

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Burrows Island Light Station**

other names/site number

2. Location

street & number **Far western shore of Burrows Island**

☐

not for publication

city or town **Anacortes**

☒

vicinity

state **Washington**

code **WA**

county **Skagit**

code **057**

zip code **98221**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national X statewide local

Applicable National Register Criteria

X A B X C D

Signature of certifying official/Title

Date

WASHINGTON STATE SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input checked="" type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3	1	buildings
		district
1		site
2	2	structure
		object
6	3	Total

Name of related multiple property listing

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

Light Stations of the United States

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DEFENSE: Coast Guard Facility

Current Functions

(Enter categories from instructions.)

DEFENSE: Coast Guard Facility

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS:

Classica Revival

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: WOOD

roof: ASPHALT; SYNTHETIC

other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The U.S. Coast Guard (USCG) Burrows Island Light Station is located on the westernmost shoreline of Burrows Island, which is east of Rosario Strait and southwest of Anacortes in Skagit County, Washington. The district encompasses a north-south oriented parcel of approximately 7.6 acres that includes a clearing bounded to the east and south by mature trees and to the north and west by Rosario Strait. Character-defining features include the district's remote island setting, water views, and wood structure light station buildings constructed in 1906 and circa 1958. The station contains six contributing resources: Light Tower and Fog Signal Building (1906); Keepers' Quarters Duplex (1906); Boathouse, Boat Launch and Derrick (1906); Pumphouse (c.1958); the Saltwater Intake (c.1959) and Station Ruins (1906). The station also contains three non-contributing resources: a Helicopter Pad (1984); a Storage Shed (c.2012); and Foghorn Sound Baffle (c.2000). The Burrows Island Light Station retains a high level of integrity of location, setting, design, materials, workmanship, feeling, and association.

Setting

Burrows Island is approximately 5 miles southeast of Anacortes and is largely made up of Burrows Island Marine State Park. The total island is approximately 329.5 acres of mostly undeveloped land and is only accessible by boat. The island is made of porphyrites, the same rock as the greater San Juan Islands, and features only a few small beaches. It includes one campsite and one vault toilet at Alice Bight, located on the eastern side of northernmost tip of the island.¹ With the exception of the Burrows Island Light Station, the remainder of the island is undeveloped, except for a few walking trails.

The nominated station (a district) is in an 7.6-acre parcel at the westernmost tip of Burrows Island. The overall landscape includes a waterfront setting with a steep and rocky coastline. Three of the district's buildings—Light Tower and Fog Signal Building, Keepers' Quarters, and Boathouse and Derrick—are in a landscaped clearing that encompasses about a quarter of the designated parcel boundary. The remainder of the site, including the location of the Pumphouse, is dense forest. The clearing is bordered to the west and north by the rocky coastline and to the east and south by the tree line. The clearing slopes slightly toward the coastline and includes landscaped trees and grass, as well as concrete paths leading to the buildings.

The northernmost tip of the clearing includes the Boathouse and Derrick, as well as a concrete and steel stairway that leads to a concrete boat landing providing access to and from the station. The Pumphouse with Cistern is accessed from a trail that follows the rocky, treed coastline north of the boathouse and landing. The Light Tower and Fog Signal Building is at the south end of the clearing overlooking the water, and the Keepers' Quarters is at the eastern edge of the clearing near the tree line. A corrugated steel helicopter landing pad is between the duplex and the boathouse in the former location of the demolished Officer in Charge (OIC) Quarters.

The nominated area also includes remains of the station's infrastructure, site of the saltwater intake, oil house foundation, tank supports, and pipeline remnants. The intake, originally constructed between 1958 and 1961, has a concrete landing and is accessed by a set of concrete and modern steel-framed stairs. A review of historical drawings and photographs indicate it originally featured a concrete pumphouse; however, this pumphouse was likely demolished after 1977 and replaced by the extant plywood-framed intake structure. A vertical concrete and steel foghorn sound baffle is directly north of the Light Station and Fog Building to reduce the noise emitted from the foghorn in that building.

Additional landscape features include two picnic benches; a modern, noncontributing fenced storage shed directly east of the Keepers' Quarters; a metal pipeline that extends from the previous location of the fuel and

¹ Washington State Parks Foundation, "Burrows Island," accessed July 8, 2022, <https://waparks.org/parks/burrows-island/>.

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oil tank across the clearing; various sewage holes; concrete remnants of fuel tank support structures; and a rough-cut stone fireplace that appears to date to midcentury.

Changes Over Time

While several alterations to the station's setting has occurred since its 1906 establishment and construction; the broader maritime setting and USCG association has remained largely unchanged. The most noticeable alteration was the construction of the OIC Quarters in 1952 (demolished in 1972). Other losses also included an associated fuel tank, fencing, and landscape elements; however, portions of the concrete foundation remain. The USCG also installed a gravel helicopter landing pad at the OIC building site and replaced this with a corrugated steel helicopter landing pad in the 1980s.

The Coal and Oil Storage Building, built in 1906, was destroyed in a fire in 1971; the foundation remains.

A chicken coop and storage shed built during World War II have also been demolished.

According to a historical drawing from 1981, the USCG also demolished four 10,000-gallon water tanks and one 10,000-gallon fuel oil tank. Concrete support structures for the tanks remain near the property's eastern tree line. Two water tanks were removed from east of the Keepers' Quarters after 2009. Various picnic tables and benches and walking paths have been added.

Contributing Resources

There are a total of six contributing resources within the Burrows Island Light Station including the Light Tower and Fog Signal Building; the Keepers' Quarters; the Boathouse, Boat Launch and Derrick; the Pumphouse; Saltwater Intake; and remnants of the Station's Infrastructure.

Light Tower and Fog Signal Building

Exterior

Built in 1906, the Light Tower and Fog Signal Building, also referred to as the lighthouse, is a two-story, wood-framed building with a rectangular plan on a concrete foundation. As seen in its roof form and massing, the building integrates two light station functions, the light tower and fog signal into a single building. The roof features a jerkinhead, or clipped gable formation with a slight eave overhang. The roof is clad in replacement composite tiles and has aluminum gutters. The building's exterior walls are sheathed in horizontal V-notch tongue and groove boards and include wood-framed sash windows.

The building faces east, and the primary façade is characterized by a central two-story Light Tower. The 34-foot Light Tower displays two, two-over-two double-hung wood sash windows, one on the ground floor facing north and the other on the second floor facing east. The Light Tower rises into a molded cornice with five ogee brackets on each elevation. The cornice is topped with a wood railing that features square pickets and an octagonal metal lantern enclosure with eight glass panes and a metal roof capped with a ball finial ventilator. The Light Tower's fourth-order Fresnel lens has been removed and replaced with a modern automated lens.

The Fog Signal Building is attached to the Light Tower and has a wood panel door with a wood transom on the east façade near the building's northeast corner. South of the tower is an exterior metal air vent with a wood frame that was modified from an original two-over-two wood sash window.

The building's north elevation features a wood fan light centered above two two-over-two double-hung wood sash windows, one of which is modified and infilled with an exterior metal air vent. The south elevation displays a wood fan light above a two-over-two double-hung wood sash window. The west elevation displays an exterior electrical box centered between two two-over-two double-hung wood sash windows.

Interior

The Light Tower and Fog Signal Building interior is largely composed of the engine room on the first floor, with a battery room enclosure at the northwest corner and a door leading to the Light Tower stairway on the east wall. The flooring is poured concrete. The walls and ceilings are predominantly clad in V-notch tongue and groove wood boards; a curved chair mold divides horizontal boards on the top and vertical boards as wainscoting below waist level. The battery room was added circa 1970 and features plywood walls and a

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wood-paneled door. The windows feature original millwork including stools, aprons, lintels, and molded casings. The doors also retain original millwork including plinth blocks and molded casings. A wood-paneled door with original hardware and an operable transom window provides access to the Light Tower via a set of circular wooden stairs with a round metal handrail. At the top of the stairs, a wood-paneled door with a single light and original hardware opens into the Light Tower, which houses a contemporary automated lens on a metal pedestal, installed in 2004. One of the octagonal panels is a door that opens onto a lantern room gallery with a wood railing and ball finials.

Changes Over Time

The Light Tower and Fog Signal Building has undergone several minor alterations since its construction in 1906.

