

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Sand Point Lighthouse

other names/site number Escanaba Lighthouse

2. Location

street & number 12 Waterplant Road (Escanaba Coast Guard Station) not for publication N/A

city or town Escanaba vicinity state Michigan code MI county Delta code 041 zip 49829

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

John R. Halsey
Signature of certifying official

10-23-97
Date

MI SHPO

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Edson H. Beall

12/1/97

Signature of Keeper

Date of Action

for

5. Classification

Ownership of Property (Check as many boxes as apply) Category of Property (Check only one box)

<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district
<input type="checkbox"/> public-State	<input type="checkbox"/> site
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure
	<input type="checkbox"/> object

Number of Resources within Property

Contributing	Noncontributing	
2	2	buildings
	0	sites
	1	structures
	2	objects
2	5	Total

Number of contributing resources previously listed in the National Register None

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Category:	Subcategory :
<u>Transportation</u>	<u>Water-related</u>
<u>Domestic</u>	<u>Single Dwelling</u>

Current Functions (Enter categories from instructions)

Category:	Subcategory :
<u>Recreation and Culture</u>	<u>Museum</u>
<u>Transportation</u>	<u>Water-related</u>

7. Description

Architectural Classification (Enter categories from instructions)

Lighthouse/keeper's dwelling

Materials (Enter categories from instructions)

foundation	<u>Stone</u>
walls	<u>Brick</u>
roof	<u>Asphalt</u>
other	<u>Cast Iron (lantern room)</u>

Narrative Description included on attached continuation sheets.

United States Department of the Interior
National Park Service

Nation Register of Historic Places
Continuation Sheet

Section number 9
Sand Point Lighthouse,

Page 5
Delta County Michigan

Description

The Sand Point Lighthouse is a simple brick structure consisting of a square light tower and an attached one-and-one-half story gable roof dwelling. The building is of white brick with a red roof and black iron lantern room. It has six-over-six windows, and plain detailing. The 1.52 acre site also contains boat house and storage buildings as well as a modern radio tower and steel pole building which serve the present day Coast Guard Aids to Navigation Team.

The lighthouse is built on a full basement of stone. A brick chimney rises from the east gable, while at the west end an attached square tower supports the lantern. The stairs within the tower provide access to both the lantern room and the family bedrooms on the second floor of the house itself. The dwelling is 27 feet by 29 feet at the foundation. The light tower is 9' 4" by 9' 4" at the base of the brickwork and at the parapet and is circular within. The circular stairway has a diameter of 6' 8". The foundation of the tower is 9' 8" by 9' 8" and is "solid of stone", as noted in a 1904 inspection report. The height of the tower from base to focal plane of the light is 39', and the focal plane is 44' above lake level. The tower is surmounted by a cast iron lantern room with glazing on ten sides, and houses a 4th-order Fresnel lens. From the time when it was first lit in May of 1868, until its use was discontinued at the end of the 1938 shipping season, this lighthouse always displayed a fixed red light.

In 1886 a fire damaged the lighthouse and caused the death of Mary Terry, the Keeper. The Lighthouse Service Annual Report for 1886 reads: "Escanaba, near Little Bay de Noquette, Green Bay, Lake Michigan, Michigan--- The light-keeper was burned to death and the station damaged by fire which originated in the dwelling on the night of March 4, 1886. The wood-work and stone caps and sills of the building were destroyed, but the brick-work and metal-work of the dwelling and tower were left comparatively uninjured. The damage was repaired as soon as practicable, the work having been commenced on April 1 and finished on May 31. The light was shown on the opening of the navigation season. The actual cost of the repairs was \$2,302.72. The station is in good order."

The windows in the west gable, which are not on the original drawings but appear in later photographs, seem to have been added at the time of repair of the fire damage. The decision was made by the Historical Society to keep the restoration true to the drawings.

At the time of the construction of the lighthouse, in 1867, the site on Sand Point was at the very entrance to the Escanaba Harbor. Dredging and filling changed and enlarged the land to the south and east of the Lighthouse. This was done by the city in 1936-37. To-day, the Sand Point Lighthouse overlooks, on the south, the Yacht Club, Aronson Island Park, and the Escanaba Bathing Beach, none of which existed in the 1800s. To the east of the lighthouse building are the present day Coast Guard Aids to Navigation Station, and, on city property, the Delta County Historical Museum and the Escanaba City Water Filtration Plant. West of the lighthouse are the streets of the city of Escanaba: Loren Jenkins Drive in Ludington Park, First Avenue South, and Ludington Street, the city's main street. On the north, the Sand Point Lighthouse retains its historic shoreline proximity to Escanaba's deep water harbor.

Sand Point Lighthouse is on its original site and foundation, but changes to its surroundings brought changes to its function. When the shoreline to the east was changed in 1937, the lighthouse was no longer on the end of the point of land at the entrance to the harbor. Therefore the use of this building as a navigational aid was discontinued and a "crib light" was built in the bay to replace it. This Crib light went into operation at the beginning of the 1939 ore shipping season.

After the US Coast Guard took over the operation of lighthouses in 1939, remodeling converted the building into a larger dwelling for Coast Guard personnel. The building, with its roof raised and tower lowered, was almost unrecognizable as a lighthouse, and remained in this guise until 1985. In 1985, the Coast Guard decided to discontinue the use and maintenance of this building, and consideration was given to razing the entire structure. At this point, the Delta County Historical Society, recognizing the building's unique, but hidden, significance, decided to undertake its restoration. A thirty-year license was negotiated with the Coast Guard by the Historical Society. Because numerous photographs and paintings survived in the Collections of the Historical Society's Museum, and because copies of the original plans were available from the National Archives in Washington, DC it was possible to return the lighthouse to its original dimensions and appearance with an assurance of accuracy. Approximately three-fourths of the present structure is original, with the remaining restored/reconstructed portions rebuilt to the specifications of the 1867 drawings. A summary of the 1938 alterations and 1987-89 reversals follows.

United States Coast Guard alterations to the Sand Point Lighthouse included:

- Removal of the lantern room and circular stairs.
- Reduction of tower height by ten feet and installation of square wooden staircase to the bedroom floor.
- Raising the roof four feet and installation of new bedroom windows.
- Changes in window openings and windows on first and second floors.
- Rearrangement of floor plans, especially on the second floor.
- Later, in the 1950s, Styrofoam insulation and metal siding were added over the exterior brickwork.

