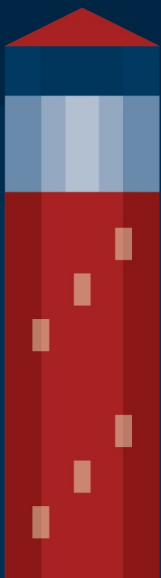




GSA OFFICE OF REAL PROPERTY
UTILIZATION AND DISPOSAL



2015 PROGRAM HIGHLIGHTS REPORT

NATIONAL HISTORIC LIGHTHOUSE PRESERVATION ACT

EXECUTIVE SUMMARY

Congress passed the National Historic Lighthouse Preservation Act (NHLPA) in 2000 to recognize the importance of lighthouses and light stations (collectively called “lights”) to both maritime traffic and to the coastal communities and nonprofit organizations who value the historical, cultural, recreational, and educational value of these iconic properties.

Through the NHLPA, Federal agencies, state and local governments, and not-for-profit organizations can obtain historic lights at no cost through stewardship transfers. If suitable, public stewards are not found for a light, the General Services Administration (GSA) will sell the light in a public auction (i.e., a public sale).

Transfer deeds for lights include covenants in the conveyance document to protect the historic features of the property and/or preserve accessibility for the public. Many of these lights stay as active aids-to-navigation (ATONs), and continue to guide maritime traffic under their new stewards in coordination with the U.S. Coast Guard.

2015 NHLPA Highlights:

Since the NHLPA program’s inception in 2000, 120 lights have been transferred to eligible entities. Public bodies, including not-for-profit organizations, received 64 percent (74 lights) through stewardship transfers, while 36 percent (46 lights) were conveyed through public sales, generating over \$6.3 million.

In 2015:

- One light was conveyed through stewardship transfer and six lights were transferred through public sales;
- A National Maritime Heritage Grant was awarded to Pigeon Point Light in California;
- The Gay Head Lighthouse on Martha’s Vineyard was moved further inland to prevent damage to the light, and was deeded to the Town of Aquinnah after the move; and
- Steps were taken to prevent the reversion of the Stepping Stones, New York light back to the Federal government
- Longstanding legal issues related to Michigan bottomlands prevented the conveyance of offshore lighthouses to private individuals and non-profit agencies in the state of Michigan. These legal issues have been resolved. 2015 saw the first public sale of an offshore light to a non-for-profit entity in 2015.

Purpose of the Report:

This report outlines:

- 1) The history of the NHLPA;
- 2) The roles and responsibilities of the three Federal partner agencies executing the program;
- 3) Calendar Year¹ 2015 highlights and historical disposal trends of the program;
- 4) A discussion of the program’s 2016 projected transfers; and
- 5) Case Studies on various NHLPA events that have occurred in 2015.



Gravelly Shoal Lighthouse, in Michigan, was conveyed through a public sale in 2015 for \$16,000
(Photo Credit: Lighthousefriends.com)

For More Information:

Information about specific lights in the NHLPA program is available at the following websites:

National Parks Service Lighthouse Heritage Program:
<https://www.nps.gov/maritime/nhlpa/intro.htm>

General Services Administration Real Property Sales:
www.realestatesales.gov

¹ Unless otherwise specified, all references to year refer to the calendar year (January through December), not fiscal year.

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AMERICAN LIGHTHOUSE PROGRAM HISTORY

The first lighthouse in the United States was built in 1716 on Little Brewster Island in Boston Harbor. Lighthouses have served as critical aides to maritime traffic, ensuring safe transport of goods and people into and around the country. Over a thousand lighthouses, light stations, and light towers have been constructed in the United States, although natural and man-made disasters have caused the destruction of many of them.

From 1789 until 1910, all lighthouses in America were administered by the United States Lighthouse Establishment, which was created under the Department of the Treasury. Starting in 1910, lighthouse stewardship was transferred to the Bureau of Lighthouses under the Department of Commerce. In 1939, the Bureau of Lighthouses was merged with the United States Coast Guard (USCG). The USCG is still responsible for maintaining U.S. lighthouses under Federal ownership, and for ensuring that the aides to navigation associated with them continue to operate.

Factors such as the high cost of maintaining ownership of the lights, and the automation and upgrades to the lights themselves have prompted USCG's decision that the Federal Government does not need to retain ownership of some of these properties. When the USCG decides that they no longer need the property, they declare it excess, and the property can be transferred. However, USCG can still access the property to maintain the ATON.

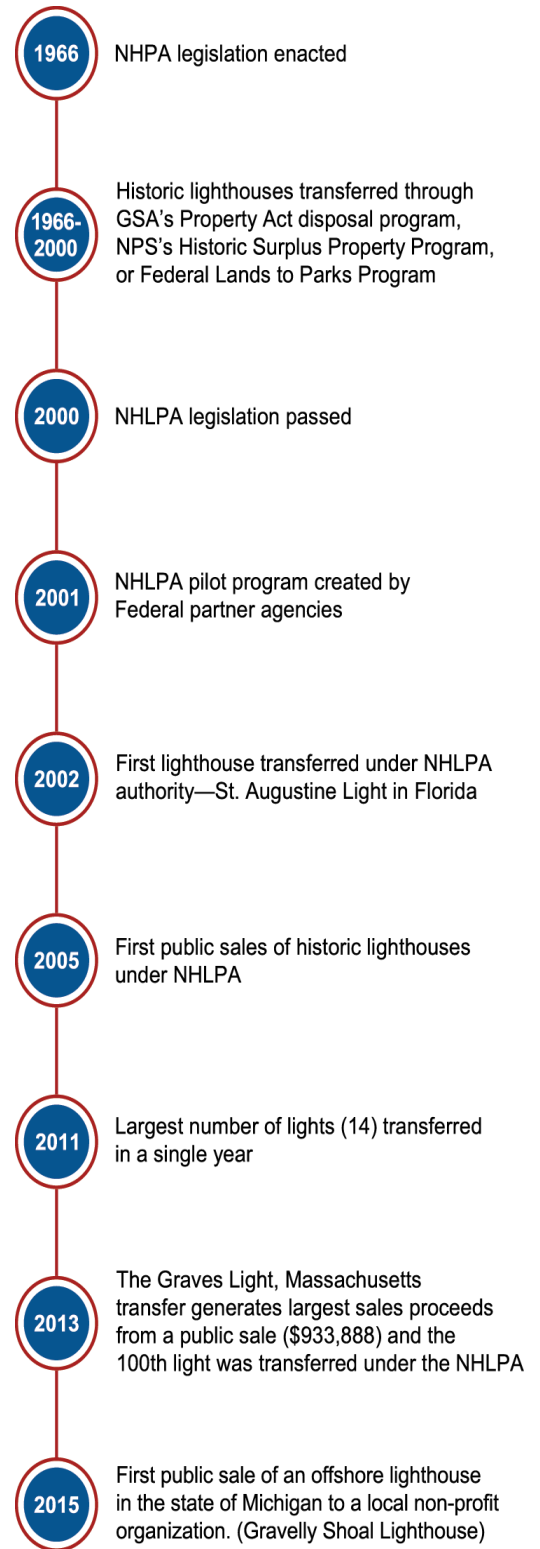
Prior to the NHLPA, historic lights were transferred to state or local agencies through the National Park Service's (NPS) Historic Surplus Property Program or the Federal Lands to Parks Program. GSA also conveyed historic lighthouses as historic monuments through the Federal Property and Administrative Services Act of 1949 (Property Act). Non-profit lighthouse groups were not eligible to receive a light, even if a group had spent significant time and money to rehabilitate and maintain a historic light station or had leased it from the Coast Guard.

