weight to the end of a stout line, attempted time and again to reach the men with it. Suddenly a towering wave struck the schooner and smashed her against the rocks, putting her on her beam ends.

Keeper Hanna again threw his line and watched it land on the schooner. One of the seamen managed to reach it and bent it around his waist. Then he jumped into the sea and the keeper, with great effort, pulled him up over the rocky ledge. The keeper now heaved the line a second time and finally it reached the second seaman who wound it around his icy body. Then he too jumped into the ocean. Just as the keeper's strength was exhausted in trying to haul ashore the second man, help came in the shape of the keeper's assistant and two neighbors, who helped haul the man to safety.

In the 1920's the west tower of Cape Elizabeth Light was dismantled.

The light, at the south entrance to Portland Harbor, is equipped with a 1,800,000 candlepower light visible for 17 miles. The white conical tower is 67 feet above ground and 129 feet above water.



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CAPE NEDDICK "THE NUBBLE" LIGHT

OFF CAPE NEDDICK/YORK HARBOR

Station Established: 1879

Year Current Tower(s) First Lit: 1879

Operational? YES

Automated? YES 1987

Deactivated: n/a

Foundation Materials: CONCRETE

Construction Materials: CAST IRON PLATE W/BRICK LINING

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER, FRESNEL 1879

CRABTREE LEDGE LIGHT

Location: ON CRABTREE LEDGE, NORTHERLY PART OF FRENCHMAN BAY, AND ABOUT 1/4 MILE OFF THE EASTERLY SHORE OF CRABTREE NECK, MAINE

Station Established: 1890

Year Current / Last Tower(s) First Lit: 1890

Operational: No

Automated: No

Deactivated: 1933

Tower Shape / Markings / Pattern: Black cylindrical foundation pier, surmounted by a brown conical tower. A gallery, with roof, surrounds base of tower.

Height: 37-feet

Original lens: Fifth Order

Characteristic: Fixed white varied by a white flash every 2 minutes

Fog Signal: Bell struck by machinery every 10 seconds

CUCKOLDS (THE) LIGHT

CAPE NEWAGEN/BOOTH BAY APPROACH

Station Established: 1892

Year Current Tower(s) First Lit: 1907

Operational? YES

Automated? YES 1975



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Deactivated: n/a

Foundation Materials: SURFACE ROCK

Construction Materials: WOOD

Tower Shape: OCTAGONAL

Markings/Pattern: WHITE (PARTIALLY DESTROYED) W/RED TRIM

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER, FRESNEL

Historical Information:

Boothbay Harbor was a busy fishing port in the 19th and early 20th century. The barren rock upon which the Cuckold station is located was first marked by a wooden tripod daymark. Because the daymark was of little use at nighttime or in foggy weather, a fog signal station was established in 1892. A light tower was added to the station in 1907 due to increased fishing vessel traffic in the bay. The station was automated in 1975.

The Lighthouse Board Report for 1890 described the need for a fog-signal station at Cuckolds as follows:

"The Cuckolds consist of two rocky islets rising about 15 feet above high water in the westerly edge of the channel at the entrance to Booth Bay. The Atlantic Coast Pilot says of them: They are dangerous of approach on their southern side on account of the reefs in that direction, and the shoals also extend half a mile to the westward of the western rock, ... but the eastward side of the eastern rock is quite bold-to. The flood current sets right on these rocks. They are much dreaded by mariners in thick weather and are a great peril to a large number of vessels, as it is estimated that from three to four thousand enter the bay for refuge in Booth Bay Harbor, which is well protected and is one of the most useful and important harbors of refuge on the coast of Maine. It is therefore recommended that a fog-signal be placed on the Cuckolds of sufficient range to warn vessels of their approach. Numerous petitions have been received asking for the establishment of this fog-signal, and the Board, after careful investigation, has found that a fog-signal of sufficient range upon the easterly island of the Cuckolds will give vessels adequate warning of their approach and would be of great benefit to navigators. It is estimated that a keeper's dwelling, fog-signal house, cistern, bulkhead, machinery, etc., will cost \$25,000, and an appropriation of this amount is recommended therefor. This was authorized by the act of August 30, 1890, but no appropriation was made for doing the work."

Meanwhile, the State of Maine deeded the Cuckolds to the United States on June 30, 1890 for use as a fog signal station.

Cuckolds Fog Signal Station, 1892



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Congress appropriated \$25,000 for a fog signal at or near Cuckolds Island, Boothbay or Townsend Harbor, Maine, on March 3, 1891. The fog signal at the station consisted of a compressed hot air, first-order Daboll trumpet in duplicate. In 1893, it was reported the fog signal machinery was overhauled and repaired. A 1,000-pound bell was installed as a back up while getting up the air pressure on the Daboll trumpet. In 1897, it was reported that two fences were built to protect the station against the wind. It was reported in 1898 that the direction of the fog signal was changed so that it could be heard in a more useful direction. In 1901, it was reported that the fog signal machinery was overhauled and repaired. The concrete apron along the underpinning of all the buildings was repainted and the concrete floor of the balcony was renewed. In 1902, it was reported that the old hot air fog signal apparatus was replaced by a modern oil-operated engine made in the machine shop in Boston. In 1904, it was reported that the fog-signal plant was overhauled. Reports show, in 1907, a brick water cistern was built for the fog signal.

In 1904, the first-order Daboll trumpet at the Cuckolds fog signal plant was described as consisting of 4-horsepower oil engines, air compressors, and air tanks all in duplicate. It carried 4 pounds of pressure, and 1.2 cubic feet of free air were used during a second of blast. The fog signal station operated some 1,220 hours and consumed about 573 gallons of oil in 1904; operated some 1,112 hours and consumed about 549 gallons of oil in 1905; operated some 1,040 hours and consumed about 507 gallons of oil in 1906; and operated some 1,236 hours and consumed about 507 gallons of oil in 1907. In comparison, the hot air fog signal equipment in 1901 ran some 1,003 hours and consumed about 6 tons of coal. In 1902, the equipment ran some 797 hours using about five tons of coal before being changed over to oil, which operated some 423 hours and used about 195 gallons of oil.

In 1933, the fog signal consisted of a first class reed horn with a 3-second blast followed by 17 seconds of silence. A bell was used if the horn was disabled. By 1971, the fog signal was changed to a diaphragm air horn with a blast of 2.5 seconds and a silent period of 17.5 seconds.

Cuckolds Light Station, 1907

There was limited room on the island so a wooden light tower was built upon the brick fog signal building. The light station was described in 1930 as consisting of 7 acres, more or less of rocks, with the following improvements: a dwelling and fog signal house surmounted by a tower, boathouse and slip, bulkhead. The land was valued at nothing and the improvements at \$32,000. The light was identified as giving a double white flash every six seconds. The light was described in 1933 as having a characteristic of a white flash for 0.3 seconds followed by an eclipse of 1.7 seconds followed by a white flash of 0.3 seconds followed by an eclipse of 3.7 seconds. The candlepower was



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24,000 provided by an incandescent oil vapor lamp and fourth-order lens. The light was visible up to 13 miles.

By 1946 and through at least 1951, the light had the same light characteristic, but the candlepower was increased to 30,000 fueled by an electric lamp and fourth-order lens. By 1971, the intensity of the light was increased to 500,000 candlepower indicated by station's resident personnel. By 1987, the light characteristic had changed to a one second white flash followed by a one second eclipse followed by a one second white flash followed by a three second eclipse. The Coast Guard constructed a helicopter pad for the station in 1969.

In September 1925, keeper Fred T. Robinson saved several persons from a disabled vessel, which was rapidly drifting out to sea. During the great storm of January 27 and 28, 1933, the bulkhead protecting the station was torn away and much of the contents of the assistant keeper's dwelling were destroyed. The assistant keeper was reimbursed by the Department of Commerce for his losses including his radio and Hawaiian guitar. At some point, a radio beacon was established at Cuckolds to aid the mariner in electronic navigation. The keeper's dwelling was destroyed during a blizzard in 1978. George A. Lewis was assigned to the station when it became a light station. Captain Elliott replaced Lewis until his transfer to Cape Elizabeth Light Station. On March 8, 1934, Justin A. Foss became keeper. H. E. Seavey was his assistant.

CURTIS ISLAND LIGHT

CAMDEN HARBOR ENTRANCE/PENOBSCOT BAY

Station Established: 1835

Year Current Tower(s) First Lit: 1896

Operational? YES

Automated? YES 1972

Deactivated: n/a

Foundation Materials: CONCRETE

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL

DEER ISLAND THOROFARE LIGHT



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MARK ISLAND/DEER ISLAND THOROFARE

Station Established: 1857
Year Current Tower(s) First Lit: 1857
Operational? YES
Automated? YES 1958
Deactivated: n/a
Foundation Materials: MASONRY
Construction Materials: BRICK
Tower Shape: SQUARE
Markings/Pattern: WHITE W/BLACK & RED TRIM
Relationship to Other Structure: SEPARATE
Original Lens: FOURTH ORDER

DICE HEAD LIGHT

PENOBSCOT RIVER MOUTH

Station Established: 1829
Year Current Tower(s) First Lit: 1829
Operational? NO
Automated? NO
Deactivated: 1937
Foundation Materials: NATURAL/EMPLACED
Construction Materials: GRANITE RUBBLESTONE/BRICK LIN.
Tower Shape: CONICAL
Markings/Pattern: WHITE W/BLACK LANTERN
Relationship to Other Structure: ATTACHED
Original Lens: LEWIS PATENT APPARATUS 1828

Historical Information:

On the tip end of the peninsula that forms the mouth of the Penobscot River stands the now unwatched Dice Head Lighthouse. Built in 1829 and remodeled in 1858, the lighthouse is now just one more monument to the historic "Pentagoet" region. Here the first white settlers of 1614, French traders under La Tour, gave way to the British from the Plymouth colony led by Isaac Allerton in 1629. The French retook Castine in 1635 only to be again driven out by the British in 1654. Sixteen years later Hubert d'Andigny once more occupied this strategic key town to the Penobscot River for the French. In 1674, a Flemish corsair captured the garrison. Two years later the wealthy and adventurous Baron de St. Castine took over the town, which still bears his name.



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Married to the daughter of the Indian Chief, Madoca-wando, he became a powerful influence among the Indians and the town became a thriving shipping port.

Six years after the original light was built in 1829 Capt. Henry D. Hunter of the United States revenue cutter *Jackson* inspected it. "This light," he reported, "should be located on the northern head of Holbrook Island, at the eastern entrance to Castine Harbor. It would then answer as a guide up the Penobscot River and a harbor light." The lighthouse was rebuilt in 1937 and is now a white skeleton tower on the north side of the entrance to Castine Harbor, 27 feet above water. Its 8,000 candlepower acetelyne light flashes white every 4 seconds and is visible for 10 miles.