Delta County Historical Society 1987-89 Restoration of the Lighthouse included:

- Removal of insulation and siding from exterior brick.
- 1939 frame walls removed down to height of the original brick walls.
- Roof structure (original) lowered to 1867 height on original sill.
- Gables, chimney, and tower brickwork reconstructed to the 1867 specifications.
- All door and window openings restored as per 1867 drawings.
- Windows installed to match style and dimensions on 1867 plans.
- Second floor walls and openings restored to original floor plan.
- Installation of a circular staircase in circular interior of tower.
- Lantern Room (a duplicate of original Sand Point Lighthouse lantern brought from Poverty Island Light by the US Coast Guard) installed at top of tower at original height.
- Fourth Order Fresnel lens (leased from the US Coast Guard) installed.
- Exterior paint, white brick, red roof, and black tower trim as in historic photos and paintings.
- Interior finished in historic colors, as determined by paint layers, and furnished as it would have been at the turn of the century, following the fire of 1886 and subsequent repairs.

In summary, the exterior of the lighthouse is as it appeared when built in 1867. The interior (kitchen, parlor and second floor living spaces) are as they would have been when occupied by a keeper's family circa 1900. These spaces, together with an exhibit room on the first floor (in space designated on the plans as a bedroom) are open to the public. The tower and lantern room with the view over the Escanaba harbor and ore docks, the Yacht Harbor, the streets of the city of Escanaba and out over Lake Michigan, are also open to the public. The entire building has become a lighthouse museum.

Other resources within the area being nominated for the National Historic Register:

Boat House (Now in use as the Coast Guard Radio and Electronics Shack)

The old boat house stands on the NW corner of the Lighthouse property. Previously, it was the boat house at the Squaw Point Light on the Stonington Peninsula, Delta County, MI. It was in existence there before 1896, as shown in old photos of Squaw Point. Its removal to Sand Point is documented in a 1904 inspection report of the Sand Point Lighthouse property. A track into the water raised and lowered boats into Little Bay de Noc, to the north of the Sand Point Lighthouse. The old boat house is a wooden frame structure 12'6" by 24', painted white and with a red roof.

Storage Building (Formerly a garage.)

Sixty feet east of the lighthouse is a building now used by the Coast Guard for storage. When the Delta County Historical Society began its work on the lighthouse property this building stood in front (west) of the lighthouse facing the street. Since the historic photos do not show a building in this location when the lighthouse was in use, permission was granted by the Coast Guard and the Michigan State Historic Preservation Office to move the garage-storage building to the back (east) of the lighthouse yard. The building is of frame construction, painted white. This building is not listed on the 1930 inventory of the property, but is listed and described in 1940. In this 1940 report, both the old boat house and the old garage are stated to be "dilapidated," and the garage as "disfiguring" the front of the lighthouse. The recommendation is made that these two buildings be auctioned off, or demolished for scrap materials. However, now, fifty-six years later, both are still in use.

Radio Tower

This steel tower to the SE of the lighthouse is a part of the present day Coast Guard Aids to Navigation Station equipment (non-contributing).

Coast Guard Aids to Navigation Building

This is a 30' by 30' steel pole building used as the base station for the present Aids to Navigation Team (non-contributing).

Flag Poles

Two flag poles, one to the west of the front door of the lighthouse, and one to the south of the Aids to Navigation Station. (non-contributing objects.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a (partially) reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance Transportation
 Maritime History

Period of Significance 1867-1938

Significant Dates 1868
 1886
 1938

Significant Person Mary Terry

Cultural Affiliation N/A

Architect/Builder United States Lighthouse Service

Narrative Statement of Significance included on attached continuation sheets.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS) NONE

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office Michigan Register of Historic Places, Lansing, MI
- Other State agency
- Federal agency repository: National Archives, Washington DC
- Local government: Engineer's Office, Escanaba City Hall, Escanaba, MI.
- University: Official Government Documents Depository, Olson Library, Northern Michigan University, Marquette, MI
- Other repository: Delta County Historical Society collections, Escanaba, MI

Statement of significance

In the second half of the nineteenth century, shipment of lumber and iron ore on the Great Lakes was facilitated by the existence of a deep water harbor at Sand Point, now Escanaba, MI. Raw materials from the Upper Peninsula of Michigan played a major roll in the development of the Western regions of the United States, and indeed in the industrial growth of the whole nation. During the last year of the Civil War, the need for increased navigational aids to guide ships to the newly built ore dock on the shore of Little Bay de Noc (Lake Michigan) had become apparent. Iron ore, shipped by new railroads from new mines in the Upper Peninsula, and by boat from Escanaba, was too late to aid in the War Between the States, as the first ore shipment did not leave the Escanaba dock until June 1865, and the Sand Point Lighthouse did not go into operation until May of 1868. However, in the years immediately following the war, iron and lumber from the area were needed in the building of towns and industries throughout the heartland of the country, and in the expansion of the railroads to the Pacific. At one time Escanaba shipped more ore than any other iron port in the world, and proudly announced herself as the "Iron ore Shipping Capitol of the World." The local newspaper was, simply, "The Iron Port." The Sand Point Lighthouse reflects the economic importance of the raw materials of the region. This lighthouse also illustrates the growing participation of the Federal Government in public projects designed to promote shipping on the Great Lakes during the seventy years from 1868 until 1938. In the first years of this period, from the opening of the Light in 1868 until the fatal fire of 1886, Mary Terry, one of the early women "keepers" on the Great Lakes, was in charge of the Sand Point Lighthouse.

The story of the significance of the Sand Point Lighthouse begins with the geological and geographical facts underlying the region of the Upper Peninsula of Michigan. In ancient geological times, as much as 500 million years ago, molten lava containing great stores of the minerals iron, copper, zinc, and even gold, bubbled up from the earth's core in the area which is now the Upper Peninsula of Michigan. Much later, the region was scoured by glaciers during a series of ice ages. With the retreat of the last ice age, Lake Michigan as it is to-day was formed, perhaps only two to three thousand years ago.

Near the northern end of Lake Michigan, in the upper part of Green Bay, the lake is divided into the Bays de Noc. Big Bay de Noc is protected on the east by the Garden Peninsula. The Stonington Peninsula separates Big Bay de Noc from Little Bay de Noc which contains the deep water natural harbor now known as Escanaba. The deep water channel of the Escanaba Harbor, well known to mariners and fishermen, is a steep sided fissure thought to be the remains of an ancient river. Although Little Bay de Noc provides protection from the rigors of waves and storms of the open lake, it is not without its own hazards. The area off the end of the Stonington Peninsula is very shallow, and was known to early sailors as the "Devil's Ten Acres." On the western side of Little Bay de Noc, just at the opening to Escanaba Harbor, is a long sandbar extending into the Bay. The portion of this sandbar which is above water is known as Sand Point. Because of this sandbar, the depth of the water in the Little Bay de Noc may change from eighty-five feet to as little as four feet in a very short distance.