In a separate, but related, series of events, in 1990, the Island Institute of Rockland, Maine approached the USCG about acquiring Heron Neck Light, with the goal of repairing and preserving the light. By 1994, the USCG had worked out an expedited program for transferring several Maine lights to local communities. This Maine Lighthouse Program was used to successfully transfer 28 lights to new stewards in just six years.

The success of the Maine Lighthouse Program, and also because several senators had a passionate interest in preserving American lighthouses, Congress passed the NHLPA in 2000. The NHLPA was designed to facilitate transferring historic lighthouses that are no longer mission-critical to eligible public entities (including non-profit organizations) or private individuals. These parties agree to maintain and care for the lighthouses so that they remain cultural beacons for generations to come.

Figure 1 shows the history and highlights of the NHLPA Program since its creation.

Figure 1: NHLPA Timeline



NHLPA PROGRAM ROLES AND RESPONSIBILITIES

GSA, USCG, and NPS work together to ensure that the Federal government finds the best stewards for available historic lights. The NHLPA process is outlined in **Figure 2** below. Many factors influence how a light is transferred, and the process may vary for individual lights.

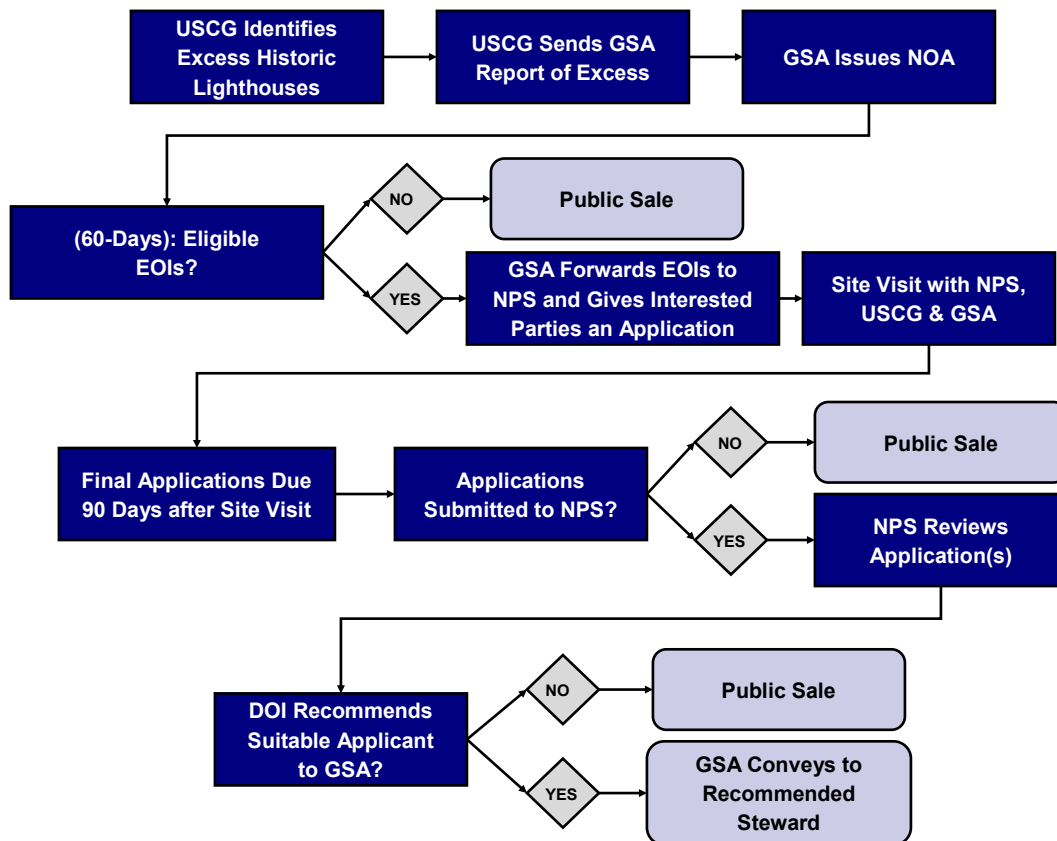
parties that respond can inspect the property during a site visit. USCG and NPS assess the applications on the merits of the preservation and reuse plan, financial viability, and how well the applicant is likely to manage the light.

Initially, USCG identifies lights that are no longer needed for their mission purposes. The three partner agencies then work together to develop an annual list of lights that will be transferred through the NHLPA program. These lights are announced through Notices of Availability (NOAs) on the GSA and NPS websites, and possibly through the Federal Register. GSA’s regional staff also reaches out to potentially interested parties in local lighthouse publications and newspapers. Interested, eligible parties submit an expression of interest (EOI) and NPS sends them an application to apply for ownership of the light for public use purposes. Interested

If there are no interested parties or suitable applicants, NPS recommends the light for public sale. GSA will then schedule and hold a public auction for the light.