Field observations and drawings indicate that the cement roof tiles were installed in 1986, along with new gutters and downspouts and a replacement galvanized steel air vent. These 1986 drawings also show that the clipped gable on the north elevation included a chimney or air vent that has been removed. Windows on the north and east elevations were infilled with plywood and exterior air vents. In 2005, the USCG painted the exterior walls with an encapsulation coating to prevent lead-based paint from leaching into the surrounding soil. This encapsulation is visible as a thick white coating. USCG plans to replace remaining asbestos roof tiles with Alaskan Red asphalt composition shingles similar to the rest of the building. Presently, a chain link fence surrounds the building, and a "DANGER" sign is displayed to warn visitors to keep out of the building.

On the interior, alterations include the addition of a battery room in the northwest corner of the engine room. Architectural drawings suggest that the battery room was added in 1971, likely in anticipation of the building's transition to an automated aid to navigation in 1972. The engine equipment once housed within the building was removed at an unknown date, and the 4th-order Fresnel lens was replaced in 1972 (it is now on display at USCG Air Station Port Angeles in Port Angeles, WA). Despite these alterations, the building appears to retain its original flooring, wall finishes, fenestration, and wood millwork.

Keepers' Quarters

Exterior

Built in 1906, the Keepers' Quarters is a two-story duplex with a wood frame, full attic, and full basement. The duplex is typical of USCG's light stations and is similar in design to other Keepers' Quarters in Washington. The duplex is symmetrical; the west-facing north and south units are identical in their exterior appearance. The building has a mostly rectangular plan that sits on a concrete foundation and features a cross-jerkinhead roof clad in diamond-shaped asbestos tile with a slight eave overhang. Two brick chimneys are on the ridge of the crossed roof formation towards the north and south elevations of the building. The rear (east) elevation features two single-story wing extensions with a gabled roof clad in asphalt composition and asbestos shingles. The exterior walls are sheathed in horizontal V-notch tongue and groove board on the first level and wood shingles on the second level. Fenestration details include various wood sash windows, although the majority of the south unit's windows and doors were boarded at the time of this nomination, with exception of the attic window unit and entry door.

The west façade displays the duplex's symmetry, evident in the windows and wrap-around porches for each residential unit. The first floor displays two pairs of two-over-two double hung sash windows flanked by a two-by-two wood casement window. The second floor is similar with two pairs of wood windows (one pair under restoration and the other boarded), flanked by single-pane casement windows. The second-floor wood surrounds are curved at the corners and feature additional trim details and a pointed top. The attic features a pair of three-light wood sash windows with a wood surround and unique angled apron molding with a small medallion at the base. The basement level features two wood sash windows, the southernmost window currently boarded. The absence of wood lattice work on the south porch entry also reveals additional vinyl replacement basement windows below the porch foundation.

The north and south elevations are identical, aside from boarded windows on the south elevation, and contain the front door for each residential unit. These entrance elevations are characterized by a partial porch entry with a hipped roof that wraps onto the west façade. The porch entry is raised on a concrete foundation with

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wood lattice work design and is accessed by a modern wood-framed staircase. The porch contains square wood porch posts, low wood railings, and wooden brackets. The porch flooring and ceiling are both made of narrow wood planks. Part of the porch railing on the west side of the duplex has been removed. The porch entry includes a wood-paneled single-entry door recessed behind a wood-framed storm door. The porch entry is flanked to the east by two two-over-two double-hung wood sash windows, as well as an additional wood-paneled single-entry door and double-hung sash window on the rear wing. The single-entry door on the rear wing is covered by a shed-roof awning and accessed by a wood-framed staircase. The second floor includes two two-over-two double-hung wood sash windows with a wood surround, and the attic displays a pair of three-light sash window units with a wood surround.

The rear (east) elevation is symmetrical and features projecting rear extensions with entrances on the north and south inward-facing walls, and cellar doors. Windows include two pairs of two-over-two double-hung sash windows on the first and second floors and a pair of three-light sash attic windows. Wood window surrounds match those on the west façade. Two entry cellar doors, one steel framed and the other metal, are centered on the rear elevation to provide exterior access into the basement. The cellar doors are flanked to the north and south by the gable-roof single-story wing extensions. Both wing extensions are identical and include an east-facing fixed window with a wood surround near the gable peaks, as well as inward-facing (north and south) single-entry doors flanked on each side by boarded wood sash windows.

Interior

The Keepers' Quarters is currently undergoing an extensive restoration project managed by the Northwest Schooner Society (NWSS) that includes a complete overhaul of all interior finishes and repairs to windows, doors, and porches. Restoration work is underway in the north residential unit with less focus presently in the south unit. The NWSS is coordinating its restoration efforts with the Washington Department of Archaeology and Historic Preservation (DAHP) for guidance on following the Secretary of the Interior's Standards.

The Keepers' Quarters interior is characterized by its mirrored American foursquare plan, and amenities directly associated with the duplex's remote location, including cellars, wood storage areas, and large pantries.

The north and south units feature mirrored floor plans that remain intact aside from changes to the finishes and mechanics of the building over time. The overall plan for each residential unit is typical of an American foursquare design. Four rooms—a hall, living room, dining room, and kitchen—comprise the first floor, in addition to a rear wing extension for wood storage. Four rooms—a hall, a bathroom, and two bedrooms—comprise the second floor. The residential units are independent of one another except at the attic level, which is connected across the full length of the building. Each unit also features a full basement. Walls are typically plaster with some non-original tilework in kitchens and bathrooms. Floors are wood board (likely Douglas fir), and ceilings are plaster. Throughout the residence, windows feature original millwork including stools, aprons, lintels, and molded casings. Doors also retain original millwork including plinth blocks and molded casings. Wainscoting is present in several of the interior rooms.

The basement in each unit features an open plan with unfinished concrete walls approximately 9 feet, 3 inches in height. Square wood posts support the duplex's floor beams and joists. There is no finished ceiling; the first-story floor joists and mechanical ductwork are exposed. In the south unit, linoleum tiles cover the concrete floor; in the north unit, those tiles have been removed to reveal an unfinished concrete floor. Each basement has two access points: one via an interior wood staircase that rises to the first-floor hall, and one exterior concrete staircase that rises to partially subterranean wooden cellar doors centered on the rear (east) elevation.

The primary entrance to each residence opens into a vestibule and a hall with a curved wood staircase leading up to the second story and down to the basement. The staircase in the southern unit has tread pads. The tread pads in the northern unit have been removed. The living room is at the front of the residence adjacent to the hall, while the kitchen (with pantry) and dining room are toward the back of the house. In the north unit, first-story flooring includes original wood boards, but linoleum tiles cover portions of the living and dining areas. These tiles are in the process of being removed and reveal hardwood floors underneath. Wall finishes in the north unit display original plaster and sections of non-original wainscoting in the hall and living room. No

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original cabinetry or fixtures remain in the north unit kitchen. The south unit's first floor was undergoing asbestos remediation at the time of the nomination and could not be accessed for documentation. However, it is evident that the kitchen includes non-historic cabinetry and tileboard wall finishes, and non-historic wainscoting is visible in additional common rooms on the first floor.

The second floor of each unit is accessed via a wooden staircase from the first-floor hall and opens into a second-floor hall with a closet. A bathroom is toward the rear of the residence, and two bedrooms with closets are across from the hall and bathroom. Another wood stairway leads up from the hall to the attic. In both units, plaster walls are retained. In some of the bedrooms, non-historic composite or linoleum tiles cover the hardwood floors. In both units, non-historic composite flooring was installed in the bathrooms at an unknown date. Wood floors are retained in the halls and in some of the bedrooms. The south unit features non-historic tileboard wainscoting in the bathroom but retains the original bathtub. The north unit features original plaster walls, but the fixtures are removed.

The attic is accessed via a wood staircase from the second-floor hall. The attic extends the full width of the duplex and is divided by a rustic wood-framed wall with a simple, wood plank door. The room features original wood floors and exposed beams and rafters. The interior structures of two chimneys—one centrally placed in each residence—is visible within the attic but not on any of the other stories.

Changes Over Time

The Keepers' Quarters has undergone several alterations during its time as the Keepers' Quarters from 1906 to 1972 and after its automation and is currently under restoration. However, documentation does not provide clear information regarding precisely when changes occurred.