By the middle of the nineteenth century, the exploitation of timber resources in the Upper Peninsula was well under way. and sailing schooners carried lumber to the growing towns of the mid-west and returned with needed supplies and with passengers. Cramped and dank below decks, these ships never-the-less carried the first of the settlers to the camps and towns which were being established on this Northern frontier. Many of these people were immigrants who were part of the great wave of those coming to this country to escape the conditions and revolutions of Europe in the 1840's and 50s. Some of these lumbermen and settlers came to Flat Rock at the mouth of the Escanaba River, and soon after the ships began unloading at Escanaba, which provided a better harbor.

Steam vessels were also being introduced onto the Great Lakes, and in 1858 a wooden-hulled "side-wheeler," the Queen City, was put into service running between ports on Green Bay. The rail line between Green Bay and Escanaba had yet to be built. John Mitchell wrote for the Delta County Historical Society, " By 1890 fourteen steamship lines made Escanaba a regular port of call. The Stephenson dock, on the site of the present Municipal Dock, saw eight to ten freight and passenger steamers per day, with sometimes five large vessels lying at the dock at the same time."

In 1841 Douglas Houghton, Michigan's first State Geologist, conducted a survey of Upper Michigan and documented the existence of copper ore in the Upper Peninsula. The pure copper deposits, close to the surface in places, had been known and exploited by the Native Americans since pre-historic times. In September of 1844 William Burt was conducting a combined geological and land survey in the area where the city of Negaunee now stands. Suddenly his surveying instruments ceased to function in a normal manner. He instructed his crew to look around on the surface to see what they could find, and this led to the discovery of iron ore in the region. During the next thirty years the discovery of the Menominee and Gogebic iron ranges were added to this initial discovery of the Marquette Range.

Mining operations were started almost at once. The attempt to transport ore by mules, wagons, and scows proved impracticable; it was obvious that there must be a means of shipping the ore to the manufacturing centers on the lower lakes by water. Although the locks at Sault St. Marie were to be opened in 1865, there was a need for a shorter route with a longer shipping season via Lake Michigan.

In The Century Book, 1863-1963 O.W. Brooks, author of the chapter on the Chicago and North Western Railway, writes "Civil War gripped the nation and there was an immediate need for iron ore. There was plenty of it in the Upper Peninsula of Michigan but the question was how it could be gotten to the mills far to the southeast, efficiently and economically." William B. Ogden, a former mayor of Chicago, was first president and part owner of the newly formed Chicago and North Western Railroad Company. By 1861 the line had been pushed northward from Chicago as far as Appleton, Wisconsin, but the war left no time to finish the line as far North as the mines in the Upper Peninsula. Ogden decided to leap-frog the wilderness, to build a completely separate railroad in the Upper Peninsula from the mines to a harbor on the lake. On April 22, 1862 a new railroad corporation was organized-- The Peninsula Rail Road Company of Michigan; its objective: to build a line from Little Bay de Noc to the Jackson mines at Negaunee and then on to Marquette."

Efforts to obtain land for an ore terminal at the head of Little Bay de Noc at Gena (now Masonville) were unsuccessful, and a location with a good harbor was selected at Sand Point, now known as Escanaba. Charles T. Harvey, builder of the Soo Canal, was the engineer in charge of planning the new rail line. In 1862 a survey was made by Harvey, work was started in 1863, and it was completed in the fall of 1864, according to R. A. Brotherton, surveyor and local historian. Meanwhile, the parent company, the Chicago and North Western had extended its line north to Fort Howard (Green Bay) in 1862. The ends of the two rail lines were connected by water; a steamship line was formed, and supplies, passengers, and even engines and ore cars, came in by steamship for the new rail line out of Escanaba. R. A. Brotherton, wrote, "G.H. Weidman told me in 1903 that he brought the first locomotive from Fort Howard on a lumber scow on Christmas Day 1864. He unloaded it on the new tracks, ran it through to Negaunee on the first trip ever taken over the Peninsula Railroad, now the Chicago & Northwestern."

In 1864, with increasing traffic of supplies and passengers into Escanaba and in anticipation of ore shipments out, the federal Lighthouse Service asked the US Congress for money to build lighthouses at the entrance to Little Bay de Noc, at Peninsula Point, and at the entrance to the Escanaba Harbor, at Sand Point, also on Little Bay de Noc. This legislation, part of a much larger appropriations bill, was passed on July 2, 1864, during the final convulsive year of the Civil War, and signed by President Abraham Lincoln.

Records of the Sand Point Lighthouse obtained from the National Archives show the frustration felt in 1865 and 1866 at the delay in building the Sand Point Lighthouse due to the inability to gain a clear title to the site on Sand Point. The Peninsula Point Lighthouse was built in 1865, but the construction of the Sand Point Lighthouse was delayed until 1867. In 1866 The Annual Report of the Lighthouse Service read, "The necessity for this light is considered one of great urgency, marking, as it does, the approach to the harbor of Escanaba, a place of growing commercial importance and already one of the main shipping ports of the Lake Superior iron ore. It is recommended that this light be built in a more substantial manner than was anticipated when the appropriation was made, and with this view an estimate of an additional appropriation (seven thousand dollars) is submitted." This was passed, and construction of the Sand Point Lighthouse took place in 1867. In 1867 the Lighthouse Service reported, "It is expected that the light will be exhibited for the first time on the opening of navigation next spring." The following year's report confirms the expectation. The Sand Point Lighthouse began operation with the beginning of the shipping season, May 13, 1868.

Looking back on the period of time beginning with the opening of the docks at Escanaba the 1936 Progress Edition of the Escanaba Daily Press summarized the history of the harbor as follows, "Escanaba's meteoric development from a small and obscure community to a city of great affluence in a comparatively short span of years can be traced directly to the expansion of lake shipping in this port.....In the period from 1864 when the first docks were built here to 1888, Escanaba developed into the outstanding iron port of the world. At the turn of the century, ore shipments from Escanaba exceeded that of any other port in the world." By the time this was written (1936) Escanaba was no longer the leading ore shipping port, but the article goes on to mention the shipping of coal, pulpwood, and other freight, as well as iron ore, as continuing.

Throughout the seventy years from the showing of the first light in 1868 until the end of the shipping season in 1938, the Sand Point Lighthouse made the deep water harbor at Escanaba a safe place for vessels of all sorts.

The property being nominated to the Historic Register represents seventy years of the presence of the US Lighthouse Service in the area, from 1868 until 1938. Since 1939 the US Coast Guard has provided the Bays de Noc area with fifty-eight years of Aids to Navigation services, including the maintenance of local lighthouses, making a total of one hundred and twenty-nine years during which this property has been used by the Federal Government to facilitate shipping on the Great Lakes.

