

NORTHERN LIGHTS

Lighthouse Development in the Alaskan Territory



By Wayne Wheeler

The first lighted aid to navigation in Alaska appears to have been established in 1805 by the Russians on a small island in Sitka Harbor (see Dee Longenbaugh's story in this issue). In later years (1830's) a light was placed in the cupola of their governor's mansion (Baranof's Castle) in Sitka. It was a crude optic consisting of four copper cans with solid wicks, fueled by whale or seal oil. The large reflector was placed behind the burning wicks.

After we purchased Alaska the Baranof "light" was maintained, by agreement with the Army garrison at Sitka, by Ordinance Sergeant George Golkell who received 40 cents a day for his labor. When the Army departed Alaska in 1877, so too did Sergeant Golkell and the light was extinguished. It would be twenty years before the Lighthouse Board established another light at Sitka.

Above - a 19th century woodcut of New Archangel, later renamed Sitka. The second light in Alaska was displayed in the cupola of the governor's mansion, just left of the three masted vessel at anchor.

The United States purchased the Territory of Alaska in 1867 for \$7,200,000, about 2 cents an acre. The addition of Alaska added 6,600 miles of coastline to existing 4,900 miles of coastline around the continental U.S. Distances are vast in our state to the north. The distance from the Lighthouse Service supply depot at Ketchikan to the furthest light station at Unimak Pass is 1,400 miles, requiring a week for the servicing tender to reach that outpost. The distance from the capitol, Juneau, to the end of the Aleutians is 3,000 miles, about the same as the distance from New York City to San Francisco.

Although commerce was light at first, it did slowly improve as fisheries expanded and canneries were established, especially in southeast Alaska. Gold mining (before the Gold Rush of 1897-98) and the lumber industry also prospered, and all of this activity lead to increased shipping and numerous shipwrecks.

The communities of southeast Alaska, even today, are linked by water or air. Only one small spur of the ALCAN highway pokes into southeast Alaska reaching the town of Haines on the Lynn Canal. From the beginning the relatively small area of southeast Alaska outweighed the rest of the territory in importance, population and industry. Most of those seeking a fortune of gold in the Klondike (1897-98) traveled the fjords of southeast Alaska to the port of Skagway, at the head of Lynn Canal, and then overland into Canada via the Chilkoot Pass. Yet even with the increased commerce and thousands of miles of (largely uncharted) coastline, it

wasn't until this century, in 1902, that the first lighthouses were constructed in Alaska, on Five Finger and Sentinel Islands.

A large portion of the Alaskan coastline, outside of Southeast Alaska, experiences violent storms and an enormous tide range which contributes to the swift currents, heavy seas and, at times, thick fog. The remainder of the coastline lies in southeast Alaska, an area of the state that is laced with a network of majestic fjords snaking between steep mountains. In many cases, the steep sides of the mountains continue their descent after reaching the water to a depth of 600 feet. In some cases it is possible to navigate a vessel right alongside the shore... and in other areas uncharted pinnacles lurk, ready to pierce the vessel of an unwary navigator. Southeast Alaska has a fairly mild climate and experiences only light snowfall in the winter and endless months of rain the rest of the year. The annual rainfall at Juneau is 98 inches and in Ketchikan, further south, 180 inches. A tide range of 19 feet causes swift currents. At one location, South Inian Pass into Cross Sound, the currents can reach 11 knots during the peak of some tides. There is a great deal of fog during the summer months and several bays have glaciers at their heads which calve off small icebergs called "growlers."

Navigating the waters of Southeast Alaska requires careful attention to tidal currents, the Coast Pilot and charts. The navigator must also be on the alert for the numerous fishing boats that ply the waters and string fishing nets illegally, across the narrow channels. Even whales, basking in the sun, can pose an obstacle to the mariner.

In 1869, just two years after the acquisition of Alaska, the Senate called for a review of the safety of the Pacific Northwest coasts, requiring the President to "detail an officer to select from public lands such permanent points upon the coast of Oregon, Washington Territory, and Alaska, as in his judgement may be necessary for lighthouse purposes, in view of the future commercial necessity of the Pacific coasts, and to reserve the same for the

exclusive use of the United States." One month later President Johnson submitted a report prepared by George Davidson of the U.S. Coast Survey who had completed a survey in 1867, shortly after the purchase of the territory. Davidson's recommendations for aids to navigation included two lighthouse sites at Sitka, two near Kodiak Island and two near Dutch Harbor on the island of Unalaska. He also recommended locations for buoys and unlighted beacons (daybeacons). While aids to navigation were installed at nearly all of his recommended sites, none became light stations. And for whatever reason, Congress failed to fund for any lighthouse in Alaska for over 30 years. Some have speculated that the delay in establishing lighthouses may have been the result of Congress wishing private enterprise to develop the land, before committing federal funds. Then too, many members of Congress thought Alaska more of a liability than an asset (Seward's Folly), and finally, the commerce of this country was expanding in other areas which may have been more in need of lighthouses than Alaska.

free of charge, any buoys the Lighthouse Board may wish to establish in Alaskan waters. On consultation with the Navy, the Board learned that buoys delivered to Alaska could be established by Navy ships stationed in the territory.

In the spring of 1884 the Board sent 14 iron buoys with appendages to Alaska which were to be placed by Commander Coghlan, USN "in the most desirable positions as rapidly as was consistent with his other duties."

By 1886 there were 24 buoys in Alaska, and the tender *Manzanita*, stationed in Oregon, was spending 5 weeks each year tending those aids to navigation. A few new buoys were added each year and by 1892 there were 59 buoys and 12 daybeacons. In 1895 the first (American) light, a small, unmanned post light, was established at Sitka.

The annual summer cruise of a vessel to service the buoys was less than ideal. First, it required the vessel to travel 975 miles to reach Skagway, and secondly there was an entire year between visits to the aids; ample time for the buoys to be dragged off station by vessels, strong



The Lighthouse Service tender *Manzanita* in San Francisco Bay, date unknown. She was the first tender assigned to the Alaskan Territory on a seasonal basis. USLHS photo.

In the fall of 1883 the Pacific Steamship Company lost their steamer *Eureka* in the Peril Straits of southeast Alaska. They pointed out the many dangers to navigation in this waterway as well as in Tongass and Wrangle Narrows. The company offered to transport,

currents or small icebergs (called growlers). A buoy not on charted position could be more of a liability than an aid to the mariner. It was becoming apparent to the Lighthouse Service that Alaska required a dedicated vessel to tend her aids and with the eventual

Southeast Alaska



addition of lights and lighthouses, the Territory should probably be a separate district with its own depot.

In 1898 the Lighthouse Board wrote to Congress, "Attention is invited to the necessity for additional buoys in Alaskan waters. The large emigration to the Klondike region and the enormous quantity of tonnage of the inside passages of southeastern Alaska, such as Peril Straits and Wrangle Straits, on their way to and from Taiya Inlet, the losses of vessels which have occurred for lack of proper buoys in these dangerous waters, where currents and tides are so swift and powerful, make it necessary that additional buoys should be placed. There are now but 58 buoys in Alaskan waters. The immense and growing Klondike trade by the inside and outside passages seems to make a large addition to this number imperative.

"The commerce which goes to the Bering Sea must pass through the Aleutian Islands by the way of Unalaska Island. This passage is full of peril from hidden rocks, swift and strong currents and dense fogs. Hence it should be carefully and thoroughly buoyed . . . a large addition to the present number of buoys

in Alaskan waters is required in the interest of commerce and navigation."

Those are strong words and ample justification for buoys, but it's strange the Board made no request for funds to establish lighthouses. Perhaps they realized that manned light stations would require an Alaskan depot and tender, requiring a substantial outlay above the cost to construct the stations, which would be expensive in its own right, given the remote locations.

By this time the new Lighthouse Service tender *Columbine* arrived in Oregon and was assigned to tend the aids of Alaska each summer.

In 1899 the Board reported, "Letters, petitions, and memorials have been received by the Board during the past few months from Chambers of Commerce of the Pacific coast, citizens, and others interested in the navigation of Alaskan waters, urgently requesting immediate action in establishing lights

and fog signals as aids to navigation in these waters, and also requesting a division of the present Thirteenth Lighthouse District, making two districts of it."

The service wrote, "In view of the great extent of navigable waters included in this district and of the increased traffic in this region, particularly between Puget Sound and Lynn Canal, it seems so desirable that the present Thirteenth District should be divided, making two districts of it, special recommendation will be made to Congress at its next session to that end, the new district to include Alaskan waters only, with headquarters at Sitka.

"Anticipating the needs of a new tender for use in these waters, Congress, at its last session, appropriated the sum of \$100,000 for the purpose of constructing one. . . . With regard to the aids to navigation proposed . . . eleven stations [sites] have been selected and an approximate estimate of cost prepared which is the basis of the recommendation now made that \$300,000 be appropriated for lighthouses at Eldred Rock, Ralston Island, Point Retreat, Point Gardner, Cape Ommaney, Point Standhope, Fairway Island, Guard Island, Mary Island, Cape Fox and Cape Fanshaw."

However, lighthouses were never established at Ralston Island, Cape Ommaney, Cape Fox, Point Gardner, Point Standhope and Cape Fanshaw. Point Gardner (in Chatham Strait) and Cape Fanshaw (in Fredrick Sound) received minor lights and Point Stanhope a buoy. The Cape Decision light station was constructed across Chatham Strait from Cape Ommaney.

In 1900 the board asked for \$500,000 for the Alaskan lighthouses and received \$100,000. In 1901 funds were requested to begin construction on Five Fingers, Sentinel Island, Lincoln Island, Mary Island, Tree Point, Guard Island, Point Retreat, Fairway Island, Eldred Rock, Midway Island, Point Sherman, East and West Scotch Cap, Cape Sarichef and Unalaska Head. Congress approved \$300,000 for ten of these stations. The following year the Board requested \$126,000 to finish the project and the Secretary of Treasury asked for a new District. In March of this year the Five Finger and Sentinel Island stations (both in southeastern Alaska) became the first operational lighthouses in Alaska.

That same year, the District hired the vessel *Homer* to transport crews and materials to the remote Cape Sarache

and Scotch Cap sites. Scotch Cap was lighted in 1903 and Cape Sarache the following year.

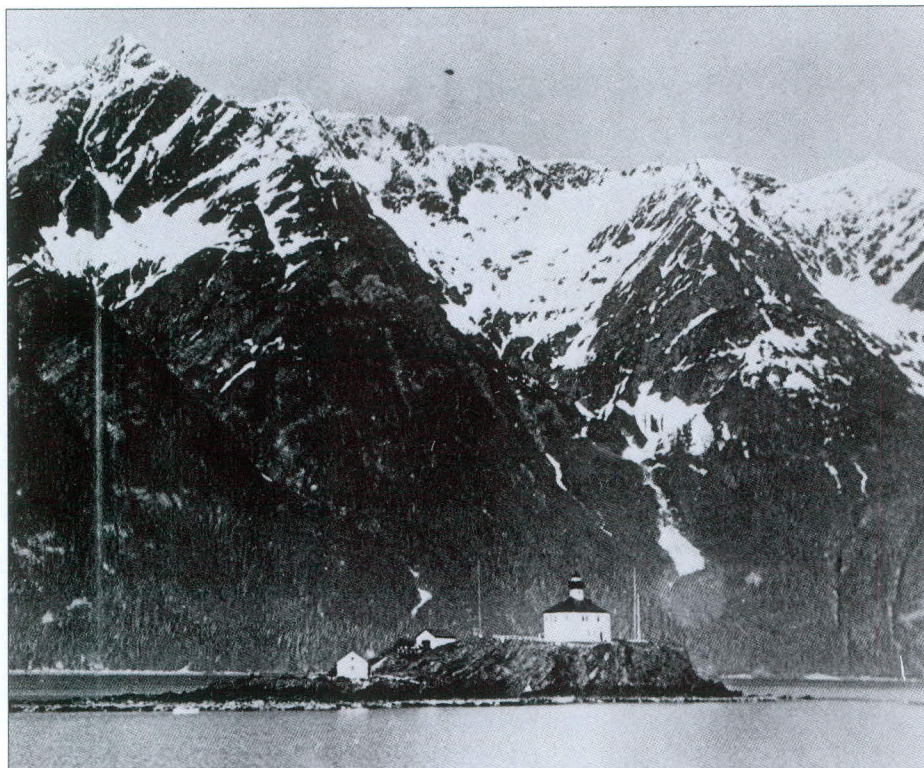
Things were finally moving in Alaska. In southeast Alaska Lincoln Rock and Mary Island went operational in 1903; Guard Island, Tree Point, Fairway Island and Point Sherman in 1904; and Eldred Rock in 1906. Those stations and Cape Hinchinbrook (way over by Anchorage, constructed in 1910), completed the first round of construction in Alaska. During this period the Board also placed numerous small unattended lighted beacons along the waterways of Alaska.

For several years the Board had been clamoring for a new Lighthouse District and the mariners of Southeastern Alaska were miffed about the lack of aids to assist navigation.

Demands for additional navigational aids seemed to be justified and was a major political issue, especially given the frequency of shipwrecks and loss of life. In August of 1909 the steamer *Ohio* struck a reef and sank near Ketchikan with considerable fatalities. In 1910 three more large vessels were wrecked. The steamer *Northwestern* ran aground on San Juan Island; the *Portland* at the mouth of the Katalla River; and the



The Tree Point light is the first American lighthouse that mariners see when entering Alaska's inside passage from British Columbia. This tower was replaced in 1935. The two small buildings to the right are oil houses. The keepers lived in quarters in the woods behind the tower. U.S. Coast Guard photo.



Steamer *Olympia* struck an uncharted reef off Bligh Island. That November, Governor Clark observed that "the recent wrecks of three steamers in the Alaska trade point the necessity of providing further lights in order that human lives and property may be guarded. There is also the important consideration that abundant aids to navigation will have the logical result of reducing freight rates and, consequently, the cost of supplies."

One reporter wrote: "With the exception of Siberia, Alaska has been the most neglected country in the world, and it is high time that we do something for her people . . ."

In 1910 Alaskan Governor Walter E. Clark made a trip to Washington to petition for additional aids and a separate district. Partially due to his visit Secretary of Commerce Charles Nagel and Attorney General Wickersham made an extensive tour of Alaska in 1910 noting the problems and needs voiced by Alaskans. Nagel officially declared that the Bureau of Lighthouses would provide "increased aids to navigation [in the state], an extension of the lighthouse service, [and] the creation of a new lighthouse district for Alaska." He stated further: "Alaska is too far away

Above - Majestic mountains tower over the Eldred Rock station. Located in the middle of Lynn Canal, this station constructed in 1906, is the oldest surviving lighthouse in Alaska. U.S. Coast Guard photo.

Below - We believe this is the original Lincoln Rock lighthouse constructed in 1903. It was badly damaged by winter storms and finally rebuilt on a nearby islet. The 46 stars in the flag indicate the photo was taken between the admission of Oklahoma in November of 1907 and reconstruction in 1911. USLHS photo.



from Seattle to be dependent upon this district for what she needs in the way of supplies and equipment in this [lighthouse] service. There should be a supply station and supply vessel in Alaskan waters . . ." He also suggested formation of the 19th Lighthouse District with headquarters at Ketchikan in southeast Alaska. Funds were requested for the construction of a light station at Resurrection Bay, Cape Spencer and Cape St. Elias. But Congress turned off the money tap for new construction in Alaska. Manning and supplying these stations, and developing a depot at Ketchikan, was going to keep the district busy, and require a substantial increase in operating funds for the Service.

As an example: in 1905 the Board complained that the cost of transporting fuel to a first class Alaskan light station from where it was purchased cost more than the fuel itself. The Board consequently backed down, for the time being, on requesting funds for more lighthouse construction in favor of buoys and post lights.

1910 was an important year for the service as Congress disbanded the Lighthouse Board and created the Bureau of Lighthouses. The Board had accomplished much since its inception in 1852, but the size of the service now required a different organization.



But the creation of the 16th Lighthouse District received very little attention in the newspapers of southcentral Alaska. The importance of the Act was not realized by the Alaskans. They didn't understand that this first step established an entity whose interest was only of Alaska. An entity, the Sixteenth District, which would have a headquarters, depot and dedicated tender to respond to the growing navigational needs of only Alaska. A Cordova newspaper reported: "The lighthouse service expended \$5 million for the fiscal year June 30, 1910, of which \$1,339,000 went for the construction of additional aids [throughout the United States]. Of this latter sum, Alaska received a paltry \$60,000, less than 5 per cent of the total appropriation. This ridiculously small sum was supposed to cover the wants of 3,000 miles of coastline, used annually by 1,000 ships, with cargoes valued at \$31 million and transporting 50,000 passengers to and from Alaska."

In 1911 the Bureau reported, "There has been a considerable increase in shipping to this territory with the rapid development there of mining and other industries. There is however, a very great extent of coastline in proportion to the amount of shipping. It is a difficult coast to navigate because of a

number of causes in addition to the incompleteness of the system of aids to navigation. All the southern and more frequented portions of the Alaskan coast are subject, even in the summer months, to rain, fog and storm; the coast is precipitous and rocky and hidden dangers are numerous; there is a great rise and fall of tide, resulting in strong tidal currents; the traffic is new and mainly restricted to only a part of the year, so that it is difficult for the navigator to become thoroughly familiar with the region and conditions; much of the coast has not been thoroughly surveyed . . . depths so great that convenient and safe anchorages are not always available. On the other hand, southeastern Alaska has a remarkable network of well protected inside channels in large part sufficiently wide and deep for any class of vessels and has numerous small harbors. . . . The immense coastline in proportion to the population and amount of shipping, and the uncertainty as to the permanency of the routes of traffic, would not warrant the government . . . making the expenditures . . . as elaborately as similar coast in older more settled portions of the United States."

The Report stated that the tender *Armeria* had been assigned to the new District and requested \$115,000 for an outside light station at Cape St. Elias.

Above - Cape Hinchinbrook lighthouse constructed in 1910. Similar in appearance to Eldred Rock, this building was replaced in 1934 with an Art Moderne structure, back from the eroding cliffs. The fog signal can be seen on the right of the building. The structure in the foreground is the boat house. Photo courtesy of member Harold Clark.

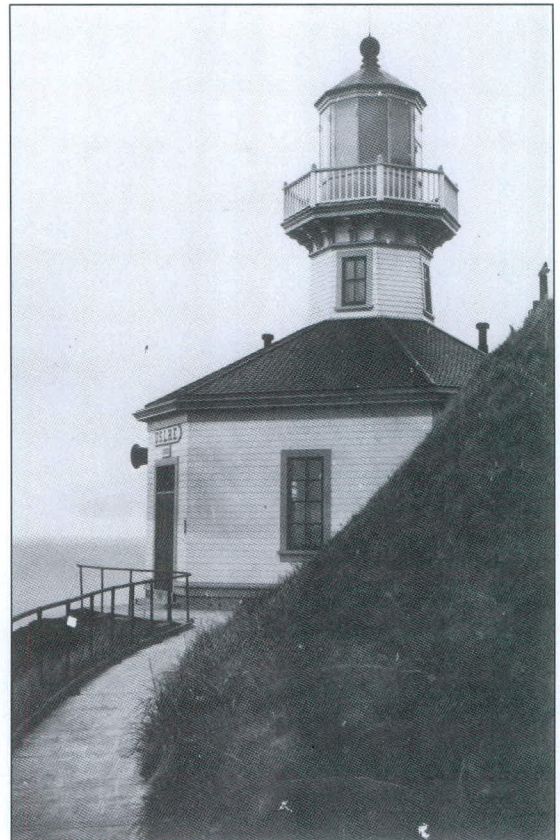
Below - The SS *Princess May*, hard aground near the Sentinel Island Light Station, April 5, 1910. "This station and Five Fingers, both lighted on March 1, 1902, were the first American lighthouses in Alaska. An Art Moderne replacement tower was built alongside the original in 1935 and unfortunately burned in 1966. Official U.S. Coast Guard photo.





Above - The Cape St. Elias Lighthouse in 1966. Constructed in 1916, this station was automated in 1974. The 3rd order lens was originally installed in the Alcatraz, CA lighthouse. Photo courtesy of Keeper Eric Awkerman.

Right - Cape Sarichef lighthouse, almost a dead ringer for the original Scotch Cap tower on the facing page. Note the difference of the storm pane astragels of the lantern rooms. Both stations are located on Unimak Island, well down the Aleutian chain. U.S. Coast Guard photo.



Cape St. Elias was constructed in 1916 for \$115,000. Interestingly, the 3rd Order lens for Cape St. Elias was the original Alcatraz optic (the first on the west coast); it and the lantern were on display at the 1915 Exhibition in San Francisco.

The final three stations were constructed at Point Retreat in 1923 (this had been a minor light since 1904), Cape Spencer 1925 (also the site of a minor light since 1913) and Cape Decision in 1932 at a cost of \$158,000.

The first stations were constructed of wood and as can be expected deteriorated in the harsh climate of Alaska. Lincoln Rock was rebuilt in 1905, 1912 and 1948. Five Fingers, Sentinel Island and Tree Point became art moderne structures in 1935, and Mary Island in 1937. Of the outside lighthouses: Cape Hinchinbrook was rebuilt in 1934, Cape Sarichef in 1950 and Scotch Cap in 1940 and 1950. Scotch Cap was the site of a disaster on April 1, 1946 when a tidal wave destroyed both the old and new lighthouses and killed the four men on duty (see the Keeper's Log Vol. II, #2).

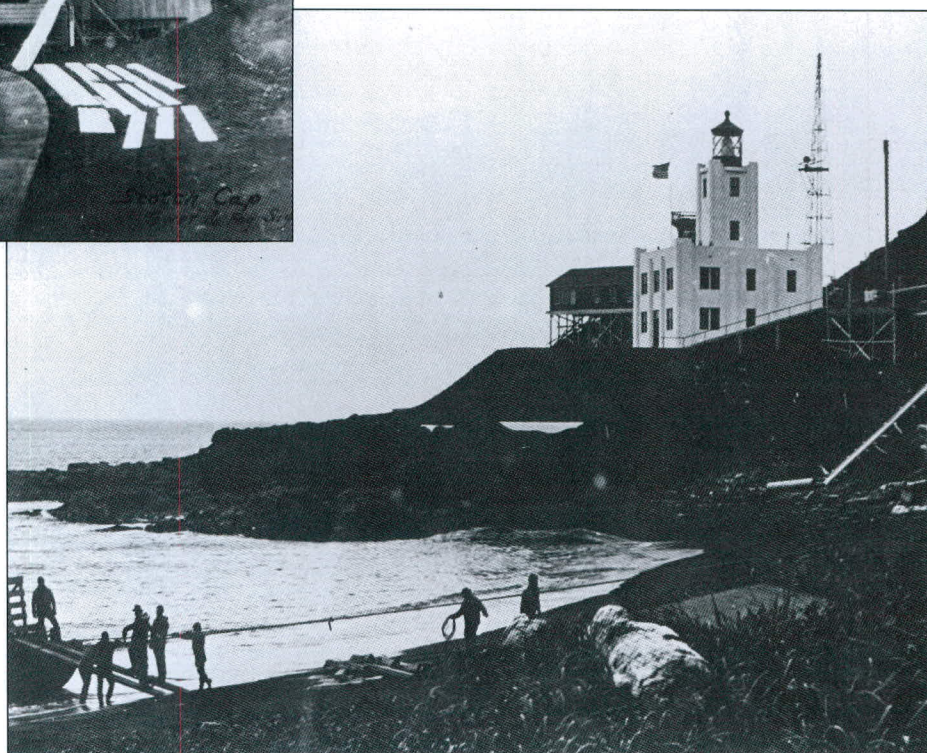


Above - The second Cape Hinchinbrook lighthouse constructed in 1934 to replace the original that was threatened by eroding cliffs. Note the helicopter pad in front of the station. Official U.S. Coast Guard photo.

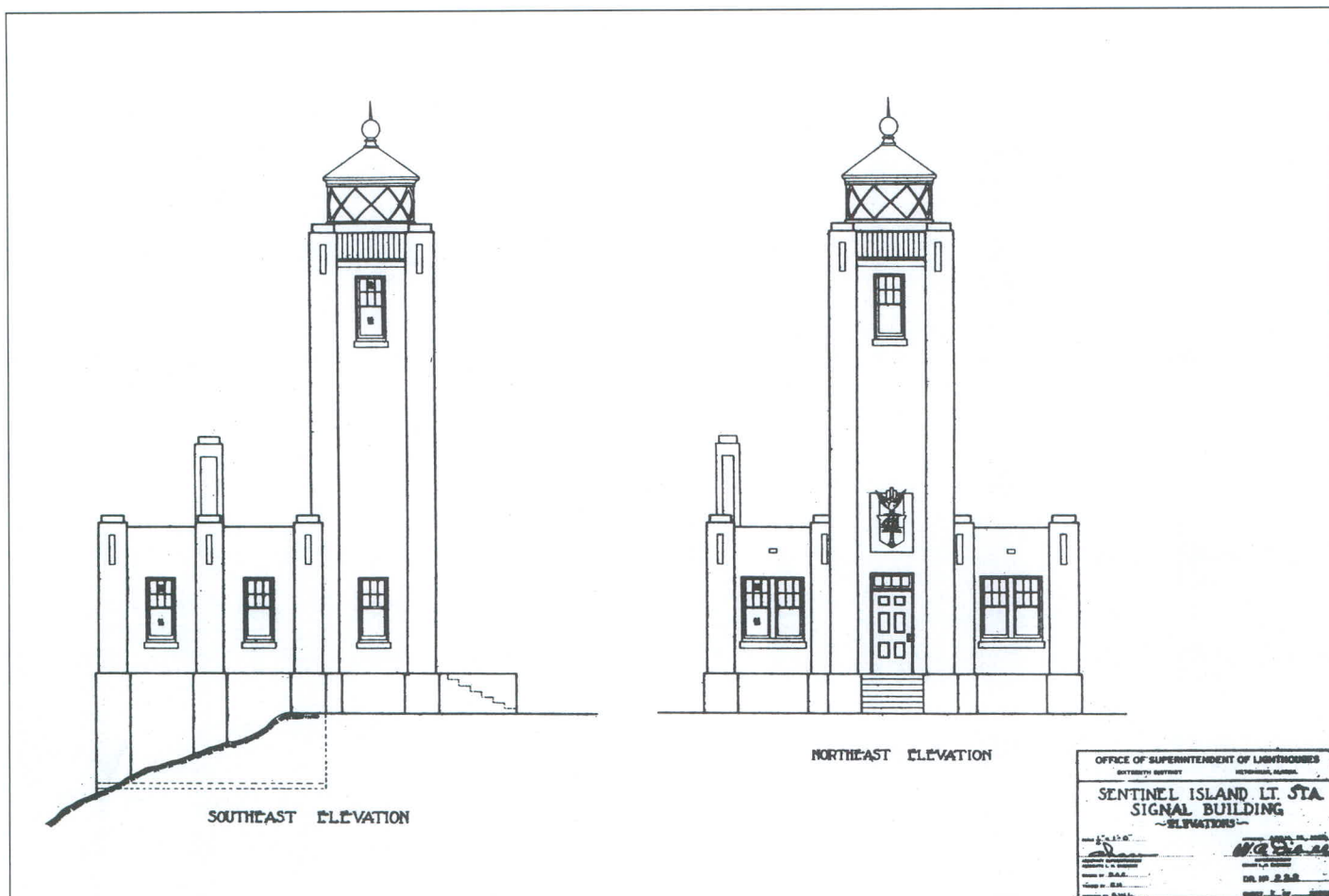


Above - The original Scotch Cap tower constructed in 1903 as the first lighthouse outside of SE Alaska.

Right - The second Scotch Cap lighthouse, an art moderne building, was constructed in 1940 utilizing the original lantern room. The top of the old lighthouse can be seen between the new tower and the flag pole. The original tower was still standing when the Tsunami struck on April 1, 1946. Both photos courtesy of the U.S. Coast Guard.



Left and above - Mute testimony of the power of the Tsunami that reduced Scotch Cap to rubble April 1, 1946 with the loss of the five watch standers. U.S. Coast Guard photos.



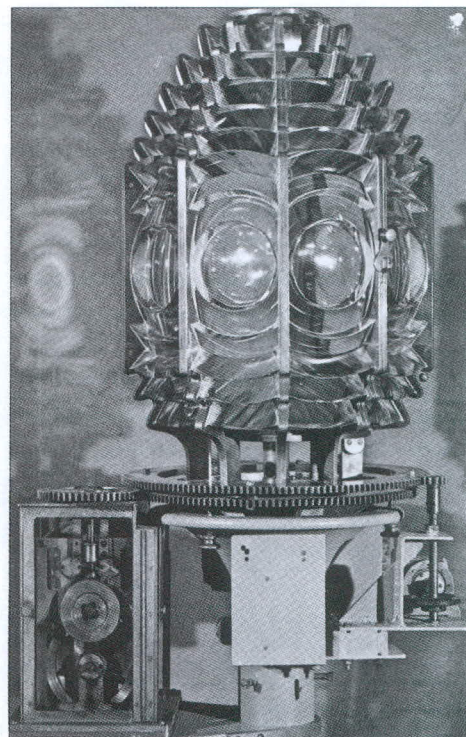
	Lighted	Lens	Rebuilt	Auto- mated	Comments
Sentinel Island	Mar. 1, 1902	4th FW(1)	1935	1966	CG burned orig.
Five Fingers	Mar. 1, 1902	4th FW	1935	1984	Orig. burned
Scotch Cap	Jun. 18, 1903	3rd FW	1940/50	1971	Tidal wave '46
Mary Island	Jul. 15, 1903	4th FW	1938	1968	
Lincoln Rock	Dec. 1, 1903	4th FW	1911	Discontinued 1968	
Tree Point	Apr. 30, 1904	3rd FW (2)	1935	Discontinued 1969	
Cape Sarichef	Jul. 1, 1904	3rd FW	1950	1979	
Fairway Island	Sep. 1, 1904	lens FW		Discontinued 1911	
Guard Island	Sep. 15, 1904	lens FW	1924	1969	
Point Retreat	Sep. 15, 1904	lens FW	1924	1973	
Point Sherman	Oct. 18, 1904	lens FW		Discontinued 1911	
Eldred Rock	Jun. 1, 1906	4th FW(3)	1973		
Cape Hinchinbrook	Nov. 15, 1910	3rd FLW(4)	1934	1974	
Cape St. Elias	Sep. 6, 1916	3rd FLW(5)		1974	
Cape Spencer	Dec. 11, 1925	3rd FLW(6)		1974	
Cape Decision	Mar. 15, 1932	3rd FLW (7)		1974	

Key: FW = Fixed White, FLW = Flashing White

Known lens disposition:

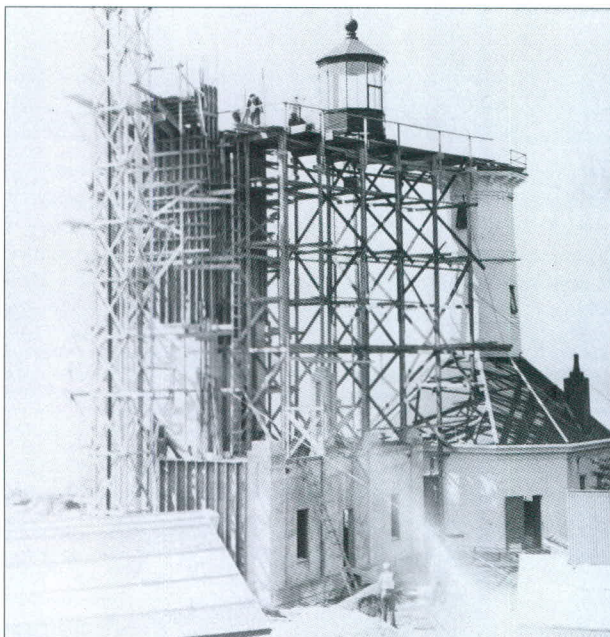
- (1) 17th Coast Guard District offices, Juneau, AK
- (2) Tongass Historical Society, Ketchikan, AK
- (3) Sheldon Museum, Haines, AK
- (4) Valdez Heritage Center, Valdez, AK
- (5) Cordova Museum, Cordova, AK
- (6) Alaska State Museum, Juneau, AK
- (7) Clausen Museum, Petersburg, AK

Above - The Sentinel Island station, along with four others, was reconstructed in the 1930's in this Art Moderne style.
Below - The 4th order Fresnel lens from the second Tree Point station.





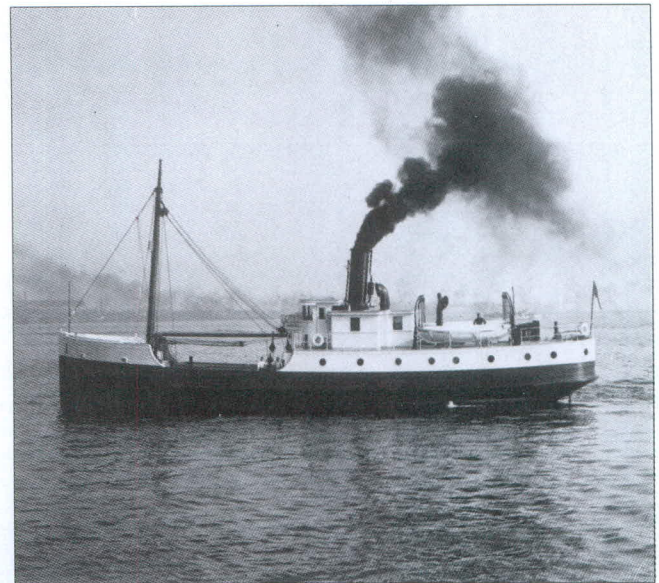
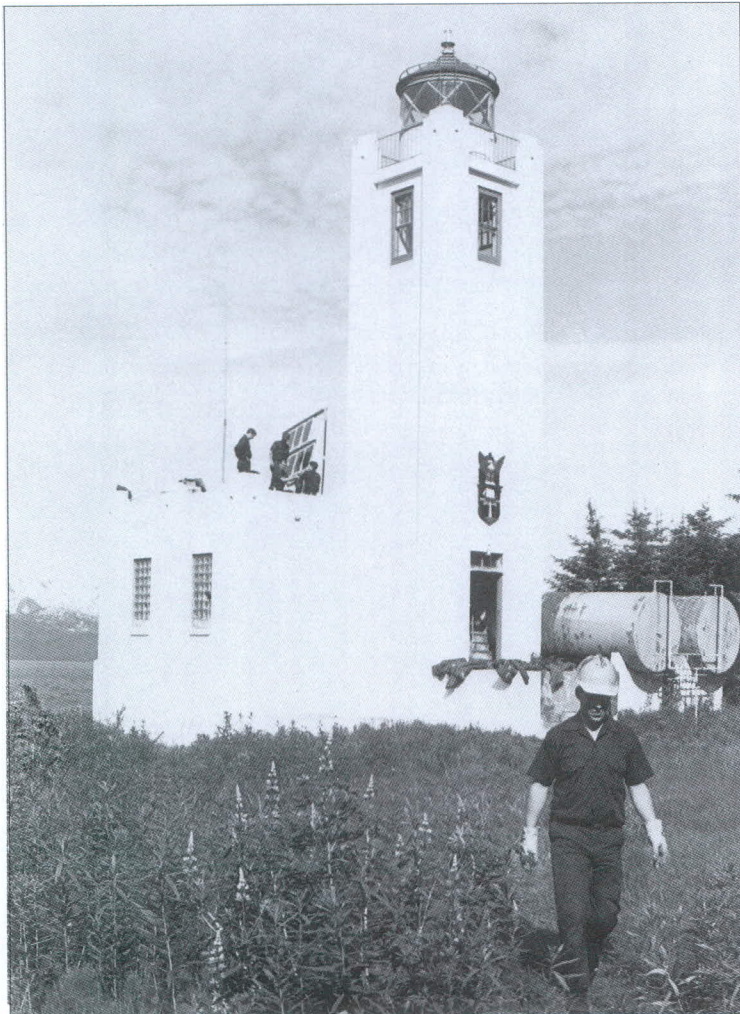
Above - Dismal Cape Spencer, situated at the junction of the Gulf of Alaska and Cross Sound, was constructed in 1925. The crane at left was used to hoist personnel aboard in a basket. The Head Keep' made this 70 foot ascent in 1964. Official U.S. Coast Guard photo.



Above left - The lantern of the old Tree Point tower being moved across scaffolding to the new tower in 1935. Above right - The completed new Tree Point station circa 1963. Notice the keeper's house in the woods at right. U.S. Coast Guard photos.

Below left - Cape Decision lighthouse, completed in 1932, was the last station established in Alaska. Below right - Lincoln Rock station, originally constructed in 1903, was relocated in 1911 and reconstructed in 1948. U.S. Coast Guard photos.





Above - The Lighthouse Service tender *Fern* at 112 feet and 317 tons was just the opposite of the mighty *Cedar*, the smallest vessel in the Service. She was constructed in 1915 especially for the inside waters of SE Alaska. She had a wood hull and single screw. Her complement was 5 officers and 11 enlisted.

Left - A Coast Guard crew installs solar panels at the Sentinel Island station in 1986. The original lighthouse was replaced by this Art Moderne tower in 1935. U.S. Coast Guard photo.



The Five Finger lighthouse was the first established by the Lighthouse Service in Alaska in 1902 and the last Alaskan station automated by the Coast Guard. Because of its unique central location at the junction of Fredrick Sound and Stephens Passage it served more as a radio communication link than lighthouse. Improved communication equipment finally allowed this station to be automated in 1984. U.S. Coast Guard photo. The original station burned and was reconstructed in 1934. U.S. Coast Guard photo.

Lighthouse Tenders in Alaska —

Up to the reorganization the 13th District had been sending one of their tenders, such as the *Columbine*, to work the aids each summer. When Alaska became the 16th District, the steel, single screw tender *Armeria* was permanently assigned. She was, at 202 feet in length, by far the largest tender in the service at that time. Plans were also underway to construct a small tender for the inside waters of Southeast Alaska.

On May 20, 1912 the tender *Armeria* struck a submerged and uncharted rock while servicing Cape Hinchinbrook light station and was a total loss. All hands, and some equipment, were saved. The District was now without a servicing vessel and funds were requested to construct a replacement tender. In the interim the tender *Columbine*, once again, split her time between Oregon and Alaska, then the tender *Kukui* was temporarily assigned from Hawaii.

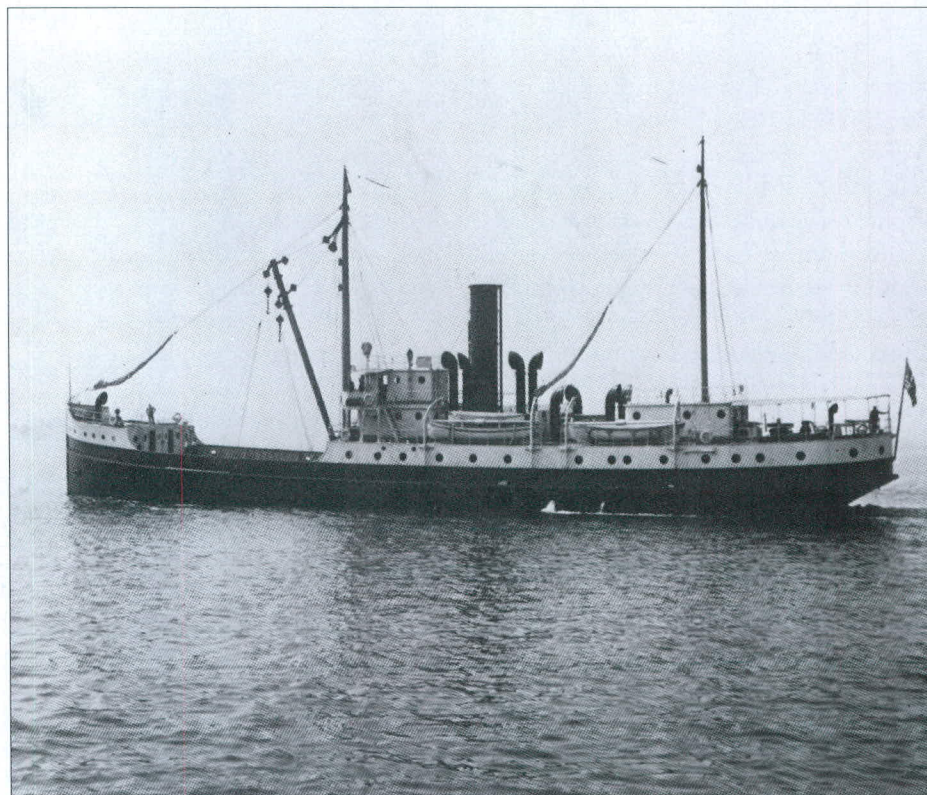
In 1915 the small tender *Fern* was launched and arrived in Alaska to tend aids and service the lighthouses of the inside waters of southeastern Alaska. At 122 feet and 300 tons she was far too small to navigate the Gulf of Alaska and service the coastal aids. But the large twin screw *Kukui* filled in until a replacement ship could be constructed. In 1917 the tender *Cedar* was launched. She was a steel hulled vessel 201 feet in length with an 18 foot draft. At 1,890 tons she was almost double the size of the next largest tender. The vessel cost \$248,000 and had a crew of 7 officers and 22 men.

The tender *Rose* was replaced by the *Fern*, which was replaced by the larger tender *Hemlock* in 1935. During the Coast Guard years in the mid 1960's there was a fleet of seven 180 foot class and one 133 foot vessel. With automation this fleet has been slightly reduced to six large tenders and a small buoy boat. Today, in addition to their aids to navigation work, Coast Guard buoy tenders are engaged in fisheries patrols, logistics and search and rescue reflecting the multi missions of the service more than any other unit.



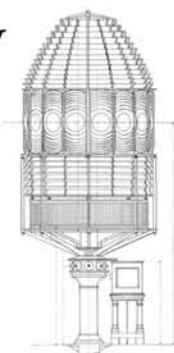
Above - The wreck of the Lighthouse Service tender *Armeria* near Cape Hinchinbrook light station, May 20, 1912. She was engaged in landing coal and supplies for the new station when she struck an uncharted rock and became a total loss. Note the inverted ensign and distress flags. *Armeria* was the first vessel permanently assigned to the new Alaskan District. She was replaced by *Cedar* pictured below. Photo courtesy of lighthouse author James Gibbs.

Below - The Lighthouse Service tender *Cedar* was constructed in 1917 especially for the outside waters of Alaska. At 1,970 tons she had almost twice the displacement of the next largest tender in the Service. She was a single screw vessel, 201 feet long with a beam of 36 feet and a draft of 18'. The complement consisted of 8 officers and 25 man crew.





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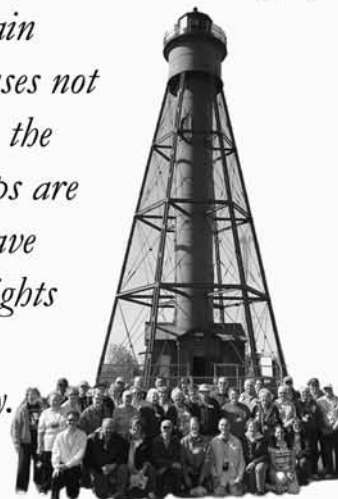
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