DOUBLING POINT (KENNEBEC RIVER) RANGE LIGHTS

ARROWSIC ISLAND/KENNEBEC RIVER

Station Established: 1898

Year Current Tower(s) First Lit: 1898

Operational? YES

Automated? YES 1980

Deactivated: n/a

Foundation Materials: GRANITE

Construction Materials: WOOD

Tower Shape: OCTAGONAL

Markings/Pattern: WHITE W/RED TRIM

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER REFLECTOR

DOUBLING POINT LIGHT

ARROWSIC ISLAND/KENNEBEC RIVER

Station Established: 1898

Year Current Tower(s) First Lit: 1899

Operational? YES

Automated? YES 1988

Deactivated: n/a

Foundation Materials: GRANITE BLOCK CAISSON

Construction Materials: WOOD

Tower Shape: OCTAGONAL

Markings/Pattern: WHITE TOWER AT END OF FOOTBRIDGE



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Relationship to Other Structure: SEPARATE
Original Lens: FIFTH ORDER, FRESNEL 1902

EAGLE ISLAND LIGHT

EAST PENOBSCOT BAY
Station Established: 1838
Year Current Tower(s) First Lit: 1858
Operational? YES
Automated? YES 1963
Deactivated: n/a
Foundation Materials: NATURAL/EMPLACED
Construction Materials: GRANITE RUBBLESTONE
Tower Shape: CONICAL
Markings/Pattern: WHITE W/BLACK LANTERN
Relationship to Other Structure: SEPARATE
Original Lens: FOURTH ORDER, FRESNEL 1858

EGG ROCK LIGHT

ENTRANCE TO FRENCHMANS BAY NEAR WINTER HARBOR
Station Established: 1875
Year Current Tower(s) First Lit: 1875
Operational? YES
Automated? YES 1976
Deactivated: n/a
Foundation Materials: NATURAL/EMPLACED
Construction Materials: BRICK
Tower Shape: SQUARE W/REPLICA ALUMINUM LANTERN
Markings/Pattern: WHITE TOWER ON RED ROOF
Relationship to Other Structure: INTEGRAL
Original Lens: FIFTH ORDER, FRESNEL

FORT POINT LIGHT



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ENTRANCE TO PENOBSCOT RIVER

Station Established: 1837
Year Current Tower(s) First Lit: 1857
Operational? YES
Automated? YES 1988
Deactivated: n/a
Foundation Materials: GRANITE
Construction Materials: BRICK
Tower Shape: SQUARE
Markings/Pattern: CREAM W/BLACK TRIM
Relationship to Other Structure: ATTACHED
Original Lens: FOURTH ORDER, FRESNEL 1837

FRANKLIN ISLAND LIGHT

MUSCONGUS BAY
Station Established: 1805
Year Current Tower(s) First Lit: 1855
Operational? YES
Automated? YES 1967
Deactivated: n/a
Foundation Materials: NATURAL/EMPLACED
Construction Materials: BRICK
Tower Shape: CYLINDRICAL
Markings/Pattern: WHITE W/GREY & RED TRIM
Relationship to Other Structure: SEPARATE
Original Lens: FOURTH ORDER

GOAT ISLAND LIGHT

Location: Goat Island, Cape Porpoise Harbor
Station Established: 1835
Year Current Tower(s) First Lit: 1859
Operational: Yes
Automated: Yes, 1990
Deactivated: n/a
Foundation Materials: Natural, emplaced
Construction Materials: Brick



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Tower Shape: Cylindrical
Markings/Pattern: White with black lantern
Relationship to Other Structure: Separate
Original Lens: Fifth Order

GOOSE ROCKS LIGHT

EAST ENTRANCE FOX ISLANDS THOROFARE
Station Established: 1890
Year Current Tower(s) First Lit: 1890
Operational? YES
Automated? YES 1963
Deactivated: n/a
Foundation Materials: CAST IRON/CONCRETE CAISSON
Construction Materials: CAST IRON
Tower Shape: SPARKPLUG
Markings/Pattern: WHITE TOWER, BLACK BASE & TRIM
Relationship to Other Structure: INTEGRAL
Original Lens: FOURTH ORDER

GREAT DUCK ISLAND LIGHT

BLUE HILL BAY APPROACH
Station Established: 1890
Year Current Tower(s) First Lit: 1890
Operational? YES
Automated? YES 1986
Deactivated: n/a
Foundation Materials: TIMBER/STONE
Construction Materials: BRICK/GRANITE
Tower Shape: CYLINDRICAL
Markings/Pattern: WHITE W/BLACK LANTERN
Relationship to Other Structure: SEPARATE
Original Lens: FIFTH ORDER, FRESNEL



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GRINDLE POINT LIGHT

GILKEY HARBOR

Station Established: 1850

Year Current Tower(s) First Lit: 1874

Operational? YES

Automated? YES 1934

Deactivated: 1934-1987

Foundation Materials: CONCRETE

Construction Materials: BRICK

Tower Shape: SQUARE

Markings/Pattern: WHITE W/BLACK TRIM

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER, FRESNEL

HALFWAY ROCK LIGHT

CASCO BAY OFF BAILEY ISLAND

Station Established: 1871

Year Current Tower(s) First Lit: 1871

Operational? YES

Automated? YES 1975

Deactivated: n/a

Foundation Materials: GRANITE

Construction Materials: GRANITE

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: THIRD ORDER, FRESNEL 1871

Historical Information:

- About 10 miles east of Portland Head in the Casco Bay is a rocky island called Halfway Island. It is halfway between Cape Elisabeth and Cape Small. Since the waters are treacherous in this area, a light station was established on this island.
- Since the island is subject to harsh storms, building the station took two years to complete. Finally in 1871 the 76-foot granite tower was lit with a third order Fresnel lens.
- The granite blocks in the tower were dovetailed together so the tower resembles Minot's Ledge in Massachusetts. Also like Minot's Ledge, the keeper's lived



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inside the tower. The cramped quarters and small, rocky island did not make for easy living conditions.

- In 1887, a skeletal fog bell was bolted to the rock near the tower. A raised walkway was installed between the two. The island is subject to fierce storms. Shortly after the bell was installed, it survived a storm that buried the island with eight feet of water. Even though the structure survived the storm, the bell wasn't enough for mariners during bad weather. It was replaced with a Daboll trumpet operated by diesel engines.
- In 1888 a bathhouse was built with a second story for living quarters. This relieved some of the stress of living in the tower. However, during storms the tower was the only place to be.
- The light was automated in 1975. The third order lens was removed and replaced by a modern optic. The lens was sent to the U. S. Coast Guard Academy in New London, Connecticut.
- Today the tower still stands on the island as an active aid to navigation. It stands alone as storms have destroyed all other structures on the island. Most recently in 1991 the "perfect" storm in October washed away the Marine Railway.
- In May 2000 the American Lighthouse Foundation was granted the license to care for the tower.

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

HENDRICKS HEAD LIGHT

SHEEPSCOT RIVER ENTRANCE

Station Established: 1829

Year Current Tower(s) First Lit: 1875

Operational? YES

Automated? YES 1975

Deactivated: 1935-1951

Foundation Materials: NATURAL/EMPLACED

Construction Materials: BRICK

Tower Shape: SQUARE

Markings/Pattern: PLAIN WHITEWASH W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER, FRESNEL 1875

Historical Information:



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- 1829 – 1st lighthouse, an integral granite structure, built.
- 1875 – Current tower built after original tower burned down. Separate fog signal building built.
- 1891 – Bell tower built.
- 1895 – Oil house built.
- 1933 – Light discontinued and lighthouse sold into private hands.
- 1951 – The increase of boating in the area caused the Coast Guard to reactivate the light.
- 1978 – Storm washed away the boathouse and damaged the walkways to the bell tower and oil house. Both walkways were rebuilt.
- 1979 – 5th order Fresnel replaced by modern optic.
- 1991 – New owners restored all the structures on the station.

Keepers:

- John Upham (1829-1837)
- Stephen Smith (1837-1841)
- Thomas Pierce (1841-1845)
- Joshua Berry (1845-1849)
- Thomas Pierce (1849-1853)
- Simeon Cromwell (1853-1857)
- William Orne (1857-1859)
- Ephraim Pinkham (1859-1861)
- John Stevens (1861-1866)
- Jaruel Marr (1866-1895)
- Wolcott Marr (1895-1930)
- Charles Knight (1930-1933)

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

HERON NECK LIGHT

HERON NECK LIGHT, MAINE

GREEN'S ISLAND SOUTHWEST OF VINALHAVEN, MAINE

Station Established: 1854

Year Current Tower(s) First Lit: 1854

Operational? YES

Automated? 1982

Deactivated: N/A



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Foundation Materials: GRANITE BLOCKS

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE WITH RED AND BLACK TRIM

Relationship to Other Structure: INTEGRAL

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- The Heron Neck Light station was established in 1854. The light is situated on Green's Island which is rocky terrain and marks the entrance to Hurricane Sound which leads to Carver's Harbor in Vinalhaven, Maine.
- The 30-foot tower was made of brick. It was attached to a keeper's house which was also constructed of brick. The original optic in the tower was a fifth order Fresnel lens that displayed a fixed red light.
- The keeper's quarters needed to be rebuilt in 1895 because the original mortar had left the house damp and leaky. The new house was attached to the tower.
- In 1903 an oil house was added to the station. The original fog bell was replaced by a fog siren at an unknown date. In the early 1900's, one of the keepers had trained a "fog dog". He trained the dog to bark a response to the fog horns of passing boats. When the first dog "retired", he trained another one to do the same.
- The light was automated in 1982. The original Fresnel lens was replaced with a modern optic. In 1989, an electrical fire all but destroyed the keeper's quarters. The Coast Guard planned to raze the structure but finally agreed to turn the station over to the Island Institute in Rockland, Maine. The Institute leased the land to a private party who restored the keeper's quarters. The success of the "Heron Neck Light" project has led to 28 Maine lighthouses being preserved by communities and organizations.
- The light remains an active aid to navigation. The public may land at the light but the station is not open to the public.

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

INDIAN ISLAND LIGHT

INDIAN ISLAND/ROCKPORT HARBOR

Station Established: 1850

Year Current Tower(s) First Lit: 1875



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Operational? NO
Automated? NO
Deactivated: 1934
Foundation Materials:
Construction Materials: BRICK
Tower Shape: SQUARE
Markings/Pattern: WHITE W/BLACK TRIM
Relationship to Other Structure: ATTACHED
Original Lens: FOURTH ORDER, FRESNEL 1856

Historical Information:

- 1851 – Original lighthouse, lantern on top of keeper's dwelling, built.
- 1856 – 4th order Fresnel lens installed.
- 1859 – Lighthouse discontinued.
- 1875 – Lighthouse re-established and current tower built for \$9,000.
- 1888 – Fuel house built.
- 1904 – Stone oil house built.
- 1934 – Lighthouse discontinued and sold into private hands.

Keepers:

- David Sargent (1850)
- Silas Piper (1850-1853)
- William McLaughlin (1853-1857)
- Richard Grinnell (1857-1859)
- Joseph Small (1875-1881)
- Knot C. Perry (1881-1894)
- David S. Arey (1894-1902)
- Edmund Coffin (1902-1914)
- Charles E. B. Stanley (1914-1921)
- Leroy S. Elwell (1921-1925)
- William Foster Reed (1925-1933)

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

ISLE AU HAUT (ROBINSON POINT) LIGHT



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ROBINSON POINT ON ISLE AU HAUT, MAINE

Station Established: 1907

Year Current Tower(s) First Lit: 1907

Operational? YES

Automated? 1934

Deactivated: N/A

Foundation Materials: GRANITE BLOCKS

Construction Materials: GRANITE/BRICK

Tower Shape: LOWER CONICAL/UPPER CYLINDRICAL

Markings/Pattern: LOWER GREY/UPPER WHITE WITH BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER FRESNEL

Historical Information:

- Isle Au Haut light was built in 1907 and was the last traditional light built in Maine. The tower is brick built on a granite base with a height of 40 feet. It stands slightly offshore. A raised walkway was built to reach the tower.
- Other structures at the sight were a two and a half story keeper's quarters, an oil house and storage shed.
- The light was automated in 1934. The property was sold to Charles E. Robinson. Mr. Robinson had originally sold the property to the government to build the light station. The tower remained property of the U. S. Government.
- The property was a summer getaway for the Robinson family until 1986 when it was sold. The new owners turned it into a bed and breakfast called "The Keeper's Quarters". The Coast Guard turned over the tower to the town of Isle Au Haut in 1998. In 1999 a complete restoration of the tower was complete.
- While the tower is an active aid to navigation, it was put up for sale in 2007. The original lens is on display at the Maine Lighthouse Museum in Rockland, Maine.

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

LIBBY ISLAND LIGHT

MACHIAS BAY ENTRANCE

Station Established: 1822

Year Current Tower(s) First Lit: 1848

Operational? YES



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Automated? YES 1974

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE BLOCKS

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL 1855

Historical Information:

- 1817 – Wooden tower built.
- 1821/22 – Wooden tower blown down in storm.
- 1823 – New granite tower built.
- 1855 – Fourth order Fresnel lens installed.
- 1856 – Rain shed and boathouse built.
- 1874 – Fog bell installed.
- 1878 – Schooner *Caledonia* ran into the ledge near Libby Island.
- 1884 – Fog bell replaced by steam trumpet, and masonry fog signal house built.
- 1892 – Steam trumpet replaced by steam whistle. The *Princeport*, a ship from Nova Scotia, ran aground on the sandbar that connects the two Libby Islands.
- 1894 – Brick oil house built.
- 1906 – Three-masted schooner *Ella G. Ells*, wrecked near the island.
- 1949 – Improvements made to keeper's dwelling.
- 1974 – Fresnel lens replaced by modern optic and the lighthouse automated.
- 1998 – Lighthouse turned over to the U.S. Fish and Wildlife Service.
- 2000 – Coast Guard overhauled the station and converted the light to solar power.