Mary Terry Woman Lighthouse Keeper

John Terry, of St. Catherine's, Ontario and his wife, Mary Terry, b. 1816, in St. Catherine's, moved to Escanaba, MI in 1867. John Terry had been appointed to be the first lighthouse keeper at the Sand Point Lighthouse, then under construction. However, before its completion, he died of consumption on April 5, 1868, at the age of 49. Mrs. Terry was appointed keeper on April 18, 1868, upon recommendation of the citizens of Escanaba, and over the objections of government officials who strongly opposed the services of a woman in a lighthouse. Thus, when the light went on for the first time, at sunset Wednesday, May 13, 1868, it was under a woman's management.

Mary Terry's appointment was an excellent choice. The Escanaba Iron Port states, "She was a very methodical woman, very careful in the discharge of her duties and very particular in the care of the property under her charge." She was equally effective in her personal life. She acquired \$4,074 in savings, a large amount for the time, and also purchased seven valuable building lots in the city of Escanaba. She was a respected citizen of the community and managed the lighthouse for seventeen years, until 1:00 am in the morning of Friday, March 5, 1886 when fire consumed portions of the lighthouse, and Mary Terry with it.

It was known that the lighthouse furnace was in bad condition, and a workman whom she employed about the place, Bordman Leighton, had said to Mrs. Terry on the Thursday preceding the day of her death that the wood pile near the furnace was hot. She replied that she expected to be burned out someday, but that she "slept with one eye open." This conversation was reported in the Iron Port of March 6, 1886. A six man coroner's jury was appointed by Justice Emil Glasure. On March 13 the Iron Port reported: "The verdict of the coroners jury that Mrs. Terry came to her death from causes and by means to the jury unknown was the only one that could be rendered. There was and is a general feeling of suspicion, based on Mrs. Terry's known cool headedness, that she did not come to her end accidentally and this feeling is strengthened by the fact that the south door was found open and that the lock was found with the bolt shot forward as though the door had been forced, not unlocked, but the theory of robbery does not find support in the fact that money, gold pieces, were found where they could have fallen from the cupboard, the place where she usually kept what she had in the house, and that a bundle of papers, insurance policy, deed, etc., charred throughout but preserving its form sufficiently to show what it had been, was also found. The verdict, then, was the only one possible and the truth of the affair can never be known. There may have been foul play, but there is no evidence to justify an assertion that there was; no circumstances that are not consistent with a theory of accidental death." The suspicions of murder, robbery and arson were never resolved.

Although the dramatic story of Mary Terry's death still interests visitors to the Sand Point Lighthouse, it is in her life that we find historical significance. Mary Terry, while not the first woman to serve as a light keeper on the Great Lakes, was one of a handful so employed in her time. Her life exemplifies the often overlooked careers of working-class women of the 19th Century who stepped into "men's jobs" when the need or opportunity arose and performed competently and well. After John Terry died, Mrs. Terry lived on in a location which was beautiful, but also exposed to ice, snow, and wind in the winter and driving rains, winds, and lightning during in the summer. At the time of her death she was nearing the end of eighteen years in the Lighthouse Service, and her seventieth birthday was approaching. Mary Terry was still climbing the narrow, circular wrought-iron staircase to the lantern room forty-four feet above the lake to keep the light burning at the Sand Point Lighthouse.

Bibliography:

Books

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- Dunathan, Clint, The Century Book, A publication of the Escanaba Centennial Corporation. Photo Offset Printing Co., Escanaba, MI, 1963. Archives of the Delta County Historical Museum.
- Hatcher, Harlan, & Walter, Erich A. A Pictorial History of the Great Lakes, Crown Publishers, Inc., New York, 1963
- Nursery, Walter R., Escanaba, Michigan, Northern USA The Iron Port of the World, 1890, Reissued as a service to Libraries by the Mid-Peninsula Library Federation, Iron Mountain, MI, 1972
- Hyde, Charles K., The Northern Lights, Lighthouse of the Upper Great Lakes, Two Peninsula Press, Lansing, MI
- May, George S. May , Pictorial History of Michigan: The Early Years Michigan William B. Eerdmans Company, Grand Rapids, Michigan,. Historical Commission, Michigan Department of State. 1967.
- Rose, Ralph E., The Rose Family of the Escanaba Lighthouse, Privately printed, Sand Point Lighthouse Collection.

Papers

- Barrett, Luther, "Sand Point Lighthouse, Escanaba, Michigan", 1987, Archives of the Delta County Historical Society Museum.
- Brotherton, R. A. , " Escanaba and Early Transportation," 1947, Archives of the Delta County Historical Society, Escanaba, MI.
- Maps, Architectural drawings, Lighthouse Service inspection reports, poster. National Archives, Washington, DC.
- Photographs, paintings, drawings, maps, miscellaneous documents and photographs of the Sand Point Lighthouse, Delta County Historical Society Collection. Escanaba, MI.
- Plot Plan, US Coast Guard Aid to Navigation Station, Escanaba, MI. 1994.
- An Act making Appropriations for sundry Civil Expenses of the Government for the Year ending the Thirtieth of June, eighteen hundred and sixty-five, and for other Purposes. US Statutes at Large, 1864, Vol. 13, Chapter CCX, pages 344-345. Official Government Documents Depository Library, Olson Library, Northern Michigan University, Marquette, Michigan.
- Newspaper, The Iron Port, March 1886. Collections of the Delta County Historical Society, Escanaba, Michigan.
- Newspaper, 1936 Progress Edition Escanaba Daily Press, Collections of the Delta County Historical Society Escanaba, MI.
- Stratton, Richard, "Two Women Among Nine Sand Point Lighthouse Keepers" Delta Historian, Publication of the Delta County Historical Society. January, 1989.

Oral Interviews

- Jensen, Robert, Trustee, Delta County Historical Society, Interview March, 1996, re personal memories of old boat house and tracks to waters of Bay de Noc, on the north side of the lighthouse.
- Watson, Genevieve (and sources) re memories of old boathouse at Squaw Point, and its removal to Sand Point. "Delta Historian," May, 1996. Publication. of Delta County Historical Society.

10. Geographical Data

Acreage of Property 1.52 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing

16 496550 5065450

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) Attached

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) Attached

11. Form Prepared By

name/title Clara Mosenfelder, Trustee

organization Delta County Historical Society Foundation date September 17, 1996

street & number 1300 8th Avenue South Telephone (906) 786-1430

city or town Escanaba state MI zip code 49829

Additional Documentation

Submit the following items with the completed form: attached

- Continuation Sheets
 - Maps
 - A USGS map (7.5 or 15 minute series) indicating the property's location.
 - A sketch map for historic districts and properties having large acreage or numerous resources.
 - Photographs
 - Representative black and white photographs of the property.
 - Additional items (Check with the SHPO or FPO for any additional items)
-

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name United States Coast Guard with a 30 year license of Lighthouse to
Delta County Historical Society Foundation

street & number 10 Waterplant Road telephone (906) 786-3428

city or town Escanaba state MI zip code 49829

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**Nation Register of Historic Places
Continuation Sheet**

**Section number 10
Sand Point Lighthouse,**

**Page 14
Delta County Michigan**

Boundaries:

The Legal description of the property being nominated to the National Register of Historic Places reads, "Beginning at a point on the South right of way line of First Avenue South extended 550.00 feet East of the East right of way line of South First Street; thence continuing Easterly on South right of way line extended 300.00 feet; thence Northerly 170.00 feet , more or less, along East line of parcel to shore of Bay de Noc; thence Northwesterly along said shore to a point 300.00 feet measured at right angles to line last run extended; thence southerly parallel to said last line 270.00 feet, more or less, to point of beginning."

