



# U.S. Coast Guard Historian's Office

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## Historic Light Station Information SOUTH CAROLINA

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### **BLOODY POINT RANGE LIGHTS**

Location: DAUFUSKIE ISLAND

Station Established:

Year Current Tower(s) First Lit: 1883

Operational? NO

Automated? NO

Deactivated: 1922

Tower Shape/Markings/Pattern: White, square, pyramidal, skeleton, iron structure (front); white triangular skeleton tower (rear)

Height: 27'

Relationship to Other Structure: INTEGRAL

Original Lens:

Characteristic: Fixed red (both)

Foghorn: None

### **Historical Information:**

- Station established in 1883
  - Listed in the 1903 Light List as: "Range, secondary to Tybee Range, to guide in crossing Savannah River Bar. Follow the Tybee Range on a WNW course until these lights are in range, follow this range (NW. 1/2 N.) until Tybee Light bears WSW. 5/8 W., at which point the Jones Island Range lights are brought into range.
  - Station was rebuilt in 1899.
  - Station sold in 1922.
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### **CAPE ROMAIN LIGHT**

Location: LIGHTHOUSE ISLAND

Station Established: 1827

Year Current Tower(s) First Lit: 1858

Operational? NO

Automated? UNK

Deactivated: 1947



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Foundation Materials: TIMBER PILING  
Construction Materials: BRICK  
Tower Shape: OCTAGONAL  
Markings/Pattern: UPPER 2/3 ALT. B/W, LOWER 1/3 WHITE  
Relationship to Other Structure: SEPARATE  
Original Lens: FIRST ORDER 1858

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## **CHARLESTON LIGHT (NEW)**

Location: SOUTH SIDE OF SULLIVANS ISLAND  
Station Established: 1962  
Year Current Tower(s) First Lit: 1962  
Operational? YES  
Automated? YES 1975  
Deactivated: n/a  
Foundation Materials: CONCRETE  
Construction Materials: STEEL/ALUMINUM ALLOY SKIN  
Tower Shape: TRIANGULAR  
Markings/Pattern: UPPER BLACK/LOWER WHITE  
Relationship to Other Structure: INTEGRAL  
Original Lens: DCB 24 1962

### **Historical Information:**

- Erosion of land caused the Coast Guard to begin construction of a new lighthouse in 1960. The new light was commissioned on June 15, 1962. The tower stands 163 feet high on the north side of Charleston Harbor entrance on Sullivans Island.
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## **DAUFUSKIE ISLAND (HAIG POINT) RANGE LIGHTS**

Location: DAUFUSKIE ISLAND/CALIBOQUE SOUND  
Station Established: 1871 (Appropriation authorized--land was secured in 1872)  
Year Current Tower(s) First Lit: 1873  
Operational: Yes  
Automated: ?  
Deactivated: 1934-1987  
Construction Materials: WOOD  
Tower Shape: SQUARE ON HOUSE



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Height: 18' (front), 61' (rear)  
Markings/Pattern: WHITE W/RED ROOF  
Relationship to Other Structure: INTEGRAL  
Original Lens: FIFTH ORDER, FRESNEL (rear)  
Characteristic: Fixed white (both)

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## **FORT RIPLEY SHOAL (MIDDLE GROUND) LIGHT**

Location: In 8 feet of water, on Middle Ground between South Channel and Folly Island Channel, Charleston Harbor.  
Station Established: 1 December 1878  
Year Current Tower(s) First Lit:  
Operational: No  
Automated:  
Deactivated: 1932  
Height: 44'  
Tower Shape/Markings/Pattern: White hexagonal screw-pile structure; piles brown; lantern, yellow.  
Original Lens: FIFTH ORDER  
Characteristic: Fixed red  
Fog Signal: Yes, bell struck by machinery every 10 seconds.

### **Historical Information:**

- Established in 1878.
  - Deactivated in 1932.
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## **FORT SUMTER RANGE LIGHTS**

Location: Fort Sumter (front light); Charleston (rear light)  
Station Established: 1855  
Year Current Tower(s) First Lit: 1855  
Operational: No  
Automated: 1950  
Deactivated: ?  
Height: 51'  
Tower Shape: Hexagonal tower originally, after 1893 it was a steel skeleton framework (front); pyramidal church steeple (rear).



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Markings/Pattern: White with light green skeleton fog-bell tower and light green frame dwelling.

Original Lens: FIFTH ORDER, FRESNEL

Characteristic: Fixed white

Fog Signal: Yes; bell struck by machinery a double blow every 15 seconds.