Overall exterior changes appear limited to the fenestration details, as well as the modern asphalt composition shingle roof on the porch entries and rear wings. Comparison to historical drawings indicate that the extant single-entry doors are replacements, as they do not match the wood-paneled pattern. Most of the south unit's windows are boarded on the west, south, and east elevations, but the double-hung wood sash windows remain and are visible from the interior. Two second-story windows on the north unit's west façade are currently removed for restoration, and temporary storm windows are in their place. The west façade also shows removed lattice work at the basement level and a boarded basement window.

The rear (east) elevation displays a missing concrete staircase on the north rear wing, facing south, and replaced cellar doors.

The south elevation displays a boarded front door and a missing staircase; a modern staircase is installed at the porch entry. Portions of the porch railing are missing.

The north elevation includes a partially boarded sash window unit on the attic level, a boarded double-hung sash on the second level near the northwest corner, a boarded single-entry door in the porch entry, and modern wood staircases on the porch entry and north wing at the rear.

In 2005, the USCG painted the Keepers' Quarters with an encapsulation coating to prevent lead-based paint from leaching into the surrounding soil. This encapsulation is visible as a thick white coating.

Interior alterations include covering the historic wood flooring with a variety of composite and asbestos tiles, the loss of historic kitchen and bathroom fixtures and cabinetry, the removal of the fireplaces, and the addition of non-historic wainscoting in some of the common rooms and bedrooms. However, the duplex appears to retain much of its original flooring, wall finishes, and fenestration, including window and door millwork.

Boathouse, Boat Launch and Derrick

Boathouse Exterior

Built in 1906, the Boathouse is a single-story wood-framed utilitarian building with a rectangular plan on a board-formed concrete foundation. The building faces north overlooking Rosario Strait and features a front-facing gabled roof formation with aluminum gutters and a wide eave overhang clad in composition shingles. The north corner of the east elevation includes a shed roof addition clad in composition shingles. The exterior

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walls are sheathed in horizontal V-notch tongue and groove board and include fixed, two-over-two wood-framed sash windows.

The building's north façade is characterized by a single-entry door flanked to the east by a fixed window with a wood surround. The single-entry door is set within the larger original but boarded opening that originally had double doors. Two signs are above the door. The first sign, with individually cut letters, reads "BURROWS – ISLAND – LIGHT – STATION," and includes a central nautical design consisting of two anchors obscured by a circle. The second sign, made of plywood, reads "COAST – GUARD – BURROWS – ISLAND – LIGHT – STATION," and includes the USCG insignia. Above both signs in the top of the gable are two pieces of braided rope and a protruding wooden beam. The east elevation displays a wood-framed four-light window with a wood sill and is flanked to the north by the shed roof addition. The shed roof addition features an additional wood-framed four-light window with a wood sill and a south-facing sash window unit with a wood surround and sill. The west elevation displays a wood-framed four-light window with a wood sill flanked to the north by a wood-framed fixed window. Near the northwest corner is a metal-framed electrical box with a shed roof clad in composite shingles.

Boathouse Interior

The Boathouse interior is characterized by its simple design and utilitarian function. It is a single volume, open plan with exposed studs and rafters. The building is uninsulated and without interior walls. The floors are concrete, and window and door openings lack ornamentation. A set of contemporary wooden stairs with squared banisters near the rear (south) of the building leads to a loft-like second story platform that functions as an office and work area. An addition off the east elevation includes storage and a half bathroom accessed via a wood paneled door.

Derrick and Boat Launch

The steel stiffleg Derrick, constructed in 1906 and heavily upgraded and altered in the 1950s and 1960s, is on the west face of Burrows Island and is connected to the Boathouse via a staircase that is constructed of both metal and concrete. The staircase is accessed by a wood-framed deck with wood railings along the north-facing façade of the Boathouse. The staircase also features two concrete landings, one approximately midway up the ascension and one at the level of the Boathouse deck. The staircase leads down the face of the island and ends at a concrete slab boat launch approximately 6-feet by 12-feet in plan. The Derrick operates as an industrial lifting device that historically lifted boats and other oversized supplies and equipment into the Boathouse. The Derrick features a vertical orientation, projecting metal supports that connect to the Boathouse deck and island face, and an additional projecting feature that operates as the crane.

Changes Over Time

A review of historical drawings indicates that the Boathouse, Boat Launch and Derrick have undergone several alterations since their construction in 1906. Alterations to the Boathouse and Derrick occurred in 1941, 1954, 1957, 1958, 1960, and 2013. The concrete slab Boat Launch first appears on historic drawings in 1954 and appears to be largely unaltered. The industrial bay door on the north façade of the Boat House was boarded up and replaced with a single-entry door surrounded by sheets of plywood. A shed-roofed addition was added off the east elevation prior to 1958. Additional changes include replacement modern asphalt composition roof shingles, a new wood-framed deck facing the water, and a boarded sash window unit on the west façade. On the interior, a bathroom and storage areas were added to the eastern addition, and a loft-style second story office area and staircase were added toward the rear of the Boathouse interior around 2013.

Historical drawings from 1906 show an earlier version with the Derrick in the location of the extant Derrick. The Derrick that existed in 1906 likely operated as a smaller version of the extant feature. By 1954, historical drawings outline the extant Derrick, including the concrete landing that supported the Derrick mast, the two "tee-bar stifflegs" that attached to the island rock and deck, and the "derrick boom" that supports the weight of the crane and its attached payloads. In 1957, the Derrick's hoist and rigging were rearranged with a new chain that attached from the "derrick boom" to the mast, as well as a wire that attached from the "derrick boom" to the boathouse. In 1960, the Derrick underwent exterior repairs including rewelding to the stifflegs, new stiffleg iron material, new fastenings to the "derrick boom," as well as other supporting welds. Additional research indicates

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that the Derrick was repaired by the NWSS in 2011 with maintenance activities and new ropes to make it functional once again.

Pumphouse

Exterior

Built circa 1958, the Pumphouse is a single-story one-room concrete structure located on the west face of Burrows Island. Accessed by an earthen path northeast of the Boathouse, the building was constructed to house a spring pump and cistern that originally supplied water to the Burrows Island Light Station. The Pumphouse has a board-formed concrete foundation and a square plan, measuring 7 feet by 7 feet. The Pumphouse faces west, and a concrete pad with a metal pipe handrail borders the building on the western façade. The building is made of board-formed concrete with a roughly 3-foot-tall, board-formed concrete foundation. The building has a flat roof with a minimal overhang and a simple concrete cornice. The building is Utilitarian in design, void of any ornamentation. It is accessed by two concrete steps leading from the concrete pad on the western façade. The west façade has one centered square single-pane wood window. The north elevation is void of ornamentation. The east elevation is flush with the surrounding hillside and has one metal pipe protruding from the top center of the wall. The south elevation features a wood-paneled door. A single metal pipe protrudes from the southeastern corner of the southern elevation.

Interior

The interior of the Pumphouse is purely utilitarian and has no ornamentation. The floor is a thick industrial metal that is rusting in patches, and the interior walls are the same cast-in-place concrete as the exterior. A large square opening is present on the floor in the northeastern corner, and an elevated concrete and wooden hatch with protruding pipes is present in the northwestern corner, leading to the cistern. An electrical box with connecting wires is on the eastern wall, and a Utilitarian light switch is on the southern wall near the southwest corner. A Utilitarian socket without a bulb hangs from the center of the ceiling.

Changes Over Time

The Pumphouse is first documented on site plans in a 1958 drawing. Plans to install a pump in the building with an "automatic control" are mentioned in a 1962 drawing. A 1971 drawing shows the Pumphouse scheduled to be removed, but a 1972 and 1981 plan lists the Pumphouse still at the site and states it is "7 ft x 7 ft at water supply spring." The Pumphouse is not shown or mentioned in any original drawings from 1906. Photos from 2018 show that both the door and window were removed, but a 2022 site visit showed that the door and window were present again on the structure. The door hardware has been replaced with modern metal hinges.

Saltwater Intake

The Saltwater Intake is located northwest of the Light Station and Fog Building along the rocky coastline near sea level. The intake structure, originally constructed between 1958 and 1961, has a concrete landing enclosed by a short concrete wall on the south side and is accessed by a set of concrete and modern steel-framed stairs. Remnants of metal piping in a variety of dimensions are visible along the concrete stairway and attached to the replacement pumphouse.