Keepers:

- John McKellar (c. 1830s)
- Isaac Sterns (1842-1846)
- Matthew Kellar (1846-1850 and 1853-1860)
- John Grant (1850-1853)
- James W. Foster (1860-1871)
- John C. Ames (1871-1877)
- Charles A. Drisko (1877-1883)
- William H. Drisko (1883-1885)
- A. M. Drisko (1885-1891)
- Danford O. French (1891-1895)
- Fred W. Morong (1895-1898, also 1910)
- Bela W. Proctor (first assistant, 1894-?)



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- Roscoe G. Johnson (second assistant 1894-?, head keeper 1898-1901)
- Henry M. Cuskley (1903-?)
- Charles A. Kenney (1905-1912)
- Hervey H. Wass (1919-1940)
- George Woodward (assistant?, ?-c.1924)
- Gleason W. Colbeth (assistant, 1930s)
- Jasper L. Cheney (assistant 1933-1940, head keeper 1940-1949)

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

LITTLE RIVER LIGHT

LITTLE RIVER ISLAND, CUTLER HARBOR, MAINE

Station Established: 1846

Year Current Tower(s) First Lit: 1876

Operational? YES

Automated? 1974

Deactivated: 1975-2001

Foundation Materials: GRANITE BLOCKS

Construction Materials: CAST IRON/BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE WITH BLACK LANTERN

Relationship to Other Structure: SEPERATE

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- Cutler Harbor, Maine is the last protected harbor before the Canadian border. The need for a lighthouse grew as the fishing, trade and ship building industries grew. The Little River Light Station was established in 1846.
- A stone keeper's house attached to a stone tower was the first light at the site. In 1855 a fifth order lens replaced the lamps and reflectors in the light.
- In 1876 a new 41 foot cast iron tower was built. The tower was lined with brick and still stands. At the time the original dwelling was left standing. The top of the original tower was removed though. In 1888 a new Victorian wood house was built and the original dwelling was razed. The Victorian house still remains.
- The light was automated in 1975. In 1980 the Coast Guard moved the Fresnel lens to a skeletal tower in front of the light station. The station was licensed to the



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American Lighthouse Foundation. In 2001 the lens was moved back to the 1876 tower.

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

LUBEC CHANNEL LIGHT

LUBEC CHANNEL LIGHT

LUBEC CHANNEL

Station Established: 1890

Year Current Tower(s) First Lit: 1890

Operational? YES

Automated? YES 1968

Deactivated: n/a

Foundation Materials: CONCRETE/CAST IRON CAISSON

Construction Materials: CAST IRON W/BRICK LINING

Tower Shape: CONICAL "SPARK PLUG"

Markings/Pattern: WHITE TOWER ON BLACK CYLINDRICAL PIER

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER, FRESNEL 1890

Historical Information:

- 1890 – Lighthouse built with initial appropriation of \$20,000.
- 1939 – The Lighthouse was automated after one of the keepers was asphyxiated in an oil fire.
- 1968 – Original Fresnel lens replaced by modern plastic optic.
- 1992 - \$700,000 renovation/restoration included sandblasting and painting the superstructure, repainting and repairing brick work, new landing platform built, replacement of canopy roof and windows.
- 2001-Coast Guard painted the lighthouse

Keepers:

- Frederick W. Morong (1890-1895)
- Loring W. Myers (assistant, 1890-1898, principal keeper 1895-c. 1923)
- Almon Mitchell (c. 1907)
- Elson Small (assistant, 1920-1922)
- Park (exact years unknown)



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- Houlton (exact years unknown)
- Robinson (exact years unknown)
- James Doran (exact years unknown)
- Everett E. Moore (1929)
- Arthur Robie Marston (c. 1935)
- Nathaniel Alley (assistant, c. 1939)
- Earle B. Ashby (c. 1933-1939)

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

MANANA ISLAND FOG SIGNAL STATION

NEAR MONHEGAN ISLAND, 10 MILES SOUTH OF PORT CLYDE, MAINE

Station Established: 1855

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

Operational? YES

Automated? 1988

Deactivated: N/A

Foundation Materials: UNKNOWN

Construction Materials: BRICK

Tower Shape: BELL TOWER

Markings/Pattern:

Relationship to Other Structure: SEPERATE

Original Lens: N/A

Historical Information:

- In 1855 a fog signal station with a 2,500 pound bell was established on Manana Island just west of the Monhegan Island Light Station. The fog station was across a narrow channel from the lighthouse. A two story keeper's house was also built in 1855.
- A Daboll trumpet replaced the bell in 1870. The bell remained as a back up to the trumpet. This trumpet still wasn't loud enough so it was replaced by a steam whistle in 1872. A first class Daboll trumpet was installed by 1877. In 1912 a first class air signal replaced the trumpet. Currently a modern fog signal is in place.
- The keeper at the Monhegan Island Light Station would push a button which would signal a gong at the Manana Island fog station. The signal keeper would then start the fog signal.



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- While this was never a lighted aid to navigation, the fog signal still sounds today. The keeper's house and a brick fog signal building remain. The keeper's house has been modified from its original design.

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

Additional Historical Information:

The Lighthouse Board report for 1853 stated:

"I think it of great importance that there should be a bell at Monhegan. The light-house is so far from the point where the bell should be situated, that the light-keeper could not attend to it, and it will be advisable, therefore, to have a house built on which the bell might be placed; and a man should be appointed whose sole duty should be to take charge of the bell. The proper site for the bell is on a small island which lies off Monhegan, called Manana. For the house and bell, and for purchasing the land, the sum of \$3,500 will be necessary."

An act of Congress, approved August 3, 1854, appropriated \$3,500 for the establishment of a fog signal and keeper's dwelling for Manana Island, Maine. A 1/4 acre of land with right of way to the water was purchased from the Monhegan Plantations heirs for \$53.98. In 1855, a 2,500 pound fog signal bell, cast in Boston in 1832, was mounted on a 24 foot-tall wooden frame attached to the keeper's dwelling. The fog bell was 55 feet above sea level and approximately one mile due west of the lighthouse on Monhegan Island. The fog signal was struck by hand until a J.D. Custer striking machine was installed in 1856.

An act of Congress approved July 28, 1866, appropriated funds for new & efficient fog signals including Manana Island. As a result, in 1870, the fog bell was replaced with a six-inch Ericsson engine and ten-inch Daboll trumpet, giving a 15-second blast every 55 seconds. In 1872, the Daboll trumpet was removed to Portland Head, Maine, and a six-inch steam fog whistle was installed, giving two 5-second blast every 60 seconds.²¹

In 1876, the Manana Island fog signal was made into a separate station from the Monhegan Light Station. The fog signal site was considered too low and the sound masked in some directions by neighboring hills. Because of difficulty in obtaining title to a better site, the height of the signal was raised and the six-inch fog whistle replaced with a eight-inch whistle. The keeper's dwelling was raised 18-inches (apparently unrelated to the fog signal heightening) and exterior siding covered with clapboard, and a new sill and under floors were installed. A frame engine house for a duplicate fog-signal apparatus was built adjoining the keeper's dwelling, and a 50-foot-long boat way



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was built. In 1877, a first-class Daboll trumpet, operated by duplicate 32-inch caloric engines, was installed in the new engine house. The new fog signal characteristic was a 15-second blast every 40 seconds.

In 1887, it was reported the engine house was lathed and plastered, but in 1889, the frame engine house was demolished and a brick fog-signal house built on the same site. A new brick water cistern was also built for the dwelling. Brick underpinnings were also installed under the frame dwelling. In 1896, the old summer kitchen was enlarged and made into an assistant keeper's quarters. The signal house was turned into a fuel house, and a small engine-operated wire cable for carrying coal was erected between the top of the hill of the island and the boathouse.

In 1899, a four horsepower Hornsby-Akroyd oil engine and a Clayton air compressor in duplicate replaced the caloric engines. The interior of the keeper's house was rearranged and a two room ell attached. In 1900, a cooling tank was built, the cistern repaired, and a ceiling put into the fog signal house. The fog signal characteristic was changed to blasts of 10-seconds every 30 seconds. In 1901, the engine, formerly used to operate a fog bell, was installed for purposes of hauling supplies by tram from the boathouse to the station site. In 1905, the tram was moved to the government right of way, the boat way and boathouse rebuilt on the right of way, and an engine house with hoisting engine installed. In 1906, an oil house and close board fence were built.

In 1912, a first-class air siren, giving a group of three blasts of 3-seconds duration every 25 seconds followed by a silent interval of 35 seconds, replaced the first-class Daboll trumpet. The air siren signal was described in 1933 as a group of three blasts every 60 seconds: 3 blasts of 3-seconds each, followed by a period of silence of 35 seconds. The fog signal building was described as a brown, brick house. In 1946 and 1951, the station was described as consisting of an air diaphragm horn with radio beacon distance-finding station. In 1987, the station signal was described as 2 blasts every 20 seconds. The radio beacon and brick brown house were still reported as extant in 1987. The radio beacon tower was removed in 1995; the fog signal bell and boathouse were removed in the early 1990s.

The fog signal station was described in 1930 as consisting of a brick fog signal house, two dwellings, an oil house, a boat house and slip, a tramway from boat house to dwelling, and a donkey boiler house, and fuel house. The land was appraised at \$75 and the improvements at \$21,575.23

Fog Signal

The first fog signal used at the station was a fog bell that operated from 1855 until replaced with a steam operated first-class Daboll trumpet in 1870. The fog bell was



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retained as an emergency backup. In 1872 until 1876, the trumpet was replaced with a steam operated fog whistle. The whistle was not powerful enough for the site and was replaced in 1877 by a new first-class Daboll trumpet. The signal operated for 1,049 hours in 1884, operated for 1,211 hours in 1885, operated for 1,438 hours in 1886, operated for 1,577 hours consuming 31,460 pounds of coal in 1888, operated for 1,805 hours consuming approximately 16 ton of coal in 1890, operated for 1,122 hours consuming approximately 132 tons of coal in 1892, operated for 1,038 hours consuming approximately 13 tons of coal in 1893, and operated for 1,181 hours consuming approximately 16 tons of coal in 1894. The station used coal until 1902 when oil engines were installed still using a first-class Daboll trumpet. In 1912, the first-class Daboll trumpet was replaced with a first-class air siren. The present fog signal is a diaphone horn.

In 1910, \$2,000 was authorized for a light and fog signal or whistling buoy with submarine signal to aid this station. On March 4, 1911, appropriations for \$10,000 were made to improve the light at Monhegan Island and fog signal at Manana Island.

Keepers

In about 1877, a telegraph wire connecting Monhegan and Manana Island allowed the keeper at Monhegan to activate an electric gong situated in the bedroom wall of the fog signal station on Manana alerting that keeper that a fog bank was rolling in.

Keepers at Monhegan Island Light Station assigned to Manana:

Sylvester Davis October 15, 1855-February 27, 1857
Thomas Kinney February 27, 1857-March 29, 1857
Henry T. Studley March 29, 1861-November 19, 1870
Francis A. Brackett May 29, 1871-December, 1872
Bradbury Emerson, 1st Asst. December 13, 1872-October 30, 1873
Andrew J. Marston, 1st Asst. December 26, 1873-February 28, 1876
Frank E. Adams, 1st Asst. March 16, 1876-April 11, 1876

Keepers assigned to Manana Fog Signal Station:

Frank E. Adams April 11, 1876-March 24, 1878
John W. Williams March 25, 1878-January, 1883
Charles S. Williams January, 1883-June, 1890
Daniel Stevens June, 1890-September, 1902
Frank C. Pierce, Asst. February, 1895-September, 1902
Frank C. Pierce September, 1902-November 2, 1916
Edward S. Farren, Asst. September, 1902-March 1913



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Eugene W. Osgood, Asst. March 1913-

Charles G. Dyer November 3, 1916-

The last civilian keeper was Henley C. Day who retired in 1956. Coast Guard personnel manned the station until automated in about 1986.