Boundary Justification

Boundaries for the property being nominated to the National Register of Historic Places are, on the west and north , the historic limits of the Federal Government land set forth in the original "Warrantee Deed" of 1867. This document records the deeding of the property by Nelson Ludington and others to the US Government for the purpose of establishing a lighthouse at Sand Point in the City of Escanaba, MI. Between 1938-1940, the Lighthouse Service/Coast Guard divided the Sand Point property into two portions, one to be retained for Aid to Navigation use and the other to be declared "excess." That which was excess, on the south shore and on the east end of the point, was leased to the City of Escanaba for public use, primarily parks. This document was signed December 28, 1938, with correspondence between the Coast Guard and the City continuing through 1939 and 1940 because of difficulty in defining the boundaries due to naturally changing shoreline and the dredging and filling by the City in 1936-37.

To-day the boundaries of the Federal Property retained for Coast Guard use are as stated in 1940 and in the in the 1962 agreement between the City of Escanaba and the State of Michigan, the land on the south and east sides having been altered from the original. by the dredging and filling of 1936-37.

The property being nominated to the National Register of Historic Places is the total US Government land remaining of that which was set aside in 1867 for the purpose of maintaining Aids to Navigation in the area served by the Sand Point Lighthouse.

**List of Maps and Plans of the Sand Point Lighthouse
Delta County MI UTM 16 496550 5065450**

- (1) County Map, Delta County, Michigan.
- (2) United States Geological Survey Map number 45087.
- (3) 1867 Deed and Map of the Original Government Property on Sand Point.
- (4) 1867 Elevations and Floor Plans for the Sand Point Lighthouse.
- (5) 1881 "Birds Eye View" of Escanaba, Little Bay de Noc, and the Lighthouse..
- (6) 1938 Plan for dredging and filling in Escanaba Harbor.
- (7) 1954 Map of Ludington Park (Escanaba) showing Coast Guard property.
- (8) 1994 Plot Plan of US Coast Guard Station, Escanaba, MI.
- (9) Chart Number 14902, North End of Lake Michigan, including Green Bay. US Department of Commerce National Oceanic and Atmospheric Administration, National Ocean Service. Washington, DC.

List of Black and White Photographs

- 1) Sand Point Lighthouse, after 1886, before 1912. Old photo and negative in collection of Delta County Historical Museum.
- 2) Sand Point Lighthouse and surroundings, after 1900, before 1938. Old negative in the collection of the Historical Museum.
- 3) Sand Point Lighthouse, 1995, Historical Museum Collections.
- 4) Sand Point Lighthouse, North and West sides.
- 5) Sand Point Lighthouse, East and South sides.
- 6) Sand Point Lighthouse, South and West sides, looking North over Little Bay de Noc.
- 7) Lantern and Lantern Room, looking North over Bay de Noc and the Escanaba Harbor.
- 8) Lantern and Lantern Room, looking South over park to Lake Michigan.
- 9) Base of Fourth Order Fresnel Lens, with Manufacturer's inscription.
- 10) Lighthouse, radio tower, and Old Boat House.
- 11) Old Boat House (now electronics building, US Coast Guard).
- 12) Delta County Historical Museum, Coast Guard Station, storage building, and the Sand Point Lighthouse. (Historical Museum property owned by the city of Escanaba).
- 13) Lighthouse, Coast Guard Building, and Delta County Historical Museum.
(The Historical Society Museum is not within the nominated property).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Sand Lighthouse
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MICHIGAN, Delta

DATE RECEIVED: 10/31/97 DATE OF PENDING LIST: 11/13/97
DATE OF 16TH DAY: 11/29/97 DATE OF 45TH DAY: 12/15/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97001474

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 12/1/97 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



SAND POINT LIGHTHOUSE

DELTA COUNTY, MI.