Station Infrastructure Ruins

The station infrastructure ruins site contains disparate historic archaeological features within the district.

Coal and Oil House Foundation

The Coal and Oil House Foundation is located north of the Light Tower and Fog Signal Building near the southwest corner of the Helicopter Pad. Originally constructed in 1906, the slab foundation measures approximately 9 feet by 15 feet in plan.

Tank Supports and Pipeline Remnants

The Tank Supports and Pipeline Ruins were part of a larger system to store and transport water and fuel on the remote island to various buildings across the station. According to historical drawings, the Pumphouse with

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Cistern likely pumped and processed ground spring water. A 1 ¼-inch elevated pipe transported the water to four 10,000-gallon storage water tanks that previously existed east of the Keepers' Quarters. A 3,000-gallon saltwater tank adjacent to the four water storage tanks appears on a 1966 set of construction drawings for the installation of the new Saltwater Pumphouse. An additional 10,000-gallon storage tank stored fuel for the station buildings, also east of the Keepers' Quarters. Two 4,000-gallon rainwater collection tanks were located directly behind (east) of the Keepers' Dwelling. The storage tanks each had a unique function that included domestic water storage, joint domestic water and fire storage, and saltwater flushing and provided water for drinking, washing, and for steam-powered fog signals. Despite the extensive water and fuel storage system on site during the station's period of significance, all that remain are three upright concrete structures that once supported the 10,000-gallon fuel tank and four concrete joists and footings for the two 4,000-gallon rainwater collection tanks directly east of the Keepers' Quarters.

Changes Over Time

A review of historical drawings and photographs of the Saltwater Intake indicate it originally featured a concrete pumphouse which was demolished sometime after 1977. It was replaced by the extant plywood-framed intake structure at an unknown date. Although the concrete stairs to the pumphouse remain largely intact, new metal stairs with railings have been added, and the piping and other supporting utility elements appear to be only partially intact.

The Coal and Oil Storage building caught fire in September 1971, documented in a photograph taken by Nancy Nock, wife of the Officer In Charge who lived on Burrows Island starting in 1968.

According to a historical drawing from 1981, the USCG demolished four 10,000-gallon water tanks and one 10,000-gallon fuel oil tank. The concrete support structures for the fuel storage tank remain near the property's eastern tree line. Two rainwater storage tanks were removed just east of the Keepers' Quarters after 2009, though their concrete support structures also remain.

Noncontributing Resources

Three noncontributing resources are within the Burrows Island Light Station that were constructed after the period of significance, including the Helicopter Pad, Foghorn Sound Baffle, and Storage Shed.

Helicopter Pad

Built in 1984, the helicopter pad is situated near the center of the station, north of the Light Tower and Fog Signal Building and Keepers' Quarters and south of the Boathouse. The flat, metal structure sits at grade and measures approximately 60 feet by 60 feet in plan in a series of interlocking steel grates. A dashed white triangle with the letter "H" symbolizes its function.

Foghorn Sound Baffle

Built circa 2000, the concrete and sheet metal foghorn sound baffle is north of the Light Station and Fog Building near the western edge of the lawn. The structure has a poured concrete foundation and consists of a concrete vertical base at the center flanked by fan-shaped curved metal baffles and topped with gridded metal baffles to muffle the noise emitted from the light station's foghorn. The foghorn, now removed, would have been installed on a base in a center alcove within the structure facing the water. A small horizontal wood sign with website information is attached to the structure facing the water.

Storage Shed

The storage shed is located east of the Keepers' Quarters and was constructed after 2010. The plywood and batten building measures approximately 8 feet by 8 feet and has a low-pitch gable roof clad in standing seam sheet metal and metal double doors on the west façade. The portable building sits on a pallet foundation.

Integrity Evaluation

In addition to meeting significance criteria, the station retains sufficient architectural integrity of location, design, setting, materials, workmanship, feeling, and association that it continues to convey a sense of place and time associated with its historic period.

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Location is defined as the place where the historic property was constructed or the place where the event occurred. The Burrows Island Light Station retains its integrity of location because it remains in its original place of construction.

Design is defined as the combination of elements that create the form, plan, structure, and style of a property, and results from conscious decisions made during the original conception and planning of the property. The Burrows Island Light Station has been modified since its construction in 1906. This includes the loss of the coal and oil storage building, construction and demolition of the 1952 OIC Quarters, construction of a helicopter pad, oil and water storage removal and cleanup, and modern landscape elements. However, the district's overall integrity of design is retained. The district's primary original buildings, the Light Tower and Fog Signal Building, the Keepers' Quarters, and the Boathouse convey the district's USCG function and period of significance. The Derrick and Pumphouse with Cistern are not from the original 1906 construction but were added during the historic period as auxiliary resources and to upgrade original equipment. Character-defining features that depict the district's design include the buildings' overall form and massing, the jerkinhead roof formations, horizontal V-notch tongue and groove board, and multi-light wood sash windows. Additional characteristics include the molded cornice with decorative brackets and the finial on the Light Tower and Fog Signal Building. Landscape elements including the original concrete pathways between the contributing resources. Furthermore, the buildings' interior spaces retain much of their original design, including the floor plans, decorative millwork on doors and windows, and the majority of historic interior finishes including plasterwork and wood and concrete flooring. Therefore, the district retains its integrity of design.

Setting is defined as the physical environment of a historic property. Although changes to the district's setting have occurred since its original construction, including the demolition of buildings and the modern construction of the helicopter pad and some of the walking paths, the property maintains its overall integrity of setting. The property conveys its functional and spatial connection to the rocky shoreline, its viewshed of Rosario Strait, and several features of its historic landscape, including foundational remnants of the OIC Quarters and water and fuel tanks, mature trees, and original landscape design with paths. Furthermore, the surrounding area maintains many of its maritime uses, supporting the station building's overall integrity of setting.

Materials are the physical elements that were combined during a particular period of time in a particular pattern of construction to form a historic property. Materials that depict the Burrows Island Light Station are generally intact but with some alterations occurring from the demolition of the OIC Quarters and water and fuel storage tanks. The remaining buildings convey their original building materials, such as wood sash windows, horizontal V-notch tongue and groove board, wood lattice work, foundational elements, plasterwork, millwork, and wood flooring. Although many of the Keepers' Quarters windows are boarded, particularly on the south unit, the original wood sash windows remain intact behind the boards while the building undergoes its restoration. Therefore, the Burrows Island Light Station retains integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The Burrows Island Light Station features evidence of workmanship that depict its period of early twentieth-century construction. This includes the jerkinhead roof formations, molded cornices with decorative brackets, lattice work, the octagonal metal lantern feature on the Light Tower, and the horizontal V-notch tongue and groove board. The interior of the buildings also features original millwork including lintels, stools, aprons, plinth blocks, and molded casings as well as original lathe and plasterwork. Therefore, the district retains integrity of workmanship.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of historic features that together convey the property's historic character. The Burrows Island Light Station retains sufficient integrity of location, setting, design, materials, workmanship, and association to convey a sense of time and place in early twentieth-century maritime history. Furthermore, landscape elements, like the mature tree line that extends into the rest of Burrows Island, remote waterfront location accessible only by boat, and the relationship between the primary buildings, evoke the USCG light station's historic period, function, and significance. Therefore, the district retains integrity of feeling.

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Association is the direct link between an important historic event or person and a historic property. The Burrows Island Light Station retains sufficient integrity of location, setting, design, materials, workmanship, and feeling to provide a direct link to the history of the USCG on Burrows Island during the twentieth century. The station is automated and no longer has keepers, but the Light Tower continues to serve as an aid to navigation, and the Boathouse and Derrick continue to welcome maritime activity to the island. However, a nonprofit organization is currently managing the restoration of the Keepers' Quarters. Because the Burrows Island Light Station became automated after 1972, the Keepers' Quarters no longer serves its original function. Although the Keepers' Quarters no longer houses keepers, the preservation of these buildings continue to convey the district's historic association as a light station. The building's relationship to the Light Tower and Fog Signal Building, the Boathouse and Derrick, and the Pumphouse with Cistern support its association to the island despite its vacancy. Therefore, the Burrows Island Light Station retains integrity of association.