MARSHALL POINT LIGHT

MARSHALL POINT LIGHT, MAINE

ENTRANCE TO PORT CLYDE HARBOR, PENOBSCOT BAY, MAINE

Station Established: 1832

Year Current Tower(s) First Lit: 1857

Operational? YES

Automated? 1980

Deactivated: N/A

Foundation Materials: GRANITE BLOCKS

Construction Materials: GRANITE WITH BRICK ABOVE

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE WITH BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- In 1832 a 20 foot rubblestone tower was built at Marshall Point to guide the boats in and out of Port Clyde Harbor. The lantern consisted of 7 lard oil lamps and 14 inch reflectors.
- The original tower was replaced in 1857 with a 31 foot granite and brick tower. A fifth order Fresnel lens was installed. The station is similar to Ram Island and Isle Au Haut. The station includes a raised walkway to get to the tower.
- In 1898 a bell tower with a 1,000 pound bell was built at the station. It was replaced by a horn in 1969. The bell was returned to the station in the 1980's where it remains on display.
- In 1895 lightning destroyed the original keeper's house. The house that was built that year still stands.
- The station was automated in 1971. The original lens was removed and a modern optic replaced it.
- In 1986 the keeper's house was restored by the St. George Historical Society.
- The entire light station became property of the town of St. George in 1998. The light remains an active aid to navigation.



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

MATINICUS ROCK LIGHT (TWIN TOWERS)

6 MILES SOUTH OF MATINICUS ISLAND

Station Established: 1827

Year Current Tower(s) First Lit: 1857

Operational? YES

Automated? YES 1983

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE BLOCKS

Tower Shape: CYLINDRICAL

Markings/Pattern: NATURAL

Relationship to Other Structure: ATTACHED

Original Lens: THIRD ORDER, FRESNEL 1857

Historical Information:

- Lighthouse is best known for the heroics of Abbie Burgess who, as a teenager, saved her mother and younger sisters during a storm by moving them into the lighthouse. While her father was kept away by the storm, she tended the light and kept it burning for the duration.
- 1827 – Twin wooden towers built.
- 1846 – Wooden towers replaced by granite towers and granite keeper's house built.
- 1855 – Fog bell installed.
- 1856 – Keeper's house washed away during storm, family saved by Abbie Burgess.
- 1857 – The towers were refurbished and fitted with third order Fresnel Lenses.
- 1869 – Daboll trumpet replaced fog bell.
- 1883 – North tower discontinued, Daboll trumpet fog signal swept off the rocks by waves.
- 1888 – North light tower was re-established.
- 1924 – North light extinguished for good. Government changed the station to a single tower.
- 1950 – Stations outbuildings and keeper's house removed following a violent storm.
- 1983 – Lighthouse automated.



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Keepers:

- John A. Shaw (1827-1831)
- Phineas Spear (1831-1834)
- Abner Knowles (c. 1836)
- Samuel Abbott (1839-184?)
- William Young (184?-1853)
- Samuel Burgess (1853-1861)
- John H. Grant (1861-1890)
- William G. Grant (first assistant keeper, then keeper 1875-1900)
- Isaac Grant (first assistant keeper, 1861-1875)
- Abbie Burgess Grant (second assistant keeper, 1861-1875)
- John F. Grant (second assistant keeper, 1876-1887)
- Knott C. Perry (third assistant keeper, 1877-1881)
- Jacob T. Abbott (third assistant keeper, 1881-1886)
- Jarvis H. Grant (second assistant keeper, 1887-1888)
- William F. Stanley (second assistant keeper, 1888-1891)
- Thad Wallace (third assistant keeper, 1888-1891)
- Aldiverd Norton (third assistant keeper, 1890-1897)
- Llewel Norwood (third assistant keeper, 1891-1895)
- Fred Hodgkins (third assistant keeper, 1892)
- George A. Lewis (third assistant keeper, 1892-1898)
- James E. Hall (third assistant keeper, later first assistant, then keeper, 1896-1908)
- Merton Tolman (third assistant keeper, later keeper, 1900-1911)
- Charles Burgess (third assistant keeper, later second assistant, then first assistant, 1897-1900)
- Elmer Holbrook (third assistant keeper, later second assistant keeper, 1898-1908)
- Charles Dyer, third assistant keeper, later second assistant, then first assistant, then keeper (1905-1916)
- Harold Hutchins, third assistant keeper, later second assistant, then first assistant (1909-1912)
- Arthur Mitchell, third assistant keeper, then second assistant, then keeper (1912-1919)
- George Studley, third assistant keeper (1912)
- J. H. Upton, second assistant keeper (1912)
- Arthur J. Beal (second assistant, then first assistant 1919-1929)
- Frank O. Hilt (1919-c.1933)
- Alvah Robinson (assistant ?-1935, keeper 1935-1936)
- R. W. Powers (c. 1933)
- Roscoe Fletcher (1936-1945)



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

MONHEGAN ISLAND LIGHT

MONHEGAN ISLAND

Station Established: 1824

Year Current Tower(s) First Lit: 1850

Operational? YES

Automated? YES 1959

Deactivated: n/a

Foundation Materials: SURFACE ROCK

Construction Materials: GRANITE BLOCKS

Tower Shape: CYLINDRICAL

Markings/Pattern: NATURAL

Relationship to Other Structure: SEPARATE

Original Lens: SECOND ORDER, FRESNEL 1856

Historical Information:

- Second highest lighthouse in Maine – only Sequin Island is higher.
- 1824 – Granite block light tower and wooden keeper's dwelling built for \$3,000.
- 1850-51 – Tower rebuilt due to storm damage and height raised to 48'.
- 1854 – Fog bell installed.
- 1856 – Original lamps replaced by 2nd order Fresnel lens.
- 1870 – Fog bell replaced by Daboll trumpet on Manan Island.
- 1877 – More powerful Daboll installed – older trumpet transferred and reinstalled at Portland Head.
- 1912 – Daboll trumpet replaced by siren.
- 1919 – Cable for phone service installed.
- 1922 – Keeper's house demolished.
- 1959 – Lighthouse automated.
- 1962 – All buildings except the lighthouse sold to Monhegan Associates.
- 1968 – Museum opened.
- 1985 – Property, excepting the lighthouse, transferred to Monhegan Historical and Cultural Museum Association.
- 1995 – Lighthouse converted to solar power.

Keepers:



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- Thomas B. Seavey (1824-1834)
- George B. Wormell (1834-1841)
- Samuel Abbey (1841-1845)
- Francis Pierce (1845-1849)
- John Hatch (1849)
- James Wallace II (1849-1853)
- Thomas Orne (1853-1857)
- Sylvester Davis (Assistant, 1855-1857)
- Francis A. Handley (1857-1861)
- David N. Bond (Assistant, 1857-1859)
- Thomas Kinney (Assistant, 1857-1861)
- D. Lermond (Assistant, 1859-1861)
- Joseph P. Humphrey (1861-1862)
- Henry T. Studley (Assistant, 1861-1870)
- Elisha R. Davis (Assistant, 1861-1872)
- Betty Morrow Humphrey (1862-1880)
- Thomas Hall (Assistant, 1870-1871)
- Francis A. Brackett (Assistant, 1871-1872)
- Bradbury Emerson (Assistant, 1872-1873)
- Sidney G. Studley (Assistant, 1872-1880)
- Andrew J. Marston (Assistant, 1873-1876)
- Sidney G. Studley (1880-1883)
- Fred F. Humphrey (Assistant, 1880-1901)
- William Stanley (1883-1902)
- Charles M. Griffin (Assistant, 1901-1904)
- Daniel Stevens (1902-1919)
- Walter S. Adams (Assistant, 1904-1907)
- Leo Allen (Assistant, 1907-1909)
- Jerome C. Brawn (Assistant, 1909)
- Charles H. Newman (Assistant, 1909-1911)
- Maurice M. Weaver (Assistant, 1911-1913)
- Lester Leighton (Assistant, 1913-1914)
- W. W. Corbett (Assistant, 1914-1920)
- Herbert Robinson (1919-1922)
- Harold I. Hutchins (Assistant, 1920-1922)
- Maurice M. Weaver (1922-1924)
- Norman Oliver (1924)
- Charles Dyer (1924-1936)
- William H. Woodward (1936-1937)
- Vinal Foss (1937-1945)
- John Faulkingham (1945-1951)
- William Bardwell (1951-1952)



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- Paul Baptiste (1952-1954)
- Henley Day (1954-1956)
- Ernest DeRaps (1956-1957)
- Davey Blount, Jr. (1957-1960)

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

MOOSE PEAK LIGHT

MISTAKE ISLAND, FIVE MILES SOUTHEAST OF JONESPORT, MAINE

Station Established: 1827

Year Current Tower(s) First Lit: 1851

Operational? YES

Automated? 1972

Deactivated: N/A

Foundation Materials: MASONRY AND STONE

Construction Materials: BRICK

Tower Shape: CONICAL

Markings/Pattern: WHITE WITH BLACK TRIM

Relationship to Other Structure: SEPARATE

Original Lens: SECOND ORDER FRESNEL

Historical Information:

- A light station was established on Mistake Island in 1827. In 1851 a 57 foot brick tower was built. It was fitted with a second order Fresnel lens in 1856. There are reports that the tower was rebuilt in 1886. Most likely the tower was refurbished.
- By 1901 the keeper's house was badly in need of repair. The house was rebuilt in 1903 with a raised walkway to the tower.
- Mistake Island is one of the foggiest areas of Maine. In 1912 a diaphragm fog horn was installed at the station.
- A fog signal house was built to house the horn. In 1916 the horn sounded for 181 consecutive hours. Between 1918 and 1934 the station averaged 1,067 hours per year in the fog. It's foggy 20% of the time.
- The station was automated in 1972 and the lens was removed. A modern optic replaced it. In 1982 the military blew up the keeper's quarters.
- The light remains an active aid to navigation. Mistake Island is maintained by the Nature Conservancy however the Coast Guard maintains the lighthouse.



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

MOUNT DESERT ROCK LIGHT

MOUNT DESERT ROCK LIGHT
SOUTH OF MOUNT DESERT ISLAND
Station Established: 1830
Year Current Tower(s) First Lit: 1847
Operational? YES
Automated? YES 1977
Deactivated: n/a
Foundation Materials: SURFACE ROCK
Construction Materials: GRANITE BLOCKS
Tower Shape: CONICAL
Markings/Pattern: NATURAL W/BLACK LANTERN
Relationship to Other Structure: SEPARATE
Original Lens: THIRD ORDER, FRESNEL 1858

Historical Information:

- 1830 – Original lighthouse, lantern on top of keeper's house, built.
- 1847 – Conical tower built for \$10,000.
- 1858 – New lantern installed on tower and 3rd order Fresnel lens installed. Bell tower built and fog bell installed.
- 1876 – New Keeper's house built.
- 1877 – Larger bell and bell tower installed.
- 1889 – Fog bell replaced by steam whistle.
- 1891 – Fog signal building built.
- 1893 – New keeper's house built.
- 1902 – Tug boat Astral ran aground in the fog. All but one of the crew rescued by keeper and his wife.
- 1931 – Generators installed to provide electricity.
- 1962 – Hurricane Daisy blew through and swept two empty 1500-gallon fuel tanks, a paint locker, concrete walkway and the covered walkway between the tower and keeper's house into the sea.
- c. mid-1970s – Fresnel lens replaced by aero-beacons, lantern removed.
- 1977 – Light automated
- 1985 – New lantern put on.