To ensure continued care and maintenance of the lights, specific covenants for historic preservation are included in all deeds to new stewards. Stewardship transfers to public entities also require the transferee to allow public access to the light. The USCG will retain rights to access the lights and service ATON equipment if the light is to an active ATON.

Figure 2: Federal Agency’s Roles and Responsibilities in the NHLPA Process



PROGRAM OVERVIEW:

Stewardship Transfers

The primary method of transferring lights to new stewards is through no-cost transfers to Federal, state, or local governments, or to not-for-profit organizations (non-profits). Since Congress enacted NHLPA in 2000, GSA has conveyed 73 lights to new public owners through stewardship transfers (See **Figure 3**).

Many of the lights conveyed to new public stewards become public parks, recreation areas, or museums of local maritime history. However, some communities have found creative ways to show off these pieces of history. For instance, Huntington Harbor Light is sometimes used as an outdoor concert venue.

Lights often become a part of the local heritage within a community. New stewards aim to keep them that way. Lights conveyed through stewardship transfers have public access covenants as a part of the deed, which require that tourists and locals have access to the grounds around the lights.

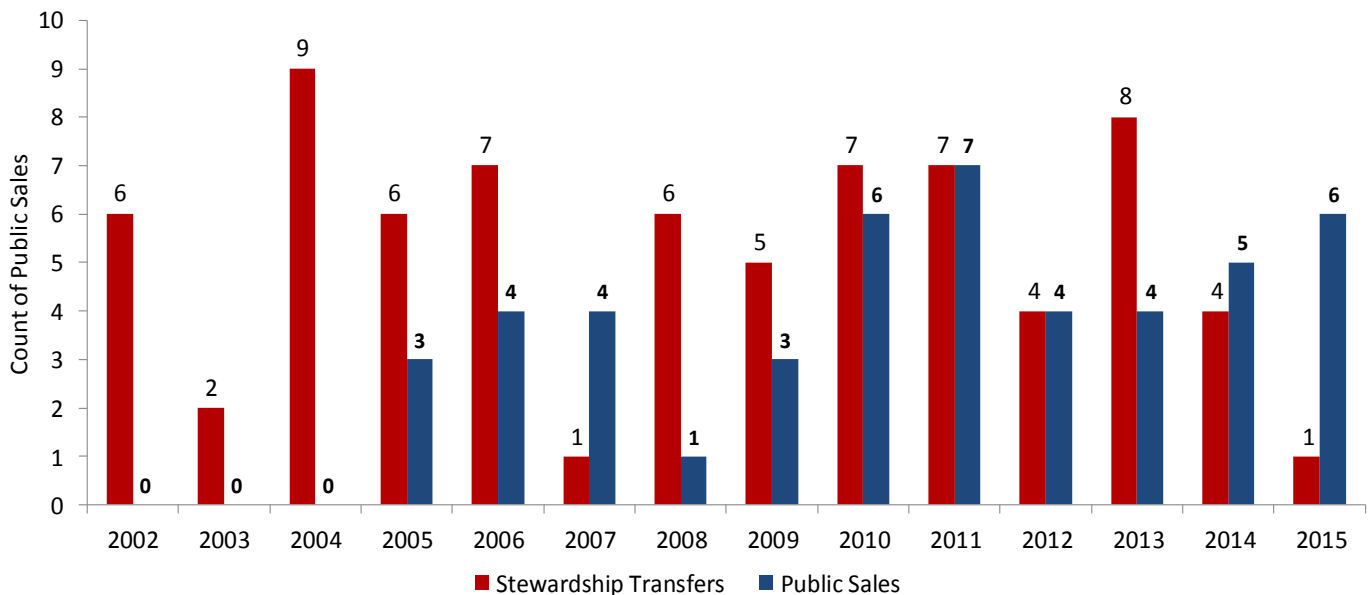
In 2015 GSA transferred one light through a stewardship transfer. Though this is a decrease from recent years, the conveyance will have a significant impact on the local community it serves.



Gay Head Light, overlooking Martha's Vineyard's bluffs, was conveyed through a stewardship transfer to the town of Aquinnah, Massachusetts (Photo Credit: GSA)

Gay Head Light on Martha's Vineyard in Massachusetts was the only stewardship transfer in 2015. Due to its precarious position on the island's bluffs, the transfer was very complex because the light had to be moved to a new location. More information on this light and its transfer can be found on Page 9.

Figure 3: Stewardship Transfers and Public Sales By Year



PROGRAM OVERVIEW:

Public Sales

If no suitable applicant is identified through the application review process, then a light can be transferred through a public auction. Since Congress enacted NHLPA in 2000, GSA has conveyed 46 lights to private owners through public sales.

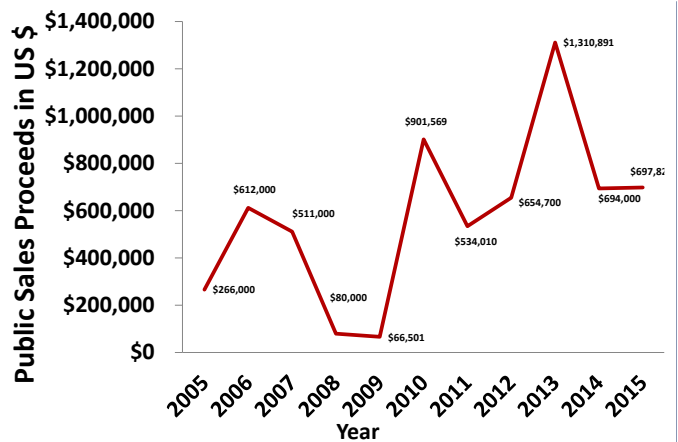


Spectacle Reef Light, in Michigan, was sold through public auction in 2015 for \$43,575
(Photo Credit: Wikipedia Commons)

New owners acquire these lights for many purposes, including vacation homes, bed and breakfasts, or concert venues. In 2015, six lights were transferred through public sales. **Table 1** identifies all of the lights that were conveyed in 2015 to new stewards.