BURROWS ISLAND LIGHT STATION RESOURCE TABLE

Resource Name	Built Date	Rank
Light Tower and Fog Signal Building	1906	Contributing
Keepers' Quarters Duplex	1906	Contributing
Boathouse, Boat Launch and Derrick	1906	Contributing
Pumphouse with Cistern	c. 1958	Contributing
Saltwater Intake	c. 1959	Contributing
Station Infrastructure Ruins <ul style="list-style-type: none">Coal Oil House FoundationsTank supports and pipelines	1906	Contributing
Helicopter Pad	1984	Non-Contributing
Foghorn Sound Baffle	c. 2000	Non-Contributing
Storage Shed	c. 2012	Non-Contributing

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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.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

ARCHITECTURE

TRANSPORTATION

Period of Significance

1906-1972

Significant Dates

1906, 1972

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Leick, Carl W. (Architect)

Barnett & Farnum (Builder)

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Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The Burrows Island Light Station located on Burrows Island just west of Anacortes, Washington, is historically significant under Criteria A at the state level of significance for its direct connection to the maritime history and transportation safety of Washington State. Since its completion, the station has helped guide countless ships through the rough and swift waters of Rosario Strait, one of the state's major shipping channels. Completed in 1906, the light station continued to serve as a remote, manned-station until 1972, when its fourth-order Fresnel lens lantern was replaced with a modern un-manned navigational beacon.

The light station is also significant under Criterion C as a collection of resources that embodies the distinctive characteristics of their type, period, and method of construction; an early twentieth century wood-framed light station. Additionally, the collection of related buildings represent the works of noted master designer Carl W. Leick. Over the course of his career, Leick designed nearly three dozen light stations in Oregon, Washington, and Alaska. The Burrows Island Station remains today as one of the best examples of his work and is one of seven remaining wood framed light stations he designed. It is also only one of two remaining light stations that remain active with the utilization of its original buildings.

Burrows Island Light Station is being nominated as an individual listing under the overarching *Light Stations of the United States* NRHP Multiple Property Documentation (MPD) (Clifford 2002). The specific historic contexts that apply are *Establishment of the U.S. Lighthouse Board (1852-1910)*, *Bureau of Lighthouses or the U.S. Lighthouse Service (1910-1939)*, and *Lighthouses under the U.S. Coast Guard (1939-present)*.

Per the MPD, the Burrows Island Light Station meets the registration requirements and retains a high level of integrity despite the loss of some elements. Present at the site are the tower and sound signal building, keepers' quarters, boathouse, and other subsidiary features.

The period of significance begins in 1906, the year the Burrows Island Light Station was constructed, and ends in 1972, the year the light station was automated. This 66-year period showcases the property's architectural heritage and significance while also representing the light station's efforts to ensure safe navigation and productive maritime trade in Rosario Strait and the surrounding waterways. The station's automation in 1972 marked a transition in American maritime history from the manually operated light stations of the eighteenth and nineteenth centuries with quarters for keepers and their families, to the automated and remotely operated light stations implemented in the late twentieth century.

In 1977, Lieutenant Commander N.P. Neblett and Lieutenant R.J. Williamson of the Thirteenth Coast Guard District prepared draft National Register of Historic Places (NRHP) nomination for the Burrows Island Light Station.² This was reviewed and approved by NPS as a formal DOE. This nomination replaces that document and provides updated documentation of the property's history and significance.³

Historical Context

Pre-Military History of the Anacortes Region

The nominated light station is located on Burrows Island, a 330-acre island located in Rosario Strait, approximately 1,000 feet west of Fidalgo Island. Prior to European and American colonization, Fidalgo Island and likely Burrows Island were home to the Samish and Swinomish people. The tribal villages were oriented to the sea and thrived on its abundance through an organized society based on harvesting salmon and shellfish, as well as weaving and basketry from natural materials. They built canoes for trade, agricultural harvesting,

² N.P. Neblett and R.J. Williamson, *Burrows Island Light Station*, National Register of Historic Places Nomination Form (filed as a Determination of Eligibility), prepared on behalf of the Thirteenth Coast Guard District, August 3, 1977.

³ Candace Clifford, *Light Stations of the United States*, National Register of Historic Places Multiple Property Documentation Form, July 2002.

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and occasional raids.⁴ They also utilized the old-growth cedar and Douglas fir trees that dominated the landscape, living in cedar longhouses.

By the late eighteenth century, British and Spanish explorers arrived in the Anacortes region and mapped and assigned their own names to the surrounding islands and waterways, including Rosario Strait and Burrows Island. By the 1850s, Euro-American pioneers settled at March's Point on the eastern shore of Fidalgo Island. The settlement required clearing the dense forest, which created an abundance of lumber to construct homes, stores, wharves, and streets. Euro-American settlers had friendly relationships with the Samish and Swinomish people during their early years of settlement but, as was typical across the United States, their coexistence did not remain peaceful for long. Following the Point Elliott Treaty of 1855, Euro-American settlers began to displace Indigenous tribes. Many of the Samish and Swinomish people moved to the Swinomish Reservation southeast of Fidalgo Island or established homestead claims on neighboring islands.⁵

Amos Bowman, a railroad surveyor, founded the city of Anacortes on the north shore of Fidalgo Island in the Puget Sound in 1879 and named it after his wife, Anne Curtis. Bowman advertised Anacortes as the "New York of the West," but ultimately failed to establish the city as his envisioned urban center. Nevertheless, by 1962, Anacortes conveyed a vital small-town character that met "All-American" expectations, supporting large lumber and fishing industries.⁶

In 1890, railroad speculation encouraged rapid real estate development. However, the railroad arrival later that year did not provide the anticipated commercial, industrial, and residential growth. As a result, investors suffered losses and left when the Anacortes real estate market crashed in late 1891. Development recovered quickly, as fishermen, farmers, cannery workers, lumberjacks, shingle weavers, shipwrights, carpenters, ferryman, barkeepers, ministers, hoteliers, and others looked to establish a more realistic vision of Anacortes' future. As a result, the late 1890s were characterized by a booming fishing industry that attracted immigrants, including fishermen from Scandinavia and Croatia, cannery workers from Japan and China, and Chinese workers from Canada. Anacortes eventually evolved into a typical American frontier town that would characterize the area throughout the following decades. The town was home to a population of sailors, fishermen, lumberjacks, teachers, ministers, laborers, and bootleggers.⁷

Between the early 1900s and through the post-war period of World War II, Anacortes became a maritime hub that attracted vacationers and commercial fisheries due to its relaxed attitude on temperance compared to the rest of Skagit County.⁸ This still holds true today with tourism as the top driver of the local economy.

History of the USCG in Washington

Such a hub led to the United States Coast Guard (USCG) to establish several light stations in the area to protect the many vessels that plied the waters surrounding the region. The formation of the modern day USCG dates back to 1790 when four predecessor agencies were absorbed into the USCG. These included the U.S. Revenue Cutter Service, the U.S. Life-Saving Service, the U.S. Lighthouse Service, and the U.S. Steamboat Inspection Service.⁹

The USCG interest in Washington began in the late 1840s and early 1850s and coincided with increased maritime trade in the Pacific Northwest, which was centered on lumber and mining. With increased trade, the federal government established the first revenue office in the Pacific Northwest, located in Astoria, Oregon. The Puget Sound District was established shortly thereafter in 1851, collecting revenue, documenting vessels, and supervising lighthouses, among other tasks. By 1853, with the creation of the Washington Territory, half of the territory's population resided in and around Puget Sound. The Treasury Department dispatched the cutter *Jefferson Davis* to Puget Sound in 1854, representing the first unit of the U.S. Revenue Cutter Service, a

⁴ Lunsford.

⁵ Lunsford.

⁶ Bret Lunsford, "Intro to Anacortes History," City of Anacortes, accessed on July 8, 2022, <https://www.anacorteswa.gov/337/Anacortes-History>.

⁷ Lunsford.

⁸ Lunsford.

⁹ Dennis L. Noble, *The Coast Guard in the Pacific Northwest*, Coast Guard Bicentennial Series, 1989, accessed November 1, 2021, <https://media.defense.gov/2017/Jun/26/2001769042/-1/-1/0/CGPACNW.PDF>.