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Keepers:

- Esais Preble (1833-1835)
- William Preble (assistant, 1833-1835)
- Benjamin Ward Jr. (1841-?)
- Jacob L. Richardson (1848-1850)
- David King (1850-1853)
- Rufus King (1853-1859)
- William H. Ward (assistant, 1855-1858)
- John Dolliver Jr. (assistant, 1858-1859)
- George Booth (1859-1860)
- B. Thurber (assistant, 1859-1864)
- Joseph Hopkins (1860-1861)
- William E. Holden (1861-1864)
- Seth H. Higgins (assistant 1864-1865, principal keeper 1865-1867)
- David Rollins (assistant, 1865-1867)
- Dan Ladd (assistant, 1865)
- J. A. Williken (1867-1868)
- William Gilley (assistant, 1867)
- Dan B. Eaton (assistant, 1867-1871)
- Otis W. Kent (1868-1872)
- Perry W. Richardson (assistant, 1868-1870 and 1871-1872)
- Amos B. Newman (assistant, 1870-1872, principal keeper 1872-1881)
- Mark W. Hodgson (assistant, 1872-1882)
- William P. Sawyer (second assistant 1872-1878)
- James A. Morris (assistant, 1874-1876)
- Frank Collins (assistant, 1876-1877)
- Howard P. Robbins (second assistant 1878-1882)
- James A. Morris (1881-1882)
- Thomas R. Milan (1882-1902)
- William Stanley (assistant 1882-1883)
- Benjamin Maddox (assistant, 1883-1888)
- Howard M. Gilley (second assistant 1883-1887)
- Lewis F. Sawyer (second assistant 1887-1888, first assistant 1888-1889)
- Willis Dolliver (second assistant 1887-1890, first assistant 1890-1891)
- William J. Newman (second assistant 1890, first assistant 1890)
- Thomas R. Savage (second assistant 1891-1892)
- Orrin L. Milan (second assistant 1892-1895, first assistant 1895-1897)
- Charles Thurston (second assistant 1895-1897, first assistant (1897-1899)
- Fred M. Robbins (second assistant 1898-1899, first assistant 1899-1902, principal keeper (1902-1911)
- Joseph M. Gray (assistant, c. 1900)



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- Bert Richard (assistant, c. 1901)
- Herbert P. Richardson (second assistant c. 1902)
- Charles H. Newman (assistant, c. 1902-1908)
- William H. C. Dodge (second assistant c. 1902-1908)
- Vinal O. Beal (second assistant 1909-1910, first assistant 1910-1911, principal keeper 1911-1918)
- W. P. Kent (assistant, 1909-1910)
- Wilbert F. Lurney (second assistant 1910, first assistant 1911-unknown)
- Charles A. Radley (second assistant 1911-unknown);
- Arthur Edward Ginn (c. 1918-early 1920s)
- George York (1928-1936)
- Robert G. Wass (c. 1930s)
- Everett Quinn (assistant c. 1935)
- H. C. Day (assistant c. 1935).
- Ralph Demons (c. 1950)

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

NARRAGUAGUS (POND ISLAND) LIGHT

NARRAGUAGAS (POND ISLAND) LIGHT, MAINE

NARRAGUAGAS BAY, THE EAST SIDE OF POND ISLAND, MAINE

Station Established: 1853

Year Current Tower(s) First Lit: 1853

Operational? NO

Automated? N/A

Deactivated: 1934

Foundation Materials: STONE

Construction Materials: GRANITE BLOCKS

Tower Shape: CYLINDRICAL ATTACHED TO WORKROOM

Markings/Pattern: WHITE

Relationship to Other Structure: ATTACHED

Original Lens: UNKNOWN

Historical Information:

- In 1853 a lighthouse was built on the east side of Pond Island to mark the entrance to the Milbridge harbor. The original light was a tower atop the keeper's dwelling.



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- In 1875 a new keeper's house was built. The original house was removed from around the tower.
- The tower was reinforced with a layer of brick in 1894. The tower was connected to the keeper's house by a workroom that added in 1887.
- The light was deactivated in 1934. The entire station was sold at an auction. It remains privately owned. It is not an active aid to navigation.

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

NASH ISLAND LIGHT

SE MOUTH OF PLEASANT BAY

Station Established: 1838

Year Current Tower(s) First Lit: 1874

Operational? NO

Automated? YES 1958

Deactivated: 1982

Foundation Materials: SURFACE ROCK

Construction Materials: BRICK

Tower Shape: SQUARE

Markings/Pattern: WHITE

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL 1874

Historical Information:

- This station included a one-room schoolhouse.
- 1838 – Lighthouse built.
- 1874 – Current tower built, 4th order Fresnel installed.
- 1875 – Keeper's house built.
- 1888 – Fog bell installed.
- 1946 – Characteristic changed from fixed red to flashing white. The fog bell was discontinued.
- 1958 – Lighthouse automated. All structures, except the tower itself, dismantled.
- 1982 – Lighthouse discontinued, replaced by an offshore buoy.

Keepers:

- John Wass (1847-1853)



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- Daniel Curtis (1853-unknown)
- Enos D. Wass (1865-1872)
- Edwin K. Heath (1872-1876)
- Nehemiah Guptill (1876-1881)
- Roscoe G. Lophaus (1881-1883)
- Charles S. Holt (1883-1902)
- Osmond Cummings
- Allen Carter Holt (1910-1916)
- John Purington (1916-1935)
- Edwin Pettegrow (c. 1930s)
- Larson Alley (unknown-1947)
- Edward Wallace (1947-1958)

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

OWLS HEAD LIGHT

OWLS HEAD LIGHT, MAINE

ENTRANCE TO ROCKLAND HARBOR, PENOBSCOT BAY, MAINE

Station Established: 1826

Year Current Tower(s) First Lit: 1826

Operational? YES

Automated? 1989

Deactivated: N/A

Foundation Materials: GRANITE

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPERATE

Original Lens: REFLECTOR SYSTEM

Historical Information:

- Owls Head Light was authorized by President John Quincy Adams in 1825 to mark the entrance of Rockland Harbor on the Penobscot Bay. The 30 foot granite tower was lit in 1826. The short stature of the light is aided by the height of the cliff it is built on. The light is 100 feet above sea level.



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- In 1854 a wood frame keeper's quarters were built. In 1856 the original reflector system was replaced with a fourth order Fresnel lens. The Fresnel lens is still in use today.
- Other structures were built at the site including a fog bell tower, an 1895 oil storage building and generator housing. The fog bell tower is no longer standing. A wooden walkway to the tower was added as well.
- In the 1930's Keeper Augustus Hamor had a dog named Spot. Spot would bark a warning to passing ships. He is credited with saving the Matinicus mail boat. The captain heard Spot's barking and was able to narrowly escape running aground on the rocky outcropping.
- The light was automated in 1989. The property is open to the public as part of the Owls Head State Park. The light station is not open. It serves as Coast Guard housing. The light remains an active aid to navigation. In 2007 the American Lighthouse Foundation earned a license to maintain and preserve the property. The group hopes to open the tower to the public.

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

PEMAQUID POINT LIGHT

Location: Entrance to Muscongus Bay
Station Established: 1827
Year Current Tower(s) First Lit: 1835
Operational: Yes
Automated: Yes, 1934
Deactivated: n/a
Foundation Materials: Natural, emplaced
Construction Materials: Rubble stone
Tower Shape: Conical
Markings/Pattern: White with black lantern
Relationship to Other Structure: Attached
Original Lens: Argand Lamps

Historical Information:

The United States Government established the original Pemaquid Point Lighthouse, about 1/3 of a mile from Pemaquid Point at the entrance to Muscongus Bay, Maine. President John Quincy Adams ordered the original structure built in 1827. Later, in 1857, President James Buchanan ordered the light reconstructed. The current structure



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is a white, pyramidal tower, 34 feet high and exhibiting its light at 79 feet above sea level. The only man to ever win the Medal of Honor and the Gold Lifesaving Medal, Marcus A. Hanna, once served as keeper of the light. The station became automated in 1934.

Keepers (Keeper; Date Appointed):

Isaac Dunham: 3 November 1827
Nathaniel Gammage, Jr.: 13 June 1837
Robert Curtis: 31 July 1849
Samuel C. Tibbetts: 9 April 1853
John Fossett: 12 February 1858
J. Lawler: 29 March 1861
Marcus A. Hanna: 30 July 1869
William L Sartell: 31 July 1873
Charles A. Dolliver: 28 September 1883
Clarence E. Marr: 16 August 1899
Leroy S. Ewell: 1 July 1922

Source:

Labrie, Rose Cushing. *The Story of Pemaquid Light: A History of Pemaquid Light Installation*. (Hampton, NH: Hampton Publishing Company, Incorporated, 1961).

PERKINS ISLAND LIGHT

PERKINS ISLAND/KENNEBEC RIVER
Station Established: 1898
Year Current Tower(s) First Lit: 1898
Operational? YES
Automated? YES 1959
Deactivated: n/a
Foundation Materials: BRICK
Construction Materials: WOOD
Tower Shape: OCTAGONAL
Markings/Pattern: WHITE W/RED LANTERN
Relationship to Other Structure: SEPARATE
Original Lens: FIFTH ORDER

Historical Information:



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- 1898 – Lighthouse first built.
- 1901 – Boathouse built.
- 1902 – Bell tower built, light apparatus upgraded from lens lantern to 5th order Fresnel lens.
- 1906 – Oil house built.
- 1959 – Lighthouse automated.
- 1973 – Ownership of the property transferred to Town of Georgetown.
- 1979 – 5th order Fresnel lens removed and replaced by modern optic.
- 2000 – Bell tower restored, lighthouse licensed to American Lighthouse Foundation.

Keepers:

- J.W. Haley (c.1911 – 1927)
- Eugene Osgood (c. 1930s)
- Clifford Morong (c. 1946)
- Clarence Skolfield (1946-1955)

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

PETIT MANAN LIGHT

OFF PETIT MANAN POINT NEAR MILBRIDGE, MAINE

Station Established: 1817

Year Current Tower(s) First Lit: 1855

Operational? YES

Automated? 1972

Deactivated: N/A

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE BLOCKS W/BRICK LINING

Tower Shape: CONICAL

Markings/Pattern: NATURAL W/BLACK LANTERN

Relationship to Other Structure: SEPERATE

Original Lens: SECOND ORDER FRESNEL LENS

Historical Information:



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- In 1817 a small stone lighthouse was built on Petit Manan Point. It soon fell into disrepair. In 1855, the 119 foot granite tower was built. This is the second tallest light in Maine.
- The coast of Maine is subject to violent storms. In 1856 the tower was weakened when a storm knocked out some of the blocks. A storm in 1869 caused the tower to sway so much that some of the weights that turn the lens fell destroying part of the staircase. In 1887 some much needed stabilizing iron tie rods were installed.
- In 1875 a wood frame one and a half story keeper's house was built. Other structures at the site included a brick fog signal, an oil house, a boat house and an engine house.
- The light was automated in 1972. The enormous second order lens is on display at the Maine Lighthouse Museum in Rockland, Maine. Restoration was completed in 1998.
- The light station is part of the Petit Manan Wildlife Refuge and is not open to the public. There is a colony of breeding Puffins on the island. There are boat tours to the island. The light remains an active aid to navigation.

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

POND ISLAND LIGHT

KENNEBEC RIVER ENTRANCE WEST SIDE

Station Established: 1821

Year Current Tower(s) First Lit: 1855

Operational? YES

Automated? YES 1963

Deactivated: n/a

Foundation Materials: GRANITE BLOCKS

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK TRIM

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER

Historical Information:

- 1821 – The first lighthouse, a conical stone tower, was built.
- 1849 – Vessel Hanover ran into sand bar near the lighthouse and sank with all hands on board. Only a dog survived.



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- 1855 – Lighthouse rebuilt as a cylindrical brick tower. 5th order Fresnel lens installed.
- 1869 – Fog bell tower and striking mechanism destroyed in a storm.
- 1963 – Lighthouse automated, Fresnel lens replaced by modern lens. Keeper's house, oil house, fog signal building and boathouse all were dismantled.
- Currently the island serves as a bird sanctuary by the U.S. Fish and Wildlife Service.