## Historical Information:

- Established in 1855.
- The front range light was a white framework structure placed on Fort Sumter's wall. It was 51 feet above the high water line. It was a 5th order fixed white light. The rear light was placed in the steeple of St. Philip's Church in the heart of Charleston and was a fixed white light 140 feet in height.
- The range line marked by these lights [Fort Sumter (front) & St. Philip's Church (rear)] guided from the Charleston Light Vessel through the Main Channel dredged between the stone jetties constructed for the improvement of Charleston Harbor.
- Rebuilt in 1866.
- Front range light was destroyed during 1893 hurricane and rebuilt.
- Rear light in church steeple was deactivated in 1915. Front light remained in service.
- Station was disestablished in 1950 after the National Park Service requested that the Coast Guard remove the radio beacon at Fort Sumter so they could erect a new monument. The radio beacon was moved to Sullivan's Island Lifeboat Station
- At some point in the next few years the light was extinguished and was replaced by daymarkers.

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## GEORGETOWN LIGHT

Location: NORTH ISLAND / WINYAH BAY ENTRANCE

Station Established: 1801

Year Current Tower(s) First Lit: 1867

Operational? YES

Automated? YES 1986

Deactivated: N/A

Construction Materials: RUBBLESTONE

Height: 85'

Tower Shape: CONICAL

Markings/Pattern: White tower with black lantern room

Original Lens: FOURTH ORDER, FRESNEL 1855

Characteristic: Fixed white

## Historical Information:



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- 12 December 1795: a spot was acquired on North Island for a lighthouse for the harbor of Georgetown. Seven acres were given for the purpose by Paul Trapier.
- Light first lit in 1801. The first tower was a 72-foot, wood pyramidal tower. Also constructed was a two-story keeper's dwelling along with an oil storage tank. The wooden tower was destroyed by a storm in 1806.
- The tower was rebuilt in 1812 of brick. It too was 72-feet tall. A plaque above the tower's entrance noted: "This Light House was Erected / -1811- / CHARLES BROWN ESQ.R / SUPERINTENDENT / Walker & Evans / Undertakers Charleston S.O Carolina.
- Sustained damage during the Civil War when it was used by Confederate forces as an observation tower. It was captured by Union forces in May, 1862.
- Rebuilt in 1867.
- National Register Status: LISTED; Reference #74001857; Name of Listing: GEORGETOWN LIGHTHOUSE

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## HILTON HEAD RANGE REAR (LEAMINGTON) LIGHT

Location: HILTON HEAD ISLAND

Station Established: 1877

Year Current Tower(s) First Lit: 1880

Operational? NO

Automated? UNK

Deactivated: 1932

Foundation Materials: CONCRETE FOOTINGS

Construction Materials: CAST IRON

Height:

Tower Shape: SKELETAL PYRAMIDAL W/CENTRAL CYLINDRICAL.

Markings/Pattern: WHITE

Relationship to Other Structure: SEPARATE

Original Lens:

Characteristic

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## HUNTING ISLAND LIGHT

Location: HUNTING ISLAND STATE PARK

Station Established: 1859

Year Current Tower(s) First Lit: 1875

Operational? NO

Automated? NO

Deactivated: 1933



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Foundation Materials: NATURAL/EMPLACED  
Construction Materials: CAST IRON/BRICK LINED  
Height:  
Tower Shape: CONICAL  
Markings/Pattern: TOP THIRD BLACK, WHITE BELOW  
Relationship to Other Structure: SEPARATE  
Original Lens: SECOND ORDER, FRESNEL 1875  
Characteristic:

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## **MORRIS ISLAND (OLD CHARLESTON) LIGHT**

Location: Morris Island / Charleston Harbor Entrance  
Station Established: 1767  
Year Current Tower(s) First Lit: 1876  
Operational? NO  
Automated? YES 1938  
Deactivated: 1962  
Foundation Materials: TIMBER PILING/CONCRETE BASE  
Construction Materials: DRESSED STONE  
Height: 155'  
Tower Shape: CONICAL  
Markings/Pattern: WHITE & BLACK BANDS W/BLACK LANTERN  
Relationship to Other Structure: SEPARATE  
Original Lens: FIRST ORDER, FRESNEL 1858  
Characteristic: Fixed white

### **Historical Information:**

The Charleston Light, located on Morris Island, at the entrance to the harbor of Charleston, S. C., was one of the colonial lights turned over to the Federal Government under the terms of the act of August 7, 1789. The light was in a brick tower, built by the Colony of South Carolina in 1767. On May 7, 1800, Congress appropriated \$5,000 for repairing the lighthouse. In 1838 the light was described as a revolving light, the tower being 102 feet from the base to the lantern. A new first-order lens was installed in the tower on January 1, 1858.