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predecessor to the USCG, stationed in the Pacific Northwest.¹⁰ Following the purchase of Alaska in 1867, the U.S. Revenue Cutter Service established a port of operations in Port Townsend.¹¹

The increase in maritime trade in the Pacific Northwest in the late 1840s also necessitated navigational aids for the development of the American West. Congress authorized funds for this endeavor; between 1852 and 1858, the U.S. Lighthouse Service constructed 16 lighthouses along the West Coast to facilitate navigation. These included multiple lighthouses between Cape Disappointment and New Dungeness in what would become Washington State. This included the nominated Burrows Island Light Station. The keepers were part of the U.S. Lighthouse Service.¹² The U.S. Lighthouse Service added one more lighthouse in the latter half of the nineteenth century as new ports gained importance and more lights were placed into commission. At the turn of the twentieth century, the Port of Seattle was becoming more important as a shipping center in the Pacific Northwest.¹³

The first U.S. Life-Saving Service stations, which were established to help in water rescue operations, in Washington were established in 1877-1878 at Willapa Bay, Cape Disappointment, and Neah Bay. These small stations had a typical crew of seven with the primary duty of assisting mariners in distress close to the coast using small boats deployed from shore.¹⁴ As time went on, more stations and cutters were added in the Washington area. In 1915, the U.S. Revenue Cutter Service and the U.S. Life-Saving Service were combined to form the USCG.

From 1920 until the repeal of Prohibition in 1934, the major task of the USCG was patrolling for smugglers of illegal spirits, commonly referred to as the "Rum War."¹⁵ At the end of Prohibition, the first USCG Air Station on the West Coast was established as a new unit at Port Angeles, Washington, a strategic position for coastal patrol. The second Air Station wasn't established until 1964 in Astoria, Oregon.¹⁶

A major restructuring of federal agencies occurred in 1939 when President Franklin D. Roosevelt merged the U.S. Lighthouse Service (in existence since 1789) with the USCG. During World War II, the USCG became part of the U.S. Navy; the U.S. Steamboat Inspection Service, now known as the Bureau of Marine Navigation, was also transferred into the USCG in the 1940s.¹⁷

Post-World War II technological advancements in maritime navigation made it possible to close many units in the Pacific Northwest. With the automation of lighthouses completed by 1977, lighthouse keepers became unnecessary. The USCG also developed new facilities, including the National Motor Boat Life School at Cape Disappointment at the mouth of the Columbia River near the Oregon-Washington border in 1968. In 1980, the school became a national training center. Today, the USCG 13th District in the Pacific Northwest—composed of Washington, Oregon, Montana, and Idaho—provides maritime security, safety, and national defense. The 13th District has headquarters in Seattle and three Sector offices managing operations in the Puget Sound, Columbia River, and North Bend areas.¹⁸

¹⁰ Noble, 1-3.

¹¹ Ibid, 8.

¹² Noble, 3.; Dennis L. Noble, and U.S. Coast Guard Public Affairs Staff, et al., *Southwest Pacific: A Brief History of U.S. Coast Guard Operations*, Coast Guard Bicentennial Series, 1989, available: <https://media.defense.gov/2017/Jul/02/2001772323/-1/-1/0/SWPACIFIC.PDF>, accessed November 2, 2021.

¹³ Noble, 8.

¹⁴ Noble, 9.

¹⁵ Noble, 10-11.

¹⁶ Noble, 10-11.

¹⁷ Noble, et al., 10.

¹⁸ Thirteenth Coast Guard District Public Affairs Office, "National Motor Lifeboat School," April 21, 2003, accessed November 2, 2021: https://www.pacificarea.uscg.mil/Portals/8/District_13/lib/doc/factsheet/national_motor_lifeboat_school.pdf?ver=2017-06-15-151548-907; USCG Pacific Area, "District 13," 2021, accessed November 1, 2021, <https://www.pacificarea.uscg.mil/Our-Organization/District-13/>.

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U.S. Lighthouse Service and U.S. Coast Guard on Burrows Island

Acquisition and Construction

Washington State Representatives were petitioning for support and funding for an aid to navigation at Burrows Island as early as 1898.¹⁹ Numerous newspaper articles reported that the government planned to acquire the Burrows Island for construction of the light station in 1900 for approximately \$15,000.²⁰ Then in 1903 the U.S. House of Representatives, under the direction of Representative Francis W. Cushman, passed a senate bill that authorized the expenditure of \$15,000 for the construction of the Light Tower and Fog Signal Building on Burrows Island near Rosario Strait, the easterly of two major shipping lanes between the Strait of Juan De Fuca and the Strait of Georgia. Cushman favored the bill and expressed support from other groups like the Western Steam Navigation Company of Tacoma, the Anacortes Commercial Club, and the Alaska Steamship Company of Seattle. Cushman championed the construction of a light station on the island as a result of the increased commercial traffic through the Rosario Strait and the swift and variable current off the coast of Burrows Island. He further argued that during certain seasons, smoke from forest fires settled down and hindered maritime navigation. The construction of the light station, therefore, safeguarded the commerce through the Rosario Strait and the surrounding region.²¹ In July 1904, a letter from the U.S. Department of Justice regarding the case of United States vs. Frank Shea et. al. detailed that the government sought to acquire land on Burrows Island by condemnation for light-house purposes. The letter described that \$350 was awarded as compensation and damages for the taking of the land; \$91.22 was awarded to Sarah P. Ferry, and \$258.78 was awarded to Thomas Smith and his wife.

It took two years for construction to begin. In 1905, the U.S. War Department awarded the contract for the construction of the Burrows Island Light Station to local contractors Barnett & Farnum. The cost proposal reportedly came in just under \$10,000.²² U.S. Lighthouse Board architect Carl W. Leick designed the plans for the station including the Light Tower and Fog Signal Building, the Coal and Oil Storage Building, the Boathouse, and the Keepers' Quarters. Construction began in 1905, two years after the 1903 senate bill was passed, and the Station was completed in 1906.²³

From Establishment to Automation

After the establishment of Burrows Island in 1906, the light station continued to serve the surrounding waters with aids to navigation that included a fourth-order Fresnel lens lantern and Daboll trumpet fog signal that sounded 4-second blasts separated alternately by silent intervals of 7 and 25 seconds.²⁴ On March 30, 1906, the first lighthouse keeper, Captain J.B. Herrman, arrived on the island with his family to serve at the newly established station.²⁵ Hermann served as a keeper at Burrows for only a few months before retiring from the Lighthouse Service.²⁶ Two additional head keepers, Eugene M. Walters and Edward Pfaff, served at Burrows Island in 1907 for a short period of time. Then in 1907, William J. Thomas, his wife Sarah Tranter Thomas, their daughter Ann Thomas, and her husband Homer H. moved to Burrows Island. William Thomas was the head keeper from 1907 to 1913. From 1909 to 1911, Ann Thomas intermittently served as assistant keeper, the first and only woman to do so on Burrows Island. The Thomas family documented Burrows Island in a series of photographs from 1907 to 1913, providing some of the earliest known photographs of the buildings and daily life on Burrows Island.²⁷ The Thomases kept goats, chickens, and several family dogs while stationed at Burrows Island.

¹⁹ "Two millions for Washington State," editorial, *The Seattle Post-Intelligencer* (December 17, 1898), accessed August 4, 2022, [newspapers.com](https://www.newspapers.com/).

²⁰ "Uniflite to continue making boats for Valiant," editorial, *The Bellingham Herald* (October 26, 1978), accessed August 4, 2022, <https://www.newspapers.com/>.

²¹ "Burrows Island Lighthouse," editorial, *The News Tribune* (February 23, 1903), accessed June 30, 2022, <https://www.newspapers.com/>.

²² "Anacortes Firm Will Build Light in Burrows Bay," editorial, *The Bellingham Herald* (May 22, 1905), accessed November 11, 2021, <https://www.newspapers.com/>.

²³ "Anacortes," editorial, *The Spokesman Review* (March 30, 1906), accessed November 11, 2021, via <https://www.newspapers.com/>.

²⁴ Lighthousefriends.com. *Burrows Island Lighthouse*, accessed August 10, 2022, <https://www.lighthousefriends.com/light.asp?ID=107>.

²⁵ "Anacortes."

²⁶ Lighthousefriends.com.