Public Sale Proceeds: As of December 2015, the gross public sales of lights in the NHLPA program totaled over \$6.3 million (see **Figure 4**). GSA generated the largest amount from public sales in 2013, when proceeds totaled over \$1 million. In 2015, there were more public sales than stewardship transfers for the third time in program history (see **Figure 3** on page 4). The total sales for the six lights sold accounted for the third-highest annual total in program history.

Figure 4: Sales Proceeds by Year



Grand Total Public Sales Proceeds = \$6,328,496

Table 1: 2015 NHLPA Transfers

Light Stations	Public Sale/ Stewardship Transfer	Grantee	Sale Amount (\$)
Gay Head Light, MA	Stewardship Transfer	Town of Aquinnah, MA	N/A
Peck Ledge Light, CT	Public Sale	Private Owner	\$235,000
Saybrook Breakwater Light, CT	Public Sale	Private Owner	\$290,000
Gravelly Shoal Light, MI*	Public Sale	Private Owner	\$16,000
Ile Aux Galets Light, MI	Public Sale	Private Owner	\$23,250
Spectacle Reef Light, MI	Public Sale	Private Owner	\$43,575
Miah Muall Shoal Light, NJ	Public Sale	Private Owner	\$90,000
Total Sales:			\$697,825

*High bidder defaulted prior to closing. This light will be resold in 2016.

PROGRAM ACCOMPLISHMENTS

Determinations of Eligibility and National Register Listings: For a light to be eligible for conveyance through the NHLPA program, it must be a “historic” light station as defined by Federal law. The term “historic” means that the property is listed on the National Register of Historic Places or the Keeper of the National Register has formally determined the light eligible for listing. In 2016, four lighthouses were added to the National Register: Ogdensburg Harbor Light (NY), Presque Isle Harbor Breakwater Light (MI), Duluth Harbor North Pier Light (MN), and Duluth Harbor South Breakwater Light (MN).

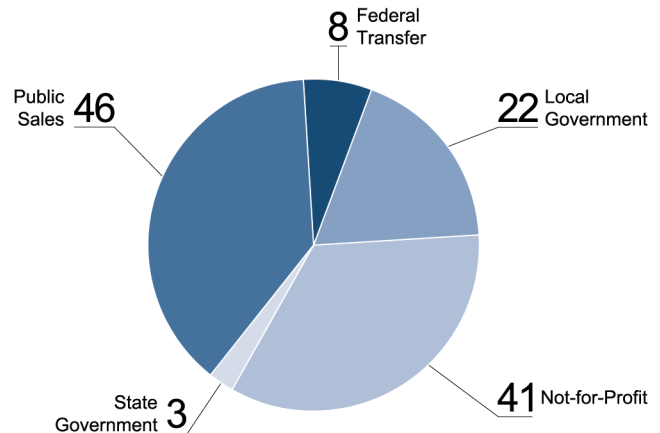
NHLPA Recommendations by the Secretary of the Interior: The Secretary recommended two stewardship transfers to designated public entities: Keweenaw Lower entrance Light, Michigan, and Algoma Pierhead Light, Wisconsin.

Notices of Availability: GSA and the National Park Service (on its NHLPA website) published and widely advertised six Notices of Availability (NOAs) in national and regional markets, as well as locally in the Great Lakes and along the Connecticut coast. GSA brought the interested eligible parties to the offshore lights with the assistance of the USCG to inspect the condition and access for the lights identified in **Table 2**.

Table 2: 2015 Notices of Availability and Expressions of Interest

<u>Light Stations</u>	<u>Interested Parties</u>	<u>EOIs</u>
Greens Ledge Light, CT	5	0
Southwest Ledge Light, CT	5	0
Detroit River Light, MI	5	1
Minneapolis Shoal Light, MI	2	0
North Manitou Light, MI	1	0
Port Washington Breakwater Light, WI	2	1

Figure 5: Total Stewardship Transfers and Public Sales by Grantee



Total Program Transfers: Figure 5 depicts the number of lights transferred to each type of eligible steward through the NHLPA program. Since the program’s inception, 46 lights (39 percent) have been sold via public sales to private citizens, 41 lights (34 percent) have been transferred to not-for-profit organizations, and 22 lights (18 percent) were transferred to local governments, which typically are local town or county governments. Eight lights were transferred to other Federal agencies, primarily lights located within national parks. Three lights have been conveyed to state governments.



Peck Ledge Light was bought by a private party in 2015 for \$235,000 (Photo Credit: Lighthousefriends.com)

CULTURAL STUDY:

Pigeon Point Light

National Maritime Heritage Program



In November 1994, Congress passed the National Maritime Heritage Act (54 USC §§ 308701-380707), which established a national maritime heritage policy and grants program. DOI is charged with administering the Heritage Act, and established the National Maritime Heritage Program (NMHP) within NPS. NPS and the Maritime Administration (MarAd) jointly administer the grants program. The program provides funding for education and preservation projects designed to preserve historic maritime resources, and to increase public awareness and appreciation for the maritime heritage of the United States.

In 2013 the grant program was reestablished through a memorandum of agreement between NPS and MarAd. In this round of grants, there was one successful NHLPA applicant: Pigeon Point Light.



Built in 1872, the iconic 115-foot tall Pigeon Point Lighthouse has been a familiar sight to mariners approaching San Francisco Bay from the south, or to motorists on the Pacific Coast Highway as they travel between Santa Cruz and San Francisco, California. This picturesque white masonry structure hosted tourists and school children for decades until December 2001 when heavy sections of the light's

upper iron belt course broke, crashing 100 feet to the ground. The harsh environment had clearly taken its toll and the lighthouse had to be closed to the public, though the grounds remain open to visitors. Recent annual visitation of 200,000 adults and schoolchildren is proof that the lighthouse remains a popular attraction.

The light was conveyed to the California Department of Parks and Recreation via the NHLPA program in 2011. The new steward, in partnership with the California State Parks Foundation, has mounted a multi-million dollar campaign for a total rehabilitation of the structure, with the ultimate goal of reopening the light to the public.