^{OLD}
PHOTO + NEGATIVE, COLLECTION OF

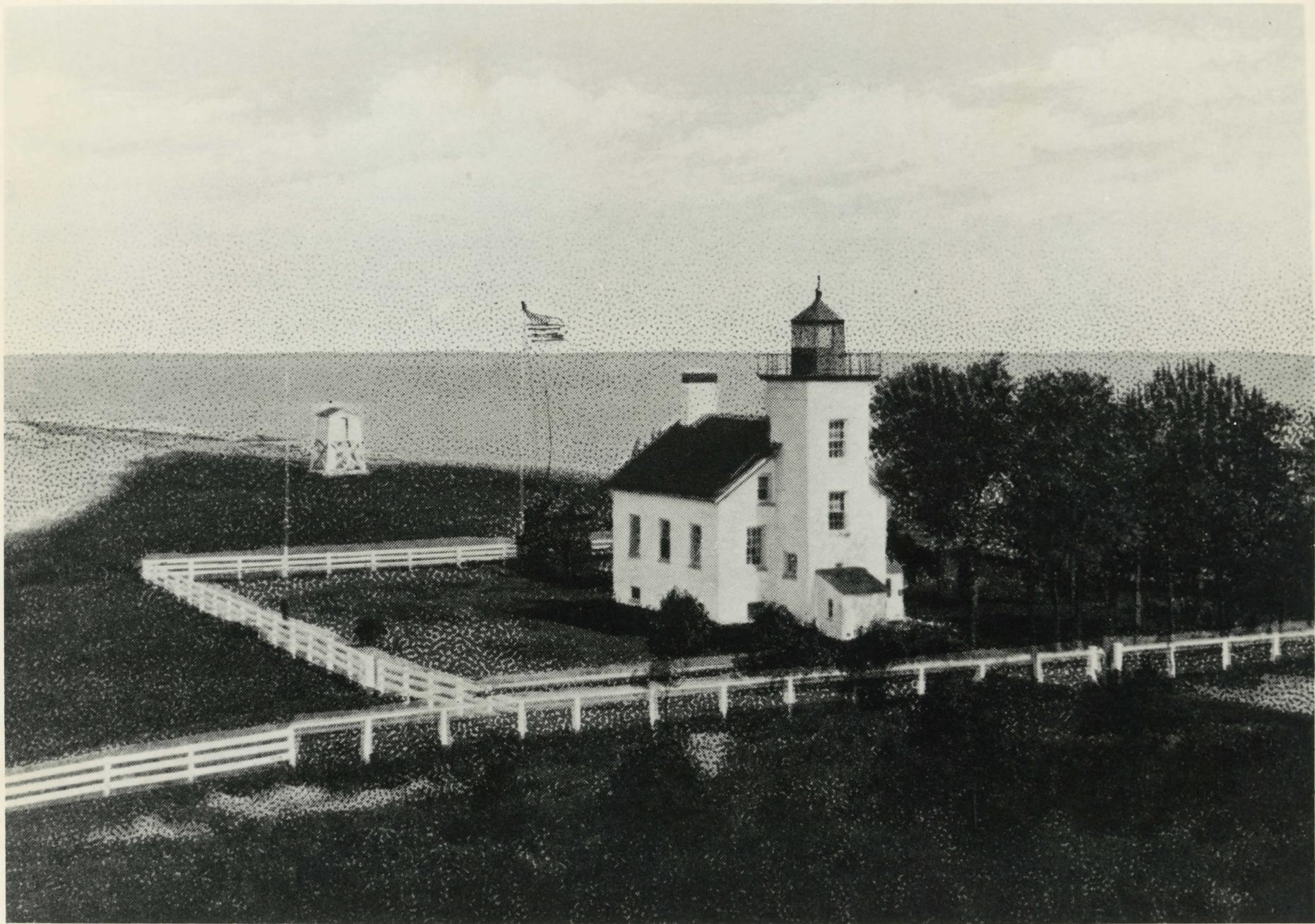
DELTA COUNTY HISTORICAL SOCIETY

ESCANABA, MI. 49829

WEST + SOUTH SIDES, LOOKING E.

AFTER 1886, BEFORE 1912

PHOTO NO. 1.



SAND POINT LIGHTHOUSE
DELTA COUNTY, MI.

FROM OLD NEGATIVE IN COLLECTION OF
DELTA COUNTY HISTORICAL SOC. MUSEUM
ESCANABA, MI. 49829

TAKEN AFTER 1900, BEFORE 1938
WEST + NORTH SIDES, LOOKING S.E.
SHOWING FOG BELL AND CONTOUR
OF LAND BEFORE DREDGING + FILLING.

FOG BELL EST. 1900

DREDGING + FILLING BEGUN 1938

PHOTO NO. 2.



1867

AMERICAN Lighthouse Society
1867 - 1967
100th Anniversary
of the Lighthouse
Service

AMERICAN Lighthouse Society
1867 - 1967
100th Anniversary
of the Lighthouse
Service

OPEN

SAND POINT LIGHTHOUSE

DEWIA COUNTY, MI.

BY: ANDREW PEARSON

NEW DOGS PHOTOGRAPHY

ESCANABA, MI. 49829

WEST (FRONT) FACADE, LOOKING E.

COAST GUARD STATION IN REAR

SEPT., 1995

PHOTO NO. 3



1867

U.S. DEPARTMENT OF COMMERCE
BUREAU OF COAST AND GEODETIC SURVEY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF COAST AND GEODETIC SURVEY

SAND POINT LIGHTHOUSE

DELTA COUNTY, MI.

BY: ANDREW PEARSON

NEW LOOK PHOTOGRAPHY

ESCHABBA, MI 49829

NORTH + WEST SIDES LOOKING S.E.

SEPT., 1995

PHOTO No. 4



SAWD POINT LIGHTHOUSE
DELTA COUNTY, MI.
BY: ANDREW PEARSON
NEW LOOK PHOTOGRAPHY
ESCANABA, MI. 49829
EAST (READ) ELEVATION
LOOKING N.W.
SEPT, 1995

PHOTO NO. 5



SAND POINT LIGHTHOUSE

DETA COUNTY, MI.

BY: ANDREW PEARSON

NEW LOOK PHOTOGRAPHY

ESCANABA, MI 49829

SOUTH SIDE LOOKING NORTH

OVER LITTLE BAY DE NOC

SEPT., 1995

PHOTO No. 6



FRANCOIS & CO
PARIS - 1880
BF
BG

SAND POINT LIGHTHOUSE

DETA COUNTY, MI.

By: ANDREW PEARSON

NEW LOOK PHOTOGRAPHY

ESCANABA, MI 49829

OCTOBER, 1995

LANTERN ROOM, LOOKING NORTH

OVER ESCANABA HARBOR TO

ORE DOCKS

PHOTO No. 7



SAND POINT LIGHTHOUSE

DELTA COUNTY, MI.

BY: ANDREW PEARSON

NEW LOOK PHOTOGRAPHY

ESCAMABA, MI 49829

OCTOBER, 1995

LOOKING SOUTH THROUGH

LANTERN ROOM

PHOTO NO. 8

F. BARBIER & C^{IE}
Constructeurs
PARIS - 1888

B F
—
8 G

SANDPOINT LIGHTHOUSE

DELT COUNTY, MI.

BY: ANDREW PEARSON

NEW LOOK PHOTOGRAPHY,

ESCANABA, MI 49829

OCT, 1995

BASE OF 4th ORDER FRESNEL
LENS

PHOTO NO. 9



SAND POINT LIGHTHOUSE
DELTA CO., MI

PHOTO: C. MOSENFELDER
MAY 1996 ESCANABA, MI. 49829

SAND POINT LIGHTHOUSE,
RADIO TOWER, OLD BOATHOUSE

PHOTO NO. 10



SAND POINT LIGHTHOUSE

DELTA CO., MI

PHOTO: C. MOSENFELDER

MAY, 1996 ESCANABA, MI 49829

OLD BOATHOUSE (NOW C.F.
RADIO + ELECTRONICS BLDG.)