On December 20, 1860, on receiving reports from the lighthouse inspector at Charleston regarding the probable seizure of the lighthouse property by the Confederacy, the Secretary of the Lighthouse Board wrote the Secretary of the Treasury that he would not recommend "that the coast of South Carolina be lighted by



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the Federal Government against her will." Ten days later the inspector at Charleston informed the Board that "the Governor of the State of South Carolina has requested me to leave the State. I am informed that forcible possession has been taken of the lights, buoys, etc., of this harbor, and that similar measures will be adopted in regard to all lights in the State." Early in January 1861, the Rattlesnake Shoal Lightship was towed into Charleston and the lighthouse tenders were seized. By the latter part of April 1861, practically all lights were extinguished, lightships removed, and other aids removed or destroyed from the Chesapeake to the Rio Grande, with the exception of some of the lights on the Florida coast and reefs.

In 1862 the Lighthouse Board reported "Charleston, lens and lantern destroyed." In all, 164 lights were forcibly discontinued during the Civil War on the southern coasts. These were relighted from time to time, and by 1866, the greater part had been restored. The Charleston Channel was re-marked promptly on the occupation of the city by Union troops in February 1865. In 1865 the Lighthouse Board reported "that an almost total change had taken place, leaving no channel in the harbor as it was in 1860, and opening new ones. Under this altered state of things it became necessary to establish lights temporarily at such places as would be useful guides through existing channels and omit all other.

On March 3, 1873, Congress made the first of three appropriations for a new lighthouse on Morris Island. \$60,000 was granted on that date for "commencing the rebuilding of a first-order seacoast light on Morris Island destroyed during the war." Two other appropriations totaling \$90,000 in 1874 and 1875 were for completing the work. The new structure was to be at or near the same spot as the old tower, 150 feet high and built of brick, with a first-order flashing light. Foundation piles were driven and the space between them filled with concrete 8 feet thick. The new tower, when completed in 1876, was 161 feet in height and the cost was \$149,993.50. A first-order Fresnel lens was installed. In 1884 the illuminating apparatus was changed for the use of mineral oil instead of lard oil.

The cyclone of August 25, 1885, destroyed the rear beacon of the Morris Island range, overturned part of the brick wall which enclosed the tower and dwelling of the main light, carried away the bridge between the beacons, and destroyed a large part of the plank walks connecting the several lights and dwellings, and overturned the boathouse. The range was reestablished 3 days later by a temporary beacon. A new wooden skeleton structure 40 feet high was built in 1885.

The earthquake of August 1886 threw the lens of the main light out of position and cracked the tower extensively in two places, but not so as to endanger its stability. The lens was replaced and the cracks repaired without delay.



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Erosion of land caused the Coast Guard to begin construction of a new lighthouse in 1960. The new light was commissioned on June 15, 1962. The tower stands 163 feet high on the north side of Charleston Harbor entrance on Sullivans Island.

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## SULLIVANS ISLAND RANGE LIGHTS

Location: Sullivans Island; post-Civil War lights were placed on government land at Fort Moultrie.

Station Established: 1848

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

Operational? No

Automated: No

Deactivated: ? No longer in existence

Height: 26'

Foundation Materials: Brick

Construction Materials: Wood

Tower Shape: Open-frame square pyramid (rear); frame structure (rear)

Markings/Pattern:

Relationship to Other Structure: Detached

Original Lens: 6th Order

Characteristic: Fixed red (rear); fixed white (front)

### Historical Information:

- Originally established in 1848 on Sullivans Island to guide ships over the Charleston Bar.
- Station destroyed in 1861.
- After surrender of Confederate forces in Charleston, a temporary beacon was placed in a skeleton tower atop the roof of a private house on Sullivans Island to mark the channel near the wreck of the ironclad USS *Weehawken* while a lightship was placed over the wreck itself.
- Range lights were placed on government land in Fort Moultrie in 1872 with the front beacon rested on the fort's parapet. The lightship was removed at this time. The station also included a keeper's quarters.
- In 1878 the front beacon was moved from the parapet to the glacis of the fort.
- In 1879 it was raised six feet and placed upon a brick room that served as an oil room. It was surrounded by a white picket fence.
- In 1883 it was painted red.
- In 1886 the front beacon was moved 12 feet to the west.
- In 1899 the rear range light was discontinued and replaced by having two front range lights in operation. On 20 May 1899 it was renamed as the "South Channel Range" lights.





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- Their location in 1901 were as follows -- Front: "On Sullivans Island, Charleston Harbor, S. C., about 360 feet southeasterly from the southeasterly angle of Fort Moultrie"; Rear: "On Sullivans Island, Charleston Harbor, S.C., about 190 feet to the eastward of the preceding."
  - The lights were extinguished and removed at an unknown date.
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