For more information about Pigeon Point Light Station visit https://www.parks.ca.gov/?page_id=533

For more information about the National Park Service's Maritime Heritage Grant Program, visit <https://www.nps.gov/maritime/grants/intro.htm>

Stabilization of the structure began in 2011 with the removal of the 1-ton, first-order Fresnel lens. Using a zip line from the lantern room to the ground, lampists removed the 1008 prisms of the lens' 24 panels for cleaning and reassembly in the station's fog signal building. There the lens will be on public display until lampists can safely return it to the lantern room. Though the Fresnel lens is no longer in active use, the light remains an active ATON, maintained by the USCG.

In 2015, the California State Parks Foundation received a NMHP grant of \$73,436. These funds will allow the stewards to:

- Prevent further structural degradation and leaks by rehabilitating key windows and doors throughout the lighthouse structure.
- Preserve the lighthouse's architectural integrity by repairing the original windows when possible or using materials that match the original details when replacement is needed.
- Provide safer access and improved weatherproofing at the Lantern level.

Work on this portion of the rehabilitation is ongoing.



Program Highlight:

NHLPA Coordinators Meeting Boston, MA—August 2015

In August, GSA held an NHLPA Regional Coordinator's Meeting in Boston, MA. This meeting was the first time an in-person meeting of the entire NHLPA Program Office was held. Approximately 20 GSA staff attended the meeting with representatives from all of GSA's regional offices.

The purpose of the meeting was to discuss national and address ongoing NHLPA programmatic issues. Several of these issues are highlighted below:

Lights in International Waters: There are quite a few offshore historic lighthouses that are situated beyond the established boundaries for the United States' territorial waters. These lights present an interesting legal situation when it comes to the NHLPA program. NHLPA conveyances are completed in conjunction with the State Historic Preservation Offices (SHPOs). However, these lights do not fall under the legal oversight of the SHPOs because they are too far out to sea. Because of their distance from the mainland, these lights may be classified as Foreign Excess Property and conveyed through a different process than the NHLPA program.

Reversions: The team discussed the reversionary process that the government may implement for lights that need to be reclaimed due to voluntary or involuntary non-compliance with the NHLPA program requirements. The government only has reversionary rights for historic lights conveyed through the NHLPA program via stewardship transfers. Because reversions have so far been rare, it was a chance to discuss potential paths for how they should be completed. Through discussion, the team was able to identify a preferred method of performing reversions and moving the lights towards a public sale.

Lighthouses on Breakwaters: Some lighthouses are located on U.S. Army Corps of Engineers (USACE) structures. Because these structures are not conveyed with the lighthouse, public access to the lights can be an issue. Going forward, the team resolved to work with USACE to address access issues.

Several NHLPA Case Study updates were also presented during this meeting, including Round Island

Light in Michigan, the Graves Light and Gay Head Light in Massachusetts, and Point Fermin Light in California. These case studies exemplified the diverse issues that can impact the lights, but also showed progress that the lights have made.

The Team also took time to conduct a site visit of the previously conveyed NHLPA property-Baker's Island Light in Salem, MA. Event participants went aboard the Essex Heritage Foundation's vessel, the Naumkeag, which is the only way for the public to visit the private island. The Essex Heritage boat provides an exclusive opportunity for visitors to access the light and associated keeper's quarters on the property.



GSA NHLPA Team members in front of Baker's Island Light
(Photo Credit: GSA)

The group learned about the history of the island and the light, including recent improvements made by the Foundation to refurbish the property. While there, the team observed workers studying the light for future improvements to the tower.

CULTURAL STUDY:

Gay Head Light Saving an Historic Light

The original Gay Head Light Station, established in 1799, was one of the oldest lighthouses in the United States, having been established in 1799. However, the current conical light tower made available through the NHLPA process was built in 1859. The light is an historic 51-foot brick tower with a black lantern perched on a bluff in Aquinnah on the island of Martha's Vineyard.

The world-famous – and dramatically eroding - colorful clay cliffs of Gay Head rise over 100 feet from the shore below and are protected as a National Natural Landmark, and are considered sacred by the Wampanoag Tribe of Gay Head today. At the time of the Notice of Availability for the light, only 45 feet of land on the bluff remained between the historic tower and the cliffs. The National Trust for Historic Preservation had designated the light as one of its top 10 endangered sites.

In 2013, the endangered Gay Head Light Tower was declared excess by the U.S. Coast Guard and GSA issued a NOA for the light. All NHLPA partners, interested parties and local townspeople understood the urgency for action to save the light from destruction. At the time of the NOA, the Town of Aquinnah had already begun extensive fund-raising and public awareness about the imperiled tower.



Gay Head Light Tower perched perilously close to the cliffs

The Town, joined by local maritime preservation groups and supported by other towns on the Island, assembled a team of the best geological, architectural, archeological and engineering consultants for the extraordinary task of moving the tower inland and developing a preservation plan.



Public Meeting participation

USCG provided additional expertise at the crucial early stages of the project as the owner of the property for centuries. Gay Head Light needed to remain an active navigational aid during and after the move to the new location. Both the USCG and the National Park Service “fast-tracked” their roles in the NHLPA process when the sole application for stewardship from the Town of Aquinnah was filed and completed.

On September 12, 2014, the NPS approved the Town’s application to preserve, protect and maintain the tower. GSA deeded Gay Head light to the steward under the NHLPA on February 15, 2015.

In April 2015 the lighthouse was raised six feet off the ground and pushed down steel rails by hydraulic pistons. The stately and meticulous journey of Gay Head Light was broadcast live online as it was relocated approximately 135 feet inland to Town property, far enough from the erosive cliff to protect the tower for the next 100 years. Throughout this extraordinary conveyance and relocation of Gay Head light, the active beacon was never extinguished.



In July 2016 the Gay Head Light tower will reopen at its new location to anyone who visit Martha’s Vineyard.

Gay Head Tower in the process of moving

CULTURAL STUDY:

Stepping Stones Lighthouse Working with the Community



Stepping Stones Light was transferred to the Town of North Hempstead, New York, in 2008 through a stewardship transfer. Since then, estimates for full refurbishment of the light have been estimated at upwards of four million dollars, a substantial cost that the town was unable to raise independently.