Keepers:

- S. L. Rodgers (c. 1820s)
- Joseph Rogers(c. 1820s)
- David Spinney (1837?-1849)
- Octavius Stevens (1849)
- Ebenezer Sewell (1849-1852)
- Thomas Spinney (c. 1852-1861)
- William G. Todd (1867-1870)
- Washington Oliver (1871-1877)
- Charles S. Brown (1878-?)
- Edwin Wyman (?-1889)
- Isaac Morrison (1889-c. 1903)
- Napoleon B. Fickett (c. 1926-1948)
- Harvey Lamson (c. 1948-1950)
- Ronald D. Howard (?-1960)

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

PORTLAND BREAKWATER LIGHT ("BUG LIGHT")

PORTLAND HARBOR, SOUTH PORTLAND, MAINE

Station Established: 1855

Year Current Tower(s) First Lit: 1875

Operational? NO

Automated? 1934

Deactivated: 1942

Foundation Materials: GRANITE BLOCK CAISSON

Construction Materials: IRON PLATE W/BRICK LINING

Tower Shape: CONICAL

Markings/Pattern: RESEMBLES 4TH CENTURY GREEK MONUMENT



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Relationship to Other Structure: SEPARATE
Original Lens: SIXTH ORDER, FRESNEL

Historical Information:

- In November 1831 Portland Harbor was devastated by a storm. A 2,500 foot breakwater was proposed to secure the harbor. A lighthouse was included in the plans for the breakwater. The project began in 1836 but the funding ran out. This halted the building of the lighthouse. The breakwater was only 1,800 feet when the work stopped.
- On August 1, 1856 a wooden octagonal lighthouse was built. A keeper's house was not built at the site. The keepers had to climb over the breakwater to get to the lighthouse. This 1,800 foot walk was a battle against wind, waves, ice and whatever else Mother Nature could throw at them.
- The small tower was fitted with a sixth order Fresnel lens.
- Finally in 1877 the break water was extended 200 feet. A new lighthouse was built on a granite foundation at the end of the breakwater. The original lighthouse was moved to Little Diamond Island and was used as a lookout tower for the buoy tenders.
- The new lighthouse was locally known as "Bug Light" and was built to resemble a 4th century Greek Choragic Monument of Lysicrates. The tower was made out of cast iron. Columns hide the seams. The light was fitted with a sixth order Fresnel lens though it is unclear if it is the same lens from the original tower.
- When the lighthouse was completed there was no keeper's quarters built. The walk was only slightly easier. In 1889 a small wooden keeper's house was built adjacent to the light. In 1903 an attic and additional rooms were added.
- In 1934 both the Portland Breakwater Light and the Spring Point Ledge Light were electrified. The keeper's house and much of the breakwater were removed. Responsibility for the light was given to the keeper at Spring Point Ledge.
- In 1942 the light was extinguished and the lighthouse was sold to a private party. In 1985 it was donated to the city of Portland. It has been partially restored. It is now part of "Bug Light" park. In 2002 the light was re-lit. It is a private aid to navigation.

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

PORTLAND HEAD LIGHT



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PORTLAND HARBOR/CASCO BAY

Station Established: 1791

Year Current Tower(s) First Lit: 1791

Operational? YES

Automated? YES 1989

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: RUBBLE STONE W/BRICK LINING

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK TRIM

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER, FRESNEL 1855

Historical Information:

George Washington engaged two masons from the town of Portland in 1787, while Maine was still part of the colony of Massachusetts, and instructed them to take charge of the construction of a lighthouse on Portland Head. They were Jonathan Bryant and John Nichols. George Washington reminded them that the colonial Government was poor and that the materials used to build the lighthouse should be taken from the fields and shores. They could be handled nicely when hauled by oxen on a drag, he said.

The old tower, built of rubblestone, still stands as one of the four colonial lighthouses that have never been rebuilt. Washington gave the masons 4 years to build the tower. While it was under construction the Federal Government was formed in 1789 and it looked for a while, as though the lighthouse would not be finished. But the first Congress made an appropriation and authorized Alexander Hamilton, Secretary of the Treasury, to inform the mechanics that they could go on with the completion of the tower. The tower was completed during the year 1790 and first lighted January 10, 1791.

During the Civil War, raids on shipping in and out of Portland Harbor became common place, and because of the necessity for ships at sea to sight Portland Head Light as soon as possible, the tower was raised 8 feet. Today Portland Head Light stands 80 feet above ground and 101 feet above water, its white conical tower being connected with a dwelling. The 200,000 candlepower, second-order electric light, is visible 16 miles. An air-chime diaphragm horn blasts every 20 seconds, for 4 seconds during fog.

PROSPECT HARBOR POINT LIGHT



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PROSPECT HARBOR POINT

Station Established: 1850

Year Current Tower(s) First Lit: 1891

Operational? YES

Automated? YES 1951

Deactivated: 1859-1870

Foundation Materials: GRANITE BLOCKS

Construction Materials: WOOD FRAME

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FIFTH ORDER, FRESNEL 1870

Historical Information:

- 1848 – 35 foot rubble stone tower constructed.
- 1865 – Lighthouse discontinued.
- 1870 – Lighthouse re-established and 5th order Fresnel lens installed.
- 1891 – Stone tower replaced by 38 foot wooden tower.
- 1905 – Oil house built.
- 1934 – Lighthouse automated, but keepers were still on site.
- 1951 – Fresnel lens replaced by modern optic.
- 2000 – Coast Guard reshingled and painted the lighthouse. Lighthouse licensed to the American Lighthouse Foundation.
- 2004 – Lantern removed, lead paint removed and repainted. Lantern deck was replaced before the lantern was reattached to the lighthouse.

Keepers:

- Pilsbury Stevens (1850-1853)
- S. H. Sargent (1853-1858)
- Gibeon E. Harman (1858-1859)
- John Royal (1870-1872)
- Horatio Allen (1872-1885)
- Ambrose Wasgatt (1885-1924)
- Albion Faulkingham (1925-1935)
- John Workman (1935-1953)

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



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PUMPKIN ISLAND LIGHT

NORTHERN ENTRANCE TO EGGEMOGGIN REACH, PENOBSCOT BAY, MAINE

Station Established: 1854

Year Current Tower(s) First Lit: 1854

Operational? NO

Automated? N/A

Deactivated: 1933

Foundation Materials: STONE

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE TOWER W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER, FRESNEL

Historical Information:

- In December 1854 the Pumpkin Island Light was first lit. The 25 foot tower is attached to a 1 and ½ story keeper's house by a work shed.
- A fifth order lens was installed in the light. This was one of the first Fresnel lens in Maine.
- In 1885 a boathouse was built and in 1889 the tower was raised 3 feet by the installation of a new lantern.
- An oil house was added in 1904 and the boathouse was enlarged in 1906.
- The original lens was replaced by another fifth order lens in 1909. In 1930 the light was automated.
- The station was sold at an auction in 1934. It remains in private ownership. It is not an active aid to navigation.
- There is an automated beacon near the site that is an active aid.

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

RAM ISLAND LEDGE LIGHT

ENTRANCE TO PORTLAND HARBOR, CASCO BAY, CAPE ELIZABETH, MAINE

Station Established: 1905

Year Current Tower(s) First Lit: 1905

Operational? YES

Automated? 1959



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Deactivated: N/A

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE BLOCKS

Tower Shape: CONICAL

Markings/Pattern: NATURAL W/BLACK LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: THIRD ORDER FRESNEL LENS

Historical Information:

- Ram Island is a rocky ledge about a mile offshore from the Portland Harbor and is surrounded by ledges – some just below the water's surface.
- In 1855 an iron spindle was erected on Ram Island Ledge. That was later replaced with a 50 foot wooden tripod in 1873. In bad weather these navigational aids could not be seen and many boats ran aground on the treacherous rocks.
- Finally in 1903 the government began building the Rams Island Ledge Light. The tower is a twin of Graves Light which was built in Boston Harbor at roughly the same time.
- Granite blocks were numbered before being ferried out to the island. The numbers allowed the builders to easily place them. Work could only be done at the site at low tide since the ledge is underwater most of the time.
- The tower was 90 feet high after the lantern was in place and lit on January 23, 1905.
- The station was electrified in 1958 and automated in 1959.
- The light was converted to solar power in 2001.
- In 2005 a license to care for the light was granted to the American Lighthouse Foundation. The light is not open to the public and is an active aid to navigation.

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

RAM ISLAND LIGHT

RAM ISLAND/BOOTHBAY HARBOR

Station Established: 1883

Year Current Tower(s) First Lit: 1883

Operational? YES

Automated? YES 1965

Deactivated: n/a

Foundation Materials: GRANITE BLOCK CAISSON



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Construction Materials: BRICK ON GRANITE

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/NATURAL CAISSON & BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL 1881

Historical Information:

- 1883 – Lighthouse and keeper's house built.
- 1897 - Fog bell tower built.
- 1898 – Brick oil house built.
- 1965 – Lighthouse automated.
- 1977 – The Coast Guard rebuilt the lighthouse with new bricks and refurbished the lantern.
- 1970 – Boathouse destroyed in February blizzard.
- 1998 – Property transferred to Grand Banks Schooner Museum Trust.

Keepers:

- Samuel John Cavanor (Cavenor) (1883-1913)
- O. G. Reed (1913)
- Almon Mitchell (1913-1925)
- Alonzo A. Conors (1925-?)
- C. N. Robinson (c. 1930s)
- Ralph Norwood (1945-1950)

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

ROCKLAND HARBOR BREAKWATER LIGHT

JAMESON POINT/ROCKLAND HARBOR

Station Established: 1827

Year Current Tower(s) First Lit: 1902

Operational? YES

Automated? YES 1964

Deactivated: n/a

Foundation Materials: TIMBER/GRANITE PIER

Construction Materials: DRESSED STONE/BRICK

Tower Shape: SQUARE TOWER ON FOG SIGNAL BUILDING



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Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: INTEGRAL

Original Lens: FOURTH ORDER

Historical Information:

- 1827 – Oil lamp placed on pole or wooden tripod.
- 1881 – Work begun on breakwater. Pole light relocated to the end of the breakwater and moved as the breakwater progressed.
- 1899 – Breakwater completed.
- 1902 – Pole light replaced by light tower on top of keeper's dwelling.
- 1964 – Lighthouse automated.
- 1973 – Owners of Samoset Resort agreed to maintain and preserve the lighthouse.
- 1989 – Samoset gave up the license to the lighthouse.
- 1990 – The Coast Guard refurbished, scraped and painted the structure inside and out. Slate roof and chimney repairs contracted out.
- 1998 – Lighthouse transferred to City of Rockland; Friends of Rockland Breakwater formed.
- 1999 – Exterior scraped and painted by volunteers.
- 2003 – Float and boat ramp added.

Keepers:

- Eba Ring (caretaker of earlier beacon, 1888?-?)
- Llewelyn C. Ames (caretaker of earlier beacon, c. 1895-1902)
- Howard P. Robbins (1902-1909)
- Clifford M. Robbins (assistant, c. 1902-1908)
- Charles W. Thurston (1909)
- Leroy S. Elwell (assistant, 1909, keeper, 1909-1916)
- Edward J. Collins (assistant, 1909)
- Harold I. Hutchins (1916-1917)
- Harry Smith (assistant, 1910)
- Albert D. Mills (assistant, 1912)
- Wallace M. Pierce (assistant 1913-1915)
- Fairfield H. Moore (1917-1921)
- Albert P. Tribou (assistant 1921-1923)
- Winfield P. Kent (1921-1925)
- Ernest V. Talbot (assistant 1924)
- Leroy S. Elwell (1925-1928)
- Fairfield H. Moore (1928-1934)
- Bernard A. Small (assistant 1928)



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- William L. Lockhart (assistant 1930-1931)
- Earle Emery Benson (assistant, 1931-1934)
- George E. Woodward (assistant 1934, keeper 1934-1945)
- Weston E. Thompson (assistant, 1935)
- Ernest F. Witty (assistant 1935-1942)

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

SADDLEBACK LEDGE LIGHT

Location: ISLE AU HAUT BAY
Station Established: 1839
Year Current Tower(s) First Lit: 1839
Operational? YES
Automated? YES 1954
Deactivated: n/a
Foundation Materials: SURFACE ROCK
Construction Materials: GRANITE
Tower Shape: CONICAL
Markings/Pattern: NATURAL ON WHITE BASE
Relationship to Other Structure: SEPARATE
Original Lens: FIFTH ORDER 1856

Historical Information:

Built in 1839, Saddleback Ledge Lighthouse is one of the most lonely outposts on the Maine coast. I. W. P. Lewis, who inspected the lighthouse in the early fifties characterized it as "the only establishment on the coast of Maine that possesses any claim whatever to superiority. The sea breaks quite over the lantern in a southwest gale ... it is the most economical and durable structure that came under my observation... the only one ever erected in New England by an architect and engineer."