²⁷ Northwest Schooner Society. Burrows Island Light Station. Photographs 1907 to 1911. Provided February 2022.

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Few lifesaving efforts associated with the Burrows Island Light Station are documented in newspapers or historical reports. In July 1914, assistant keeper Michael Ludescher rescued a disabled boat near Burrows Island that contained one man, four women, and two children.²⁸ Other articles reported on crashes and sinkings that occurred near Burrows Island but did not involve assistance from the light station. Such lack of incidents is likely evidence that the light station worked and was serving its intended purpose.

After the initial construction of the light station in 1906, the next documented physical alterations to the station occurred in 1941 with the construction of a carriage hoist at the Boathouse, used to lift boats into the boat carriage within the Boathouse. In 1952, an additional residence was constructed for the Officer-In-Charge (OIC) Quarters, located between the Keepers' Quarters and Boathouse. The construction of the OIC Quarters increased residential capacity on Burrows Island, allowing up to three families to live onsite at one time. In 1954, the Boathouse was moved slightly south to allow more space for larger boats. A plank deck was added, and a concrete landing and wood stairs from the water were built, leading from a new gangway float to the new deck. A new pumphouse was constructed prior to 1958 and pumped water into large storage tanks near the Keepers' Quarters.

In 1971, the light station was reduced from three keepers to two, prompting the relocation of the OIC into the Keepers' Quarters and the demolition of the OIC Quarters later that same year.²⁹ The Coal and Oil Storage building caught fire in September 1971, documented in a photograph taken by Nancy Nock, wife of the OIC who lived on Burrows Island starting in 1968. Nock documented much of her life on Burrows from 1968 to 1971, including her family living in the now-demolished OIC Quarters, and captured the last images of the station prior to its automation in 1972.³⁰ After the demolition of the OIC Quarters, a gravel helicopter landing pad was constructed in its place. In 1972, the Burrows Island Light Station was automated. The last keepers and personnel, including David J. Grotting, left the station that same year.³¹

The following 11 head keepers and 15 assistant keepers served Burrows Island from 1906 to 1972, according to a list compiled from numerous Annual Reports of the Lighthouse Board:

Head Keepers:

- James B. Hermann (1906)
- Eugene M. Walters (1907)
- Edward Pfaff (1907)
- William J. Thomas (1907 – 1913)
- Thomas J. Stitt (1913 – 1920)
- William Dahlgren (1920 – ca 1921)
- Daniel W. Clark (circa 1924 – ca 1930)
- John T. O'Rourke (circa 1935 – ca 1942)
- Richard Johnson (1960 – 1963)
- Frank Showers (ca 1966)
- David J. Grotting (1969 – 1972)

Assistant Keepers:

- Edward Pfaff (1906 – 1907)
- Gustave A. Ellingson (1907 – 1909)
- G.L. Loubroft (1909)
- Ann Thomas (1909 – 1910)
- Elmer J. Claboe (1910)
- Ann Thomas (1910 – 1911)
- Mortimer Galvin (1911)
- Gust J. Hall (1911 – 1913)
- Michael Ludescher (1913 – ca 1914)
- Edmund N. Cadwell (ca 1915 – ca 1917)
- Hans F. Jensen (circa 1919 – ca 1920)
- Daniel W. Clark (1921 – ca 1924)
- John T. O'Rourke (ca 1924 – ca 1930)
- Albert H. Johnson (1932 – 1933)
- Charles B. Hall (1933 – 1936)
- Roland Asquith (1939 – 1941).³²

Post-Automation to Present

Despite being automated in 1972, the Burrows Island Light Station continues to be maintained by the Seattle Aids to Navigation Team.³³ In 1977, the USCG began plans to demolish the Keeper's Quarters due to the

²⁸ "Commerce," *The Washington Post* (July 19, 1914).

²⁹ Lighthousefriends.com.

³⁰ Lighthousefriends.com.

³¹ Lighthousefriends.com.

³² Lighthousefriends.com

³³ McKoon-Hennick.

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difficulty of securing the property against vandalism and deterioration. However, ultimately, they did not move forward with the demolition.³⁴ Instead in 1978, the federal government transferred ownership of most of the island (over 41 acres), excluding the light station, to the state, which then added Burrows Island to their list of Washington State Marine Parks.³⁵ The Boathouse and Keepers' Quarters were boarded up in the late 1970s, and in the early 1990s the Fresnel lens in the light station was replaced with a modern automated lantern. The original lens is now stored at the USCG Station Port Angeles.³⁶ The gravel helicopter landing pad was replaced with a corrugated steel landing pad in the early 1990s.³⁷ In 2006, the Boathouse platform was determined to be unsafe and was removed.³⁸ That same year, a Notice of Availability was posted by the U.S. General Services Administration notifying the public that the light station was available "at no cost to eligible entities for educational, cultural, historic preservation, or park and recreation uses" and solicited application letters by June 30, 2006.³⁹ The notice listed that the site must be maintained according to the Secretary of the Interior's Standards for Rehabilitation.

Eventually the care and maintenance of the station facilities were given to the Northwest Schooner Society (NWSS) under a duly executed real property license (issued by the USCG on November 1, 2010).⁴⁰ The station itself remained in USGS ownership. The USCG is currently completing environmental cleanup activities at the site and may eventually transfer the property's ownership to the NWSS under the authority of the National Historic Lighthouse Preservation Act. Today the NWSS is actively working to preserve and restore the Burrows Island Light Station for its own use. Their involvement on Burrows Island has included landscape and pump house maintenance, adding safety railings to the Light Tower, restoring the Boathouse, replacing rotting siding, rehabilitating the Derrick boom lift, and rehabilitating the interior and exterior of the Keepers' Quarters.⁴¹

The Light Tower itself continues to serve as an active aid to navigation and displays a flash every 6 seconds at night. Passing boats can activate the fog signal by keying their mic five times on channel 83A.⁴² The fog horn will then emit a group of 2-second blasts every 30 seconds for 30 minutes.⁴³

Light Station Characteristics

In 1915, prior to the formation of the USCG, the U.S. Lighthouse Service regarded lighthouses as stations where resident keepers were employed. Because of modern automated lights, very few lights would be classified today as lighthouses under this same definition. The concept of a light station originated during the period when the U.S. Lighthouse Board administered aids to navigation, between 1852 and 1910. A light station typically included a light tower, a keeper's residence, a garden site, a place to store oil, and sometimes a poultry house and/or a shelter for a milk cow. After the 1850s, the introduction of more sophisticated Fresnel lenses and fog signals introduced the need for more personnel. As a result, light stations began to include additional housing, fog signal buildings, workshops, and cisterns, as well as water catchment basins, storage buildings, garages, radio buildings, boathouses, and tramways. After the 1920s and 1930s, the USCG introduced electricity to a majority of its light stations. The keepers' quarters at offshore light stations like Burrows Island became obsolete following automation due to the reduced need for personnel. Electrification and automation of many light stations led to the removal or demolition of many light station buildings. As such, the Burrows Island Light Station is a representative example of a light station that retains several components

³⁴ Welch to Commander Coady, 23 May 1978, letter regarding proposed demolition of buildings at Burrows Island Light Station. Civil Engineering Unit, Oakland, California.

³⁵ "Burrows Island," *The Bellingham Herald* (October 26, 1978).

³⁶ USCG Civil Engineering Unit Oakland, "Categorical Exclusion Determination. License Renewal to Northwest Schooner Society," 2016.

³⁷ McKoon-Hennick; Lighthousefriends.com.

³⁸ McKoon-Hennick.

³⁹ General Services Administration Real Property Disposal, "National Historic Lighthouse Preservation Act Notice of Availability," June 30, 2006.

⁴⁰ USCG Portfolio Management Branch Oakland, "Letter to Ms. Betsy Stevenson," March 11, 2011.

⁴¹ Northwest Schooner Society. *Burrows Island Lighthouse Restoration Report*, 2011.

⁴² Lighthousefriends.com.

⁴³ Lighthousefriends.com.