By 2014, NPS determined that the town was noncompliant with the deed covenants incorporated in the stewardship deed for this light. The government considered reverting the light back to federal ownership to be reconveyed to a new owner. .

However, the Town requested that NPS and GSA avoid the reversion process. Both agencies agreed to assist the town with finding alternative means for returning the light to compliance. NPS and GSA assisted the town with finding alternative funding sources for critical repairs. Newtown leadership also took an increased interest in the light.

By partnering with the Great Neck Park District and the Great Neck Historical Society, funding was secured to make small, but necessary fixes to the light, including a new access ladder, patching a hole in the roof, and replacing the portal door from the light tower room to the crow's nest. Though the light still needs significant repairs, these small improvements brought the light into compliance enough that the USCG could again access and maintain the ATON.

In addition, the Town of North Hempstead, the Great Neck Park District, and the Great Neck Historical Society have formed a joint committee, tasked with raising funds for future repairs to the light. The committee has engaged in several outreach efforts that include placing a banner on the light requesting

donations (Strike the comma) and attending local events to engage the community. To date, they have raised over \$20,000, and have already scheduled larger events to raise more funding. The committee has also applied for several grants, including a National Maritime Heritage Grant, in order to secure additional funds.



An older photo of Stepping Stones Light, showing the chimney in the rear of the building. This chimney collapsed, leaving a hole in the roof that needed to be repaired.
(Photo Credit: USCG)

Stepping Stones Light is a good example of how working with local communities can help bring a light back from the brink of reversion. It shows how community interest in a light can help fuel restoration activities.



A banner was put up to raise awareness for fundraising efforts
(Photo Credit: Town of North Hempstead)

CULTURAL STUDY:

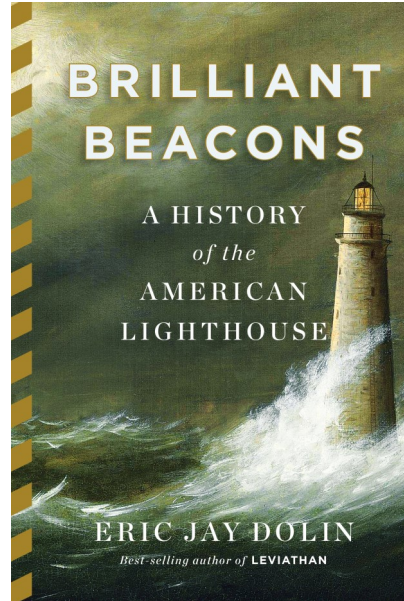
Brilliant Beacons: A History of the American Lighthouse

Eric Jay Dolin, best-selling author of *Leviathan*, recently released his newest book, entitled, *Brilliant Beacons: A History of the American Lighthouse*. This book traces the history of America through these incredible pieces of maritime tradition. Mr. Dolin was kind enough to respond to questions about the book, and share some of the great history he came across while researching and writing it.

“In a work rich in maritime lore and brimming with original historical detail, Eric Jay Dolin, the best-selling author of *Leviathan*, presents an epic history of American lighthouses, telling the story of America through the prism of its beloved coastal sentinels.

Set against the backdrop of an expanding nation, *Brilliant Beacons* traces the evolution of America’s lighthouse system from its earliest days, highlighting the political, military, and technological battles fought to illuminate the nation’s hardscrabble coastlines. Beginning with “Boston Light,” America’s first lighthouse, Dolin shows how the story of America, from colony to regional backwater, to fledging nation, and eventually to global industrial power, can be illustrated through its lighthouses.

Even in the colonial era, the question of how best to solve the collective problem of lighting our ports, reefs, and coasts through a patchwork of private interests and independent localities telegraphed the great American debate over federalism and the role of a centralized government. As the nation expanded, throughout the



nineteenth and early twentieth centuries, so too did the coastlines in need of illumination, from New England to the Gulf of Mexico, the Great Lakes, the Pacific Coast all the way to Alaska. In Dolin’s hands we see how each of these beacons tells its own story of political squabbling, technological advancement, engineering marvel,

and individual derring-do.

In rollicking detail, Dolin treats readers to a memorable cast of characters, from the penny-pinching Treasury official Stephen Pleasonton, who hamstrung the country’s efforts to adopt the revolutionary Fresnel lens, to the indomitable Katherine Walker, who presided so heroically over New York Harbor as keeper at Robbins Reef Lighthouse that she was hailed as a genuine New York City folk hero upon her death in 1931. He also animates American military history from the Revolution to the Civil War and presents tales both humorous and harrowing of soldiers, saboteurs, Civil War battles, ruthless egg collectors, and, most importantly, the lighthouse keepers themselves, men and women who often performed astonishing acts of heroism in carrying out their duties.

In the modern world of GPS and satellite-monitored shipping lanes, *Brilliant Beacons* forms a poignant elegy for the bygone days of the lighthouse, a symbol of American ingenuity that served as both a warning and a sign of hope for generations of mariners; and it also shows how these sentinels have endured, retaining their vibrancy to the present day. Containing more than 160 photographs and illustrations, *Brilliant Beacons* vividly reframes America’s history.”

Please note that neither GSA nor the United States Government endorse nor recommend Mr. Eric Jay Dolin’s book, *Brilliant Beacons: A History of the American Lighthouse*, or any information contained in his book. GSA makes no claims, promises, or guarantees about the accuracy, completeness, or adequacy of the contents of his book. The views and opinions expressed by Mr. Dolin in his book and his responses to the questions below do not necessarily state or reflect those of the GSA or the United States Government. While neither the GSA nor the United States Government endorse Mr. Dolin’s book, the GSA appreciates his interest in the lighthouse community and his efforts to highlight the history between lighthouses and the surrounding communities.”

CULTURAL STUDY:

Brilliant Beacons,

A History of the American Lighthouse

What is your favorite light featured in the book?