"The weirdest experience I have had since being in the service," reported Keeper W. W. Wells in 1935 "was the bombardment we got on a February night way back in 1927, when to my surprise I picked up 124 sea birds around the tower. They were ducks and drakes. Some were alive but the most were dead. Darkness had come on and with it came all the evidence that we were going to get a sou'easter. As the storm struck so did the cannonading ... Crash. . and a bird came sailing through a pane of glass, dropping at my feet. He began fluttering around the floor with one wing broken and his bill



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telescoped almost through his head. He did not live long. In came another and away went another windowpane. The phenomenon was repeated again and again until the birds began to pile up like a mound."

"Just when I thought the cannonading had ceased, one big sea drake struck the plate glass in the tower lantern and came through without asking for a transfer. When he struck he broke up the works. Before he stopped he put out the light and broke prisms out of the lens. The bird weighed 10 pounds." After he had made repairs and got the light burning again, a strange sight greeted the keeper. At the base of the tower was a tremendous heap of sea birds, some dead others alive. "Those that were just dazed" he recounted "and needed to recuperate, we placed in the boathouse and next day they went on their way."

The conical gray tower, with a white base stands 42 feet above ground and 54 feet above water. The 2,000 candlepower, fourth-order incandescent oil vapor fixed white light is visible for 13 miles.

SAINT CROIX RIVER LIGHT

DOCHET ISLAND SAINT CROIX RIVER NEAR CALAIS, MAINE

Station Established: 1857

Year Current Tower(s) First Lit: 1901

Operational? NO

Automated? 1957

Deactivated: 1976

Foundation Materials:

Construction Materials: WOOD

Tower Shape: OCTAGONAL TOWER ATOP KEEPER'S HOUSE

Markings/Pattern:

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- Established in 1857 the Saint Croix River light was the first lighthouse in the First Lighthouse District. The lighthouse was a wooden octagonal tower atop the keeper's house built on Dochet Island. A fifth order Fresnel lens was the original optic.
- In 1901 the lighthouse was rebuilt. It, too, was a tower atop a keeper's house. It looked very similar to the original 1857 light.



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- The light was automated in 1957 and was basically abandoned.
- In 1976 a fire destroyed the light station.

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

SEGUIN ISLAND LIGHT

Location: KENNEBEC RIVER/SOUTH OF GEORGETOWN

Station Established: 1795

Year Current Tower(s) First Lit: 1857

Operational? YES

Automated? YES 1985

Deactivated: n/a

Foundation Materials: SURFACE ROCK

Construction Materials: GRANITE BLOCKS/BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIRST ORDER, FRESNEL 1857

Historical Information:

- Highest lighthouse on the Maine coast.
- 1795 – 38' tall wooden tower built for \$6,300.
- 1819 – 2nd lighthouse, granite stone tower, built after the original lighthouse was toppled by a storm.
- 1857 – A larger granite block lighthouse built and 1st order Fresnel lens installed. Keeper's house built.
- 1889 – Fog signal tower built.
- 1892 – Oil house built.
- 1953 – Electric generators installed.
- 1985 – Lighthouse automated.
- 1986 – Friends of Sequin Island formed. Friends received a 10-year lease on the station.
- 1998 – Property transferred outright to the Friends of Sequin Island.

Keepers:

- John Polereszky (1796-1802)



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- Christopher Pushard (assistant, 1796-1802)
- John Hollaway (assistant? c.1800)
- Moses Haskell (1802-1822)
- Jonathan Delano (1822-1825)
- Spencer Delano (assistant? c.1820)
- John Salters (1825-1839)
- Nathaniel Springer Todd (1839-1849)
- James Marston (1849-1853)
- A. E. Osgood (1853-1857)
- Boyd L. Miles (assistant, 1855)
- Joseph King (assistant, 1855)
- Stephen Marston Jr. (1857)
- Daniel Dodge (1857)
- John C. Lowell (1857-1859)
- Granville Lowell (1859-1861)
- Tallman B. Lowell (assistant, 1859-1860)
- William M. Knight (1860-1861)
- Zina H. Spinney (1861-1866)
- P. O. Spinney (assistant, 1861-1865)
- David Spinney 2nd (assistant, 1861-1863)
- David Spinney (assistant, 1863-1865)
- Rachel Spinney (assistant, 1865-1866)
- William S. Oliver (assistant, 1865-1866)
- Francis L. Morrill (1866-1868)
- William C. Marr (assistant, 1866)
- Ephraim S. Marr (assistant, 1866 and 1874-1875)
- Henry E. Morrill (1866-1867)
- Charles S. Morrill (assistant, 1866-1867)
- Jane Morrill (assistant, 1867-1869)
- Arthur Hutchins (assistant, 1867-1869)
- Samuel G. Crane (1867-1875)
- O. B. Crane (assistant, 1868-1871)
- J. B. Crane (assistant, 1868-1974)
- Louisa N. Lane (Crane?) (assistant, 1871-1872)
- Turner Jewett (assistant, 1872)
- Elisha B. Crane (assistant, 1874-1875)
- Thomas Day (1875-1886)
- Thomas Bibber (assistant, 1876-1880)
- Willis E. Chase (assistant, 1875)
- Henry Wiley (assistant, 1881-1882)
- Samuel Cavanor (assistant, 1882)
- Fernando Wallace (assistant, 1882-1886)



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- Edwin M. Wyman (assistant, 1886-1889)
- Henry Day (1886-1890)
- Henry M. Clark (assistant, 1887)
- William H. Wyman (assistant, 1888-1889)
- Jesse Pierce (assistant, 1889)
- Merritt P. Pinkham (assistant 1889-1890, head keeper 1890-1898)
- Parker O. Healey (assistant, 1890-1893)
- William A. Stetson (assistant 1898)
- Fred Hodgkins (assistant, 1903)
- George A. Lewis (1898-1903 and 1907-1912)
- Herbert L. Spinney (assistant 1893-1898, head keeper 1903-1907)
- Walter S. Adams (assistant, 1907-1908)
- Clifford B. Staples (assistant, 1908-1912)
- Henry M. Cuskley (1912-1915)
- Maurice M. Weaver (1915-1922)
- Arthur Marston (assistant? 1921-1923)
- Napoleon B. Fickett (1922-1926)
- Elson L. Small (1926-1930)
- Frank E. Bracey (assistant 1926-1930, head keeper 1930-1931)
- Millard H. Urquhart (assistant 1928-1931, head keeper 1931-1938)
- Jasper L. Cheney (assistant, 1930-1931)
- Joseph M. Conners (assistant, 1931-1936)
- Donald E. Robbins, assistant (1930-1932)
- Clinton L. Dalzell (assistant, 1932-1933)
- Floyd E. Singer (assistant, 1932-1933)
- Truman L. Lathrop (assistant, 1933-1934)
- Benjamin Stockbridge (assistant, 1934)
- Ernest F. Witty (assistant, 1935)
- George A. McKenney (assistant, 1935-1936)
- Clarence Skolfield (assistant, 1936-1944; Coast Guard head keeper 1944-1946)
- Arthur G. Hill (assistant, 1936-1938)
- Maxwell A. DeShon (assistant, 1938-1941)

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

SPRING POINT LEDGE LIGHT

WEST SIDE OF PORTLAND HARBOR, SOUTH PORTLAND, MAINE
Station Established: 1897



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Year Current Tower(s) First Lit: 1897
Operational? YES
Automated? 1934
Deactivated: N/A
Foundation Materials: BRICK/IRON CAISSON
Construction Materials: CAST IRON/BRICK
Tower Shape: CONICAL "SPARK PLUG"
Markings/Pattern: WHITE ON BLACK PIER W/BLACK LANTERN
Relationship to Other Structure: ATTACHED
Original Lens: FIFTH ORDER FRESNEL

Historical Information:

- Requests from seven shipping companies in 1891 convinced the government to establish a light station on Spring Point Ledge. The ledge is a dangerous obstacle on the west side of the entrance to Portland Harbor.
- A 54 foot caisson or "sparkplug" style light was built on the ledge. A fifth order Fresnel lens was installed in the tower. Electricity was run to the station in 1934. Responsibility for the Portland Breakwater Light was transferred to the keepers at Spring Point Ledge after both stations received electricity.
- A 900 foot breakwater was built in 1951 to connect the lighthouse with the mainland.
- In 1998 the light was transferred to the Spring Point Ledge Light Trust. The trust has started restoring the light. The group offers occasional "open house" tours to the public. The light is an active aid to navigation.

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

SQUIRREL POINT LIGHT

Location: ARROWSIC ISLAND/KENNEBEC RIVER
Station Established: 1898
Year Current Tower(s) First Lit: 1898
Operational? YES
Automated? YES 1979
Deactivated: n/a
Foundation Materials: STONE BLOCK ON SURFACE
Construction Materials: WOOD
Tower Shape: OCTAGONAL ATTACHED TO SIGNAL BLDG.



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Markings/Pattern: WHITE W/ BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER, FRESNEL 1902

Historical Information:

- 1898 – Lighthouse built. It was 25' tall, octagonal with wood frame and shingled.
- 1901 – Oil house and boathouse built.
- 1979 – Lighthouse automated.
- 1980 – Fresnel lens replaced by modern optic.

Keepers:

- George Matthews (1898-1912)
- Arthur V. Smith (?)
- ? Reynolds (?)
- Clarence Skolfield (1955-1956)
- Charles Burns (1970-1972)
- Joseph Robicheau (Coast Guard, May 1980 - November 1981)

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

TENANTS HARBOR LIGHT

SOUTHERN ISLAND, TENANTS HARBOR, PENOBSCOT BAY, MAINE

Station Established: 1857

Year Current Tower(s) First Lit: 1857

Operational? NO

Automated? N/A

Deactivated: 1933

Foundation Materials: STONE

Construction Materials: BRICKS

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER, FRESNEL

Historical Information:



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- In 1857 a 27 foot tower was built on Southern Island to mark the entrance to Tenants Harbor. The tower was attached to a wooden dwelling by a work shed. The tower was fitted with a fourth order Fresnel lens. The light was 66 feet above the high water mark. Records indicate by the 1900's a fifth order lens had been installed.
- Other buildings were later added including a boathouse and an oil house and a hand-operated fog bell was later automated.
- Tenants Harbor Light remained in service until 1934. The government auctioned the property and several other lighthouses off at the same time. Tenants Harbor Light changed hands several times. In 1978 it was purchased by artist Andrew Wyeth and his wife. It is currently the home of the Wyeth's son and his family.
- The light is not open to the public and not an active aid to navigation.

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

TWO BUSH ISLAND LIGHT

Location: TWO BUSH CHANNEL/PENOBSCOT BAY APPROACH

Station Established: 1897

Year Current Tower(s) First Lit: 1897

Operational? YES

Automated? YES 1964

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: BRICK

Tower Shape: SQUARE

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER 1897

Historical Information:

- 1897 – Lighthouse built.
- 1963/64 – Lighthouse automated.
- 1970 – U.S. Army Special Forces destroyed the keeper's house.
- 1997 – Property transferred to the U.S. Fish and Wildlife Service.
- 2000 – Lighthouse converted to solar power.

Keepers:



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- Alteverd A. Norton (1897-1909)
- Joseph A. Pruett, assistant (1897-1901)
- Roscoe L. Dobbin, assistant (1901-1902)
- William G. Thompson, assistant (1903-1905)
- Benjamin E. Wakefield, assistant (1906-1908)
- Lewis W. Dolliver, assistant (1908-1910)
- Jerome C. Brawne (1909-1912)
- Leroy S. Elwell (c. 1920)
- Leland Mann (assistant 1919-1927, head keeper 1927-1933)
- H. Smith (c. 1935)
- Fred C. Batty (c. 1935)

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

WEST QUODDY HEAD LIGHT

Location: WEST QUODDY HEAD/BAY OF FUNDY

Station Established: 1808

Year Current Tower(s) First Lit: 1858

Operational? YES

Automated? YES 1988

Deactivated: n/a

Foundation Materials: MASONRY

Construction Materials: BRICK

Tower Shape: CONICAL

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

Relationship to Other Structure: SEPARATE

Original Lens: THIRD ORDER, FRESNEL 1858

Focal Plane: 83 feet above sea level

Visibility: Approximately 18 miles; 35,000 candlepower

Foghorn: Automated

Historical Information:

- 1806: Lighthouse at West Passamaquoddy Head, Maine, first authorized by Congress.
- 1808: Light station established on 21 April 1808 at a cost of \$5,000. The first keeper was Thomas Dexter.