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that appropriately classify its operation as a light station, particularly the Light Tower and Fog Signal Building, the Keepers' Quarters, the Boathouse and Derrick, and the Pumphouse with Cistern.⁴⁴

Wood light towers, like those at the Burrows Island Light Station, were typically constructed between 1784 and 1922 and originated on the East Coast in the 13 original colonies. Most wooden light towers succumbed to fire and today only about 11 percent of the historic light towers in the United States are constructed of wood.⁴⁵ The tower principally served as the vessel that housed the internal light, or lantern. The lantern typically featured a cast-iron round, square, octagonal, or decagonal-shaped enclosure surrounded by an exterior stone or cast-iron gallery with a railing. Exceptions include the light tower at Burrows Island, which features a wood railing characterized by square pickets and encloses an octagonal metal lantern. Access to the lantern at the top of the tower was typically via stone, wood, or cast-iron stairs that wound around a central column or spiral along the interior sides of the tower walls. Fenestration details on the outside of the tower were positioned to provide daylight onto the interior stairs.⁴⁶ Wood light towers also typically included a fog signal building. Fog signal buildings were either standalone features or sometimes attached as an integrated component of the light tower, as is the case at Burrows Island. Fog signal buildings were developed to assist mariners when fog obscured the light emitted from the light tower. They included a bell, cannon, siren, diaphragm horn, or trumpet housed within attached building. The Fog Signal Building at Burrows Island used a Daboll trumpet with an Erickson engine. The Daboll trumpet sounded 4-second blasts separated alternately by silent intervals of 7 and 25 seconds.⁴⁷ Today, fog signals typically aid smaller vessels that lack advanced electronic gear, like radio direction finders, radar, sonar, and satellite guidance. As a result, the USCG continues to downsize their use of fog signals for maritime and military use, relying instead on the electronic gear installed within their own vessels.

In addition to the Light Tower and Fog Signal Building, light stations also typically included a Keepers' Quarters, or Keepers' Dwelling. After 1852, with the introduction of the Fresnel lens and the establishment of the U.S. Lighthouse Board, light stations began to employ more keepers that demanded adequate living accommodations. As a result, keepers' quarters became single, double, triple, and sometimes, quadruple dwellings. They also typically reflected the prevailing architectural styles, adaptations to geographical conditions, or regional tastes.⁴⁸ The Burrows Island Keepers' Quarters followed these trends with its duplex design. Prior to 1972, the Burrows Island Light Station also included the OIC Quarters, a single-family home built in 1952 directly north of the Keepers' Quarters.

Other characteristics of a light station included a boathouse and water collection system to accommodate the keepers and often also their families. Offshore light stations often included a boathouse that allowed the keeper to travel to and from the mainland. The U.S. Lighthouse Board provided offshore light stations with boathouses to shelter the keeper's personal boat. Boathouses typically included a simple gabled roof with iron rails on which to pull the boat into the interior room. Occasionally, the U.S. Lighthouse Board supplied two boats to offshore light stations. Light stations with two boats typically experienced an increased number of rescue missions of fishermen or boaters, as well as the rare plane crash. The boats typically hung suspended from davits on opposite sides of the boathouse so the keeper could maintain a shelter for safer leaving and arriving.⁴⁹ Lastly, water collection systems, like the Burrows Island Pumphouse with Cistern, collected rain and groundwater for processing potable water to the keepers' quarters and related facilities. Water collection systems provided water for drinking, washing, and for steam-powered fog signals.⁵⁰ According to historical drawings, the Pumphouse with Cistern at the Burrows Island Light Station likely pumped and processed ground spring water. A 1 ¼-inch elevated pipe transported the water to the 10,000-gallon storage water tanks

⁴⁴ Clifford, 30.

⁴⁵ Clifford, 15.

⁴⁶ Clifford, 31.

⁴⁷ Lighthousefriends.com.

⁴⁸ Clifford, 32.

⁴⁹ Clifford, 35-36.

⁵⁰ Clifford, 37.

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that previously existed directly east of the Keepers' Quarters. The wood stave storage tanks each had a unique function that included domestic water storage, joint domestic water and fire storage, and saltwater flushing.⁵¹

Collectively, these details appropriately classify the Burrows Island Light Station as a functioning light station. The relationship between the Light Tower and Fog Signal Building, the Keepers' Quarters, the Boathouse and Derrick, and the Pumphouse with Cistern meet the criteria historically specified by the U.S. Lighthouse Board between 1852 and 1910. Prior to alterations and various demolition projects, the Burrows Island Light Station included several other subsidiary resources that supported its operation as a light station. Resources that are now missing include a poultry house, storage sheds, water and gas tanks, a saltwater intake structure, and a Coal and Oil Storage Building, however a lack of these resources do not diminish the integrity of the overall property and its ability to convey its history.

Carl W. Leick, Architect

Architect Carl W. Leick, an employee of the U.S. Lighthouse Board, designed the Burrows Island Light Station. This included the Light Tower and Fog Signal Building, the Keepers' Quarters, and the Boathouse, and the now demolished Coal and Oil Storage Building.

Leick was born in Germany in 1854 where he engaged in professional architectural education and training. In the 1870s or 1880s, he immigrated to Astoria, Oregon, worked at a private practice, and opened a "School of Drafting."⁵² Some of his designs in Astoria during this period include the Captain George Flavel House, the Clatsop County Courthouse, and the Grace Episcopal Church.⁵³ In 1889, Leick moved to Portland, Oregon, to work as a draftsman for the Engineering Office of the 13th Lighthouse District of the U.S. Lighthouse Board, which included the states of Oregon, Washington, and Alaska. The office focused on the design of navigational aids for maritime traffic throughout the Pacific Northwest. Leick was responsible for the design of all new structures including lighthouses, fog signal buildings, oil houses, and residence quarters, as well as alterations to existing sites.⁵⁴ During this period, Leick's work included the Grays Harbor Lighthouse at Westport (1898), the Admiralty Head Light Station at Ebey's Landing on Whidbey Island (1903), the Mukilteo Light Station (1906), and the Ediz Hook Lighthouse (1908), among others. By 1911 he had risen to Assistant Superintendent at the office of the U.S. Lighthouse Inspector, and served in that capacity until 1926. As a result, Leick was highly involved in all lighthouses that were constructed in the Pacific Northwest in the late nineteenth and early twentieth centuries, including the Burrows Island Light Station.⁵⁵ Leick retired from his superintendent position in 1926, worked until at least 1927 as a sole proprietor designer. He spent the remainder of his life in Portland with his wife Lida until his death in 1939.⁵⁶

When local contractors Barnett & Farnum began work on Burrows Island, they built the buildings to the standards designed by Leick, featuring his signature "jerkinhead," or clipped gable, roof formation on both the Keepers' Quarters and the Light Tower and Fog Signal Building. Leick introduced this roof formation into lighthouse construction in 1893 when he designed the Turn Point Light Station Keepers' Quarters in San Juan County. After Leick designed the Burrows Island and Mukilteo Light Stations with the jerkinhead feature in 1906, this style became standard among several light stations in Washington, partly because of the lower wind resistance offered by the roof design.

Throughout Leick's career, he designed nearly three dozen light stations in Oregon, Washington, and Alaska. Leick, being well versed in wood, masonry, steel, and cast concrete construction methods, was a stickler for

⁵¹ USCG Archives, "Installation of Salt Water Flushing System," drawing, 1960, Burrows Island Light Station, Civil Engineering Unit, Oakland, California.

⁵² Ray Aliberti, *Lighthouses Northwest, The Designs of Carl Leick* (Coupeville, Washington: Lighthouse Press [Ray Aliberti], 2000); "Barnwrights & Builders," Historic Barns of the San Juan Islands, accessed June 30, 2022, <https://historicbarnssanjuanislands.com/history-design/barnwrights-builders/>.

⁵³ R.J. Williamson, *Mukilteo Light Station*, National Register of Historic Places Registration Form, November 28, 2008, accessed June 30, 2022, https://npgallery.nps.gov/NRHP/GetAsset/NRHP/77001360_text, 5-9.

⁵⁴ Aliberti.

⁵⁵ Williamson.

⁵⁶ *Oregon Journal*. June 18, 1939. <https://infoweb-newsbank-com.proxy.multicolib.org/apps/news/document-view?p=AMNEWS&docref=image/v2%3A130FB78394A04B53%40EANX-NB-16DA1E9806FDF2D1%402429433-16D8D10CE9A67E44%4023-16D8D10CE9A67E44%40>, 24.

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fine craftsmanship and often supervised construction and hand-picked work crews.⁵⁷ At some light