PHOTO No. 11



SAND POINT LIGHT HOUSE

DELTA CO., MI

PHOTO: C. MOSENFELDER

MAY 1996, ESCANABA, MI

49829

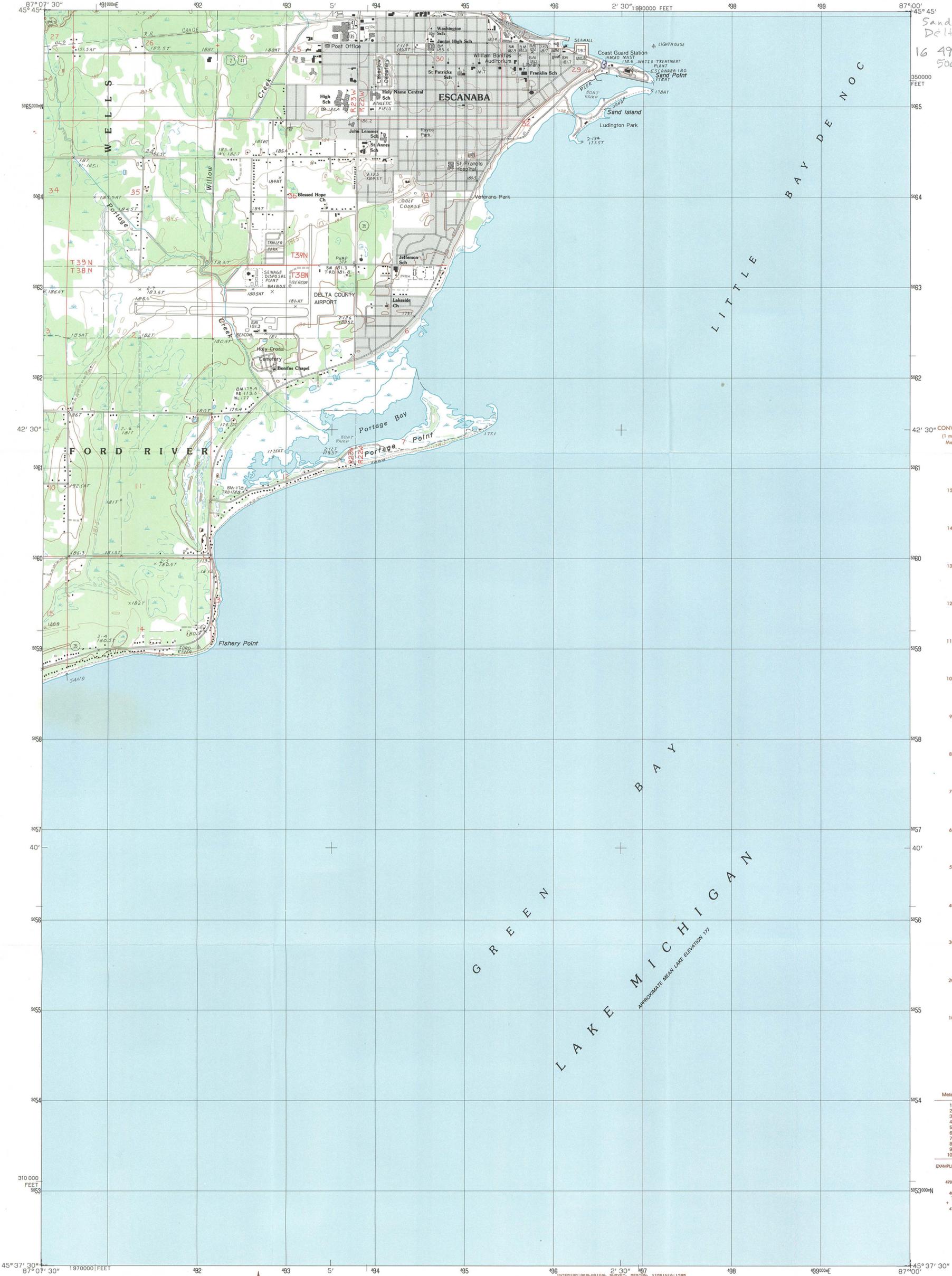
LIGHTHOUSE, STORAGE BUILDING

COAST GUARD STATION, AND

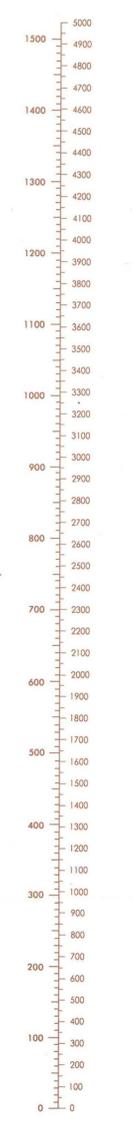
DELTA CO. HISTORICAL MUSEUM

PHOTO NO. 12

Sand Point Lighthouse
Delta Co., MI
16 496550
5065450



42' 30" CONVERSION GRAPH
(1 meter = 3.28 feet)
Meters Feet

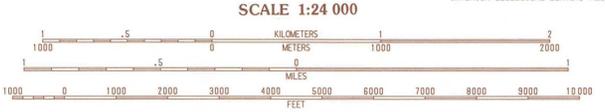


Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

EXAMPLE: Convert 479 meters to feet
479 = 400 + 70 + 9
400m = 1312.3ft
70m = 228.7ft
+ 9m = 29.5ft
479m = 1571.5ft

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL POINTS USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1978
FIELD CHECKED 1981 MAP EDITED 1985
PROJECTION UNIVERSAL TRANSVERSE MERCATOR
GRID 100-METER UNIVERSAL TRANSVERSE MERCATOR ZONE 16
10,000-FOOT STATE GRID TICKS MICHIGAN, NORTH ZONE
UTM GRID DECLINATION 1927 NORTH AMERICAN DATUM
To place on the predicated North American Datum of 1983,
move the projection lines as shown by dashed corner ticks
(6 meters north and 6 meters east)
There may be private inholdings within the boundaries of any
Federal and State Reservations shown on this map
Gray tint indicates area in which selected buildings are shown

PROVISIONAL MAP
Produced from original
manuscript drawings. Informa-
tion shown as of date of
field check. 2



SCALE 1:24 000
CONTOUR INTERVAL 3 METERS
SUPPLEMENTARY CONTOUR INTERVAL 1.5 METERS
1785 METER SUPPLEMENTARY CONTOUR ALONG SHORELINE
CONTROL AND FIELD ESTABLISHED ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

ROAD LEGEND	
1	Chandler
2	Gladstone
3	Maywood
4	Ford River
5	Peninsula Point
6	Henderson Lakes
7	
8	

CONTOURS AND ELEVATIONS IN METERS
ROAD LEGEND
Improved Road
Unimproved Road
Trail
Interstate Route U.S. Route State Route
ESCANABA, MICHIGAN
PROVISIONAL EDITION 1985
45087-F1-TM-024



MICHIGAN DEPARTMENT OF STATE
Candice S. Miller, Secretary of State

Lansing, Michigan 48918-0001

STATE HISTORIC PRESERVATION OFFICE
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 48918-1800

September 2, 1997

Commandant (G-SEC-3)
U.S. Coast Guard
Attn: Mr. David Reese
2100 Second Street SW
Washington, D.C 20595

Dear Mr. Reese:

We wish to inform you that the Sand Point Lighthouse, 12 Waterplant Road, Escanaba, Delta County, Michigan, will be considered for nomination to the National Register of Historic Places by the Michigan Historic Preservation Review Board at the meeting to be held on October 10, 1997, at 10:00 a.m., in the Lake Superior Room, first floor, Michigan Library and Historical Center, 717 West Allegan Street, Lansing, Michigan. The National Register of Historic Places is the federal government's official list of properties that are deemed to be worthy of preservation because of their importance in American history and culture. Listing in the national register provides recognition and assists in preserving our national heritage.