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- 1820: On May 15, Congress authorizes the first fog signal, a 500-pound bell, at the station for a cost of \$1,000.
- 1939: Howard Grey was the last civilian keeper of the station prior to its transfer to the U.S. Coast Guard.
- 1962: As of 15 August 1962 BM1 Bruce Keene was OIC, or Officer-in-Charge (dates of the time he began and ended his tour are not presently known--he served at least through September 1964.) According to documents in the West Quoddy file, his father, LT Thomas Keene, had previously served as the head keeper of the light station.
- 1963: As of 27 October Keene was still OIC and (Engineman?) Richard Copeland was his assistant.
- 1978: Through 31 May the OIC was BM1 Clifton Scholfield. He had a crew of two assistants: MT2 Carl Hatch and MT# Davis Blanding.
- 1978: On 1 June, BM2 George Eaton took over as the OIC of the station. He had two assistants.
- 1979: MK3 Carl Hatch was a member of the crew.
- 1981: As of 14 September, the OIC was BM1 John Richardson.
- 1988: The light was automated in July 1988. The last OIC (keeper) was Malcolm Rouse, USCG.

WHALEBACK LEDGE LIGHT

Location: PORTSMOUTH HARBOR/PISCATAQUA RIVER

Station Established: 1820

Year Current / Last Tower(s) First Lit: 1872

Operational: Yes

Automated: Yes, 1963

Deactivated: n/a

Foundation Materials: Stone / Timber

Construction Materials: Granite blocks

Tower Shape: Conical

Markings/Pattern: Natural

Relationship to Other Structure: Integral

Original Lens: Fourth Order, Fresnel, 1855

Historical Information:

- 1820 – First lighthouse built on the site.
- 1829 – 2nd lighthouse built for \$20,000.
- 1855 – New lantern installed – 4th order Fresnel added.



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- 1863 – Fog bell and tower installed.
- 1872 – 2nd tower replaced by current tower.
- 1880 – Old tower removed.
- 1963 – Lighthouse automated.
- 1991 – Volume of fog signal reduced because sound vibrations were damaging the lighthouse structural integrity.

Keepers:

- Samuel E. Haskell (1831-1839)
- Joseph L. Locke (1839-1840)
- Zachariah Chickering (1840)
- John Kennard (1840)
- Joseph D. Currier (1841)
- Eliphalet Grover (1841-1843)
- J. Prentiss Locke (1843-unknown)
- Richard R. Lock (c. 1847)
- Jedediah Rand (1849-1853)
- Reuben T. Leavitt (1853-1859)
- Oliver P. Tucker (1859-1860)
- Gustavus A. Abbott (1860-1861)
- Joel P. Reynolds (1861-1864)
- Edward Parks (assistant, 1863-1864)
- Nathaniel P. Campbell (1864)
- Ambrose Card (assistant, then keeper 1864)
- Gilbert Amee (assistant 1864, then keeper 1864-1869)
- Mrs. M. M. Amee (assistant, 1864-1867)
- Isaac W. Chauncy (assistant, 1867-1868)
- James W. Varney (1869-1871)
- Ferdinand Barr (assistant 1868-1871, became keeper 3/22/1871)
- Emily F. Barr (assistant, 1871)
- William H. Caswell (1871-1872)
- Frank P. Caswell (assistant, 1871-1872)
- Chandler Martin (1872-1878)
- George R. Frost (assistant, 1872-1873)
- Frank L. Chauncey (assistant, 1873 and 1876-1880)
- John L. A. Martin (assistant 1874-1876)
- Leander White (1878-1887)
- John W. Lewis (assistant 1880-1882)
- Brackett Lewis (assistant 1883-1885)
- Ellison C. White (assistant 1885-1887, principal keeper 1887-1888)
- James M. Haley (1888-1893)



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- Daniel Stevens (assistant 1887-1890)
- John W. Robinson (assistant 1890-1892)
- James Haley (Jr.?) (assistant 1892-1893)
- Walter S. Amee (1893-1921)
- Wallace S. Chase (assistant 1893-1894)
- Alvah J. Tobey (assistant 1894-1899)
- Joseph A. Pruett (assistant 1896-1897)
- John W. Wetzel (assistant 1897-1924)
- John P. Brooks (assistant, 1899-1915)
- Arnold B. White (1921-1941)
- W. A. Alley (c. 1935)
- Maynard F. Farnsworth (c. 1922-1940s)
- Charles U. Gardner (relief keeper, c. 1942-1943)
- Francis D. Hickey (Coast Guard, c. 1956-1957)
- Robert Brann (c. 1959)

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

WHITEHEAD ISLAND LIGHT

Location: WHITEHEAD ISLAND/PENOBSCOT BAY SOUTHERN ENTRANCE

Station Established: 1807

Year Current Tower(s) First Lit: 1852

Operational? YES

Automated? YES 1982

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE/ASPHALT

Tower Shape: CONICAL ATTACHED TO SERVICE ROOM

Markings/Pattern: NATURAL

Relationship to Other Structure: SEPARATE

Original Lens: THIRD ORDER FIXED, FRESNEL 1855

Historical Information:

- 1807 – 1st lighthouse built.
- 1839 – Fog signal installed.
- 1857 – Current structure built.
- 1869 – Fog bell replaced by steam whistle.



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- 1933 – Electricity added to the station.
- 1982 – Lighthouse automated.
- 2001 – Lighthouse converted to solar power.

Keepers:

- Ellis Dolph (1804-1807)
- Ebenezer Otis (1813-1816)
- Charles Haskell (1816-1821)
- Samuel Davis (1821-1840)
- William Perry, Jr. (1840-1841 and 1845-1849)
- Joshua Bartlett (1849)
- Dennis Pillsbury (1853)
- Samuel B. Stackpole (1853-1858)
- Albert Thomas, assistant (1854)
- Edwin R. Stackpole (1853-1858)
- Eugene Stackpole, assistant (1857)
- Elisha Snow, Assistant (1857-1859)
- Isaac Sterns (1858-1860)
- Thomas Shoutts, assistant (1859-1860)
- Samuel Ludwig, assistant (1860)
- William Spear (1860-1861)
- William Spear, Jr., assistant (1860-1861)
- Ephraim Quinn (1861-1862)
- William Perry, assistant (1861-1862)
- Archibald McKellar (1862)
- James McKellar, assistant (1862)
- Edward Spaulding (1862-1865)
- E. Cooper Spaulding, assistant (1862-1866)
- Hezekiah Long (1865-1875)
- Horace Norton, assistant (1866-1874)
- Abbie B. Long, assistant (1867-1875)
- Isaac N. Grant (1875-1890)
- Abby B. Grant, assistant (1875-1890)
- Knot Perry, assistant (1876)
- George L. Upton (1890-1892)
- Frank N. Jellison (assistant 1890-1892, keeper 1892-1905)
- Daniel Stevens (1892)
- George Matthews, assistant (1892-1898)
- Joseph W. Jellison, second assistant (1895-1898)
- Walden B. Hodgkins, second assistant (1899-1902)
- Otto A. Wilson, second assistant (1899)



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- George S. Connors, second assistant (1899-1902)
- Edward T. Merritt, second assistant (1902-1903)
- Elmer Reed, assistant, then keeper (1902-1912)
- George M. Joyce, second assistant (1903-1905)
- A. Faulkingham, second assistant, then first assistant (1905-1909)
- Stephen F. Flood, first assistant (1905-1907)
- Frank B. Ingalls, second assistant (1907-1909)
- Fairfield H. Moore, first assistant (1909-1911)
- John E. Purrington, second assistant (1909-1911)
- Lester Leighton, second assistant (1911-1913)
- Charles Robinson, assistant (1913-unknown)
- Hervey H. Wass, first assistant (1913-1919)
- Arthur B. Mitchell (1919-1929)
- Arthur Marston (1923-1928)
- Arthur J. Beal (1929-1950)
- Frank Alley, second assistant (1928-194?)
- George Lester Alley, first assistant (1926-194?)
- Clyde Grant (Coast Guard, c. 1950)
- Gordon P. Eaton (Coast Guard, c. 1950-1952)
- Richard (Rick) Ames (Coast Guard, c. 1950)
- Ronald Upton (Coast Guard keeper, 9/1973-5/1974)

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

WHITLOCKS MILL LIGHT

Location: ST. CROIX RIVER SOUTH BANK

Station Established: 1892

Year Current Tower(s) First Lit: 1910

Operational? YES

Automated? YES 1969

Deactivated: n/a

Foundation Materials: DRESSED STONE/TIMBER

Construction Materials: BRICK

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: SEPARATE

Original Lens: FOURTH ORDER, FRESNEL 1892



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Historical Information:

- 1892 – Lighthouse built to replace lantern strapped to a tree.
- 1909 – Current tower built, 4th order Fresnel lens installed.
- 1910 – Current keeper's house built.
- 1969 – Fresnel lens replaced by modern optic, lighthouse automated.
- 1998 – Ownership of the lighthouse transferred to the St. Croix Historical Society.

Keepers:

- Frank N. Jellison (1909-1920)
- Alvah Robinson (1945-1947)
- Jasper L. Cheney (1949-1957)

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WINTER HARBOR LIGHT

Location: MARK ISLAND/WINTER HARBOR

Station Established: 1856

Year Current Tower(s) First Lit: 1856

Operational? NO

Automated? UNK

Deactivated: 1933

Foundation Materials: BRICK

Construction Materials: BRICK/ASPHALT

Tower Shape: CYLINDRICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FIFTH ORDER, FRESNEL 1856

Historical Information:

- Also known as Mark Island Light.
- 1856 – Lighthouse built.
- 1934 – Sold into private ownership.

Keepers:



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- Fred P. Gerrish (1856-1870)
- Allen H. Cole (1870-1876)
- James B. Wright (1876-1888)
- Benjamin Maddox (1888-1896)
- Adelbert C. Leighton (1896-c.1905)

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

WOOD ISLAND LIGHT

Location: EAST SIDE WOOD ISLAND/SACO RIVER MOUTH

Station Established: 1808

Year Current Tower(s) First Lit: 1858

Operational? YES

Automated? YES 1986

Deactivated: n/a

Foundation Materials: NATURAL/EMPLACED

Construction Materials: GRANITE RUBBLE

Tower Shape: CONICAL

Markings/Pattern: WHITE W/BLACK LANTERN

Relationship to Other Structure: ATTACHED

Original Lens: FOURTH ORDER, FRESNEL 1858

Historical Information:

- 1808 – Lighthouse built.
- 1858 – Keeper's house and fog signal tower added. 4th order Fresnel lens installed.
- 1903 – Oil house built.
- 1960s – Fog bell fell into the sea after the framing was destroyed in a storm. The bell was later recovered and placed in a museum.
- 1966 – 2nd story added to keeper's house.
- 1972 – Lantern removed to facilitate aero-beacon. A replacement lantern was added later.
- 1986 – Lighthouse automated.

Keepers:

- Benjamin Cole (1808-1809)



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- Philip Goldthwaite (1809-1832)
- Tristram Goldthwaite (1832-1833)
- Abraham Norwood (1833-1841)
- John Adams (1841-unknown)
- Stephen D. Batchelder (1849-unknown)
- Nathaniel Varrell (185?)
- L.F. Varrell (185?)
- Joseph R. Bryant (1854-1861?)
- Ebenezer Emerson (1861-1865)
- Edwin Tarbox (1865- 1872)
- Albert Norwood (1872-1886)
- Thomas Henry Orcutt (1886-1905)
- Charles A. Burke (1905-1914)
- C.B. Staples (1914-1917)
- W. F. Lurvey (1917-1923)
- Albert Staples (1923-1926)
- George Woodward (1927-1934)

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