“They are all fascinating, but if I had to choose one, it would be Minot’s Ledge Lighthouse, located about a mile off Cohasset, Massachusetts. I love the fascinating backstory associated with the lighthouse, which includes everything from battles over lighthouse design to a particularly frazzled cat. There were actually two Minot’s Ledge Lighthouses. The first, an iron skeletal tower finished in 1849, was destroyed by a storm two years later, leaving two keepers dead. The second Minot’s Ledge Lighthouse, made of granite and 114 feet high, was completed in 1860, and is a true engineering marvel. I am also fond of Minot’s because it is known as the “I Love You Light,” since its characteristic 1-4-3 flash pattern corresponds numerically to the phrase—“I Love You.””

What is the most interesting thing you learned about the history of lighthouses in America?

“Whenever I write a book, I intentionally choose a topic about which I know very little, and that was certainly the case with *Brilliant Beacons*. As a result, I am constantly being surprised. But one of the biggest surprises, and the most interesting thing I learned, was the role of lighthouses during times of conflict, especially the Revolutionary and Civil Wars. There are entire chapters in *Brilliant Beacons* on these two wars, and the fascinating role lighthouses played on the battlefield, when they were assailed and defended by the various combatants. During the Revolution, General George Washington personally ordered soldiers to attack both the Boston and the Sandy Hook Lighthouses. And during the Civil War, more than 160 lighthouses were seriously damaged or destroyed. I was particularly intrigued by the story of Cape Hatteras Lighthouse, on the Outer Banks of North Carolina, and how Union and Confederate forces fought to control this strategically important beacon.”

How could we inspire future generations to continue having a passion and interest in lighthouses?

“I am very impressed with how many people love lighthouses, as well as the wide range of efforts underway to preserve lighthouses. And I think the best way to ensure that future generations continue to have a passion for lighthouses is to continue educating the public about these magnificent structures, and their wonderful history. Because, once people know more about that history, and once they have a chance to visit and experience lighthouses, they will inevitably become lighthouse boosters.

The basic message to get across is straightforward and powerful -- You cannot truly understand American history, and, certainly, America’s maritime history, unless you are familiar with the history of the nation’s lighthouses. Lighthouses were absolutely critical to the growth and evolution of the nation. By ensuring the safety of maritime commerce, lighthouses helped pave the way for the country’s economic vitality. And, by helping to avert an untold number of maritime disasters, lighthouses have saved numerous lives. Thus, preserving our “Brilliant Beacons” is incredibly important. Lighthouses are integrally woven into the fabric and, in many cases, the very identity of the communities of which they are a part, and, therefore, they deserve to be cherished and preserved, remaining a vital connection to the past, as well as a bridge to the future. “



2016 PROGRAM FORECASTS

2016 Projected Transfers: In the coming year, GSA is projecting 10 new conveyances: two stewardship transfers and eight public sales. These lights can be seen in **Table 4**. The 2016 projected lights include a variety of lights from different geographies. These projected transfers include public sales for several offshore lights in the state of Michigan to eligible non-profit organizations. The large number of projected transfers in Michigan is due to the resolution of bottomlands issues between GSA and the State of Michigan on Gravelly Shoal Light.

Gravelly Shoal Light will be resold in 2016 due to the projected new steward defaulting in 2015. This light will be resold and conveyed to a new owner.

The five Florida carry-over lights identified on page seven may also be transferred in 2016 if the legal and environmental issues have been addressed. These lights will be first put up for a stewardship transfer. If no interested public or not-for-profit entities are interested, then they will be put up for public sale.



Penfield Reef Light will be made available for transfer in 2016
(Photo Credit: GSA)

If the issues with the Florida lights are not resolved in 2016, these five lights may need to be transferred in 2017.

Table 4: 2015 Projected Stewardship Transfers and Public Sales

<u>Light Station</u>	<u>Stewardship Transfer or Public Sale</u>	<u>Year Built</u>	<u>Placed on National Register</u>
Greens Ledge Light, CT	Public Sale	1901	1990
Penfield Reef Light, CT	Public Sale	1874	1990
Southwest Ledge Light, CT	Public Sale	1876	1990
White Shoal Light, MI	Public Sale	1901	1984
Gray's Reef Light, MI	Public Sale	1936	2005
Gravelly Shoal Light, MI	Public Sale	1941	Eligible
North Manitou Shoal Light, MI	Public Sale	1935	2005
Minneapolis Shoal Light, MI	Public Sale	1936	2006
Milwaukee Pierhead Light, WI	Stewardship Transfer	1872	2012
Superior Entry South Breakwater Light, WI	Stewardship Transfer	1913	Eligible

APPENDIX A: LIGHT STATIONS CONVEYED AS OF DECEMBER 2015

No.	Light Station	State	Year Transferred	Federal Transfer	Local Government	Non-Profit	State Government	Public Sales
1	Cape Decision Light	Alaska	2004			x		
2	Five Finger Islands Light	Alaska	2004			x		
3	Point Retreat Light	Alaska	2003			x		
4	Sentinel Island Light	Alaska	2006			x		
5	Pigeon Point Light	California	2011				x	
6	Point Pinos Light	California	2006		x			
7	Point Sur Light	California	2005				x	
8	New London Harbor Light	Connecticut	2009			x		
9	New London Ledge Light	Connecticut	2014			x		
10	Peck Ledge Light	Connecticut	2015					x
11	Saybrook Breakwater Light	Connecticut	2015					x
12	Brandywine Shoals Light	Delaware	2013			x		
13	Fourteen Foot Bank Lighthouse	Delaware	2007					x
14	Harbor Of Refuge Breakwater Light	Delaware	2004			x		
15	Liston Rear Range Light	Delaware	2013					x
16	Marcus Hook Light Station	Delaware	2010					x
17	Fowey Rocks Lighthouse	Florida	2012	x				
18	St. Augustine Light	Florida	2002			x		
19	St. Simons Island Light	Georgia	2004			x		
20	Tybee Island Lighthouse Complex	Georgia	2002			x		
21	Molokai Light	Hawaii	2006	x				
22	Chicago Harbor Lighthouse	Illinois	2009		x			
23	Baker Island Light	Maine	2011	x				
24	Boon Island Light	Maine	2014					x
25	Cuckold Fog Signal and Light Station	Maine	2006			x		
26	Goose Rocks Light Station	Maine	2006					x
27	Halfway Rock Light	Maine	2014					x
28	Little River Lightstation	Maine	2002			x		
29	Lubec Channel	Maine	2007					x
30	Moose Peak Light	Maine	2012					x
31	Petit Manan Light	Maine	2006	x				
32	Ram Island Ledge	Maine	2011					x
33	Whaleback Ledge	Maine	2009			x		
34	Baltimore Lighthouse	Maryland	2006					x
35	Bloody Point	Maryland	2007					x
36	Craighill Channel Lower Range Light	Maryland	2005			x		
37	Hooper Island	Maryland	2009			x		
38	Sandy Point Shoal Lighthouse	Maryland	2006					x
39	Sharp's Island	Maryland	2008					x
40	Thomas Point Shoal Light	Maryland	2004		x			
41	Turkey Point Light Station	Maryland	2005				x	
42	Baker Island Light	Massachusetts	2014			x		
43	Borden Flats	Massachusetts	2010					x
44	Cleveland Ledge Light	Massachusetts	2010					x
45	Edgartown Light	Massachusetts	2013		x			