Listing in the national register provides the following benefits to historic properties:

- * Recognition that a property is of significance to the nation, the state, or the community.
- * Consideration in the planning for federal or federally assisted projects.
- * Eligibility for federal tax incentives and other preservation assistance.

Listing in the national register does not interfere with a private property owner's right to alter, manage, or dispose of property. Listing does not mean that limitations will be placed on the properties by the federal or state governments. Public visitation rights are not required of owners. Neither the federal nor the state governments will attach restrictive covenants to the properties or seek to acquire them. Attached please find a notice that explains, in greater detail, the results of listing in the national register and which describes the rights and procedures by which an owner may comment on or object to listing in the national register.

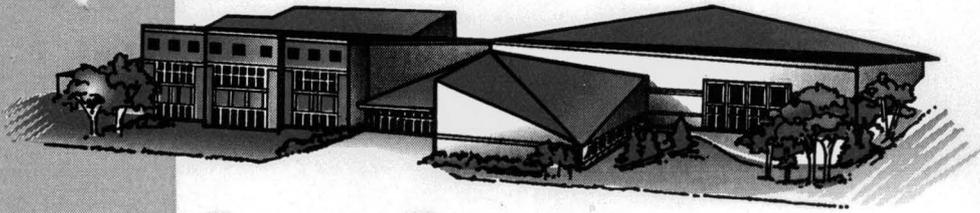
You are invited to attend the review board meeting in which the nomination will be considered or to comment in writing concerning this national register nomination. All written correspondence should be mailed in time to be received prior to the date of the review board meeting. Any comments and questions you may have concerning this nomination and the national register program should be directed to Robert Christensen, National Register Coordinator, at the above address or by phoning 517/335-2719.

Sincerely yours,

A handwritten signature in cursive script that reads "John R. Halsey". The signature is written in black ink and is positioned above the typed name and title.

John R. Halsey
State Historic Preservation Officer

Attachment



CITY OF ESCANABA

P.O. Box 948 • Escanaba, MI 49829-0948
906-786-0240 • fax 906-786-4755

September 8, 1997

John R. Halsey
State Historic Preservation Office
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 49818-1800

Dear Mr. Halsey,

The City of Escanaba has long supported the Delta County Historical Society through whose effort the nomination of the Sand Point Lighthouse to the National Register of Historic Places has been submitted.

The Sand Point Lighthouse is a community asset, renovated by and now open to the public through the efforts of the Historical Society, creating a destination point for community visitors and a living classroom for the citizens of our area. Escanaba's heritage was and continues to be strongly influenced by the water surrounding the city. The logging industry, the shipping of iron ore and commercial fishing have benefited from the safe navigation provided by the presence of a lighthouse at Sand Point. The historical structure now being considered for Historic Register status is a constant reminder of that heritage.

We strongly support the nomination to the National Register of Historic Places of the Sand Point Lighthouse and ask that you enter this letter into the record at your meeting to be held October 10, 1997.

Sincerely,

Jeanne Rose
Mayor, City of Escanaba

cc. Delta County Historical Society

RECEIVED
Michigan Historical Museum

SEP 15 1997



September 11, 1997

John R. Halsey
State Historic Preservation Office
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 48918

Dear Mr. Halsey,

We understand that your October 10 meeting agenda includes consideration of the application by the Delta County Historical Society which is seeking National Register of Historic Places designation for the Sand Point Lighthouse in Escanaba.

The members of the Delta County Historical Society have demonstrated over the years their ability to carry out a major project such as the restoration of the Sand Point Lighthouse and then to continue to maintain and staff it for the enjoyment of the thousands of visitors who stop by each year. We are proud to be able to direct visitors to it and consider it a true asset to Escanaba and Delta County.

The Chamber of Commerce fully supports this application and urges your approval.

Thank-you.

Sincerely,

A handwritten signature in cursive script that reads 'David A. Woodworth'.

David A. Woodworth
Executive Director

c.c. Delta County Historical Society

U.S. Department
of Transportation

**United States
Coast Guard**



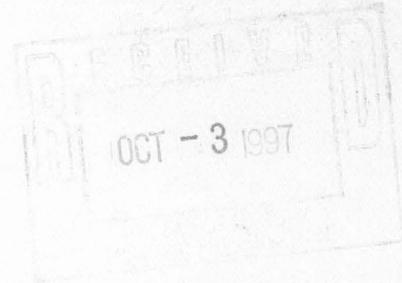
Commanding Officer
U.S. Coast Guard
Civil Engineering Unit Cleveland

1240 East Ninth Street
Cleveland, OH 44199-2060
Staff Symbol: (pm)
Phone: (216)902-6200
FAX: (216)902-6277

11011

SEP 25 1997

Mr. John R. Halsey
State Historic Preservation Office
Michigan Historical Center
717 West Allegan St.
Lansing, MI 48918-1800



Dear Mr. Halsey:

In response to your letter of September 2, 1997, we have no comments on the nomination of Sand Point Lighthouse to the National Register of Historic Places.

If you have any questions, please contact Ms. Michelle Miller Frieden of my staff at (216)902-6267.

Sincerely,

A handwritten signature in cursive script that reads "F. J. Sommer".

F. J. SOMMER

Lieutenant Commander, U.S. Coast Guard
Executive Officer
By direction of the Commanding Officer

STATE OF MICHIGAN



CANDICE S. MILLER, Secretary of State
MICHIGAN DEPARTMENT OF STATE
LANSING, MICHIGAN 48918-0001

STATE HISTORIC PRESERVATION OFFICE
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 48918-1800

October 23, 1997

Ms. Carol D. Shull, Keeper
National Register of Historic Places
National Park Service
U. S. Department of the Interior
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Ms. Shull:

Enclosed are national register nomination materials for the Sand Point Lighthouse in Delta County, Michigan. This property is being submitted for listing in the national register. All written comments concerning this nomination submitted to us prior to the submission of this nomination to you are enclosed.

This property is owned by the U. S. Coast Guard. The nomination was prepared by the Delta County Historical Society, which leases the lighthouse from the Coast Guard. The nomination has been reviewed and approved by the Ninth Coast Guard District, Cleveland. As part of the nomination process, we wrote to the Coast Guard's preservation officer (a copy enclosed), but received no response.

Questions concerning this nomination may be directed to Robert O. Christensen, National Register Coordinator (517/335-2719).

Sincerely yours,

A handwritten signature in cursive script that reads "John R. Halsey".

John R. Halsey
State Historic Preservation Officer

JRH:roc