APPENDIX A: LIGHT STATIONS CONVEYED AS OF DECEMBER 2015

No.	Light Station	State	Year Transferred	Federal Transfer	Local Government	Non-Profit	State Government	Public Sales
46	Gay Head Light	Massachusetts	2015		x			
47	Graves Light	Massachusetts	2011					x
48	Long Island Head Light	Massachusetts	2010	x				
49	Minot's Ledge Light	Massachusetts	2014					x
50	Straitsmouth	Massachusetts	2013		x			
51	Alpena Light	Michigan	2013			x		
52	Charlevoix South Pierhead Light	Michigan	2013		x			
53	Cheboygan River Front Range Lighthouse	Michigan	2008			x		
54	Detour Reef Light	Michigan	2004			x		
55	Fort Gratiot Light Station	Michigan	2010		x			
56	Frankfort North Light	Michigan	2010		x			
57	Grand Haven Entrance and Inner Lights	Michigan	2012		x			
58	Gravelly Shoal Light	Michigan	2015					x
59	Gull Rock Light	Michigan	2013			x		
60	Harbor Beach Lighthouse	Michigan	2005		x			
61	Holland Harbor South Pierhead Light	Michigan	2010			x		
62	Ile Aux Galets Light	Michigan	2015					x
63	Ludington North Breakwater Light	Michigan	2008		x			
64	Manistique Light	Michigan	2006					x
65	Manistee North Pierhead Light	Michigan	2011		x			
66	Manitou Island Light	Michigan	2004			x		
67	Menominee North Pierhead Light	Michigan	2008		x			
68	Munising Station, Front/Rear Range Lights	Michigan	2002	x				
69	Muskegon South Breakwater Light	Michigan	2010			x		
70	Muskegon South Pierhead Light	Michigan	2010			x		
71	Ontonagon West Pierhead Light	Michigan	2014			x		
72	Port Austin Light	Michigan	2013			x		
73	Rock of Ages Light	Michigan	2013	x				
74	Round Island Passage Light	Michigan	2014					x
75	South Haven South Pierhead Lighthouse	Michigan	2012			x		
76	Spectacle Reef Light	Michigan	2015					x
77	St. James (Beaver Harbor) Light	Michigan	2005		x			
78	Stannard Rock Light	Michigan	2014			x		
79	Duluth Harbor South Breakwater Inner	Minnesota	2009					x
80	Great Beds Light	New Jersey	2011					x
81	Miah Maul Shoal Light	New Jersey	2015					x
82	Robbins Reef Light	New Jersey	2011			x		
83	Romer Shoal Light	New Jersey	2011					x
84	Ship John Shoal Light	New Jersey	2012					x
85	Buffalo South Harbor Light	New York	2011			x		
86	East Charity Shoal	New York	2009					x
87	Esopus Meadows Lighthouse	New York	2002			x		
88	Execution Rocks	New York	2009			x		
89	Huntington Harbor Light	New York	2012			x		
90	Latimer Reef Light	New York	2010					x

APPENDIX A: LIGHT STATIONS CONVEYED AS OF DECEMBER 2015

No.	Light Station	State	Year Transferred	Federal Transfer	Local Government	Non-Profit	State Government	Public Sales
91	Little Gull Island Light	New York	2012					x
92	Orient Point Light	New York	2012					x
93	Oswego Harbor West Pierhead (Oswego Outer Harbor)	New York	2008		x			
94	Race Rock Light	New York	2013			x		
95	Rondout Creek	New York	2002		x			
96	Stepping Stones	New York	2008		x			
97	West Bank Light	New York	2010					x
98	Frying Pan Light Tower	North Carolina	2003					x
99	Currituck Beach Light Tower	North Carolina	2010			x		
100	Ashtabula Harbor Light	Ohio	2007			x		
101	Cleveland East Pierhead	Ohio	2009					x
102	Conneaut Harbor W Breakwater Light	Ohio	2011					x
103	Fairport Harbor W Breakwater Light	Ohio	2011					x
104	Toledo Harbor Lighthouse	Ohio	2006			x		
105	Cape San Juan	Puerto Rico	2010			x		
106	Punta Tuna Light	Puerto Rico	2014		x			
107	Conimicut Shoal Light	Rhode Island	2004		x			
108	Hog Island Shoal Light	Rhode Island	2007					x
109	Charleston Light	South Carolina	2008	x				
110	Newport News Middle Ground Light	Virginia	2005					x
111	Smith Point Lighthouse	Virginia	2005					x
112	Thimble Shoal Lighthouse	Virginia	2005					x
113	Wolf Trap Lighthouse	Virginia	2006					x
114	Grays Harbor (Westport) Light	Washington	2004			x		
115	West Point Light	Washington	2005		x			
116	Kenosha N Pierhead Light	Wisconsin	2011					x
117	Kewaunee Light	Wisconsin	2011		x			
118	Manitowoc Breakwater Light	Wisconsin	2011					x
119	Milwaukee Breakwater Light	Wisconsin	2013			x		
120	Sturgeon Bay North Pierhead Light	Wisconsin	2014					x
		Total:		8	22	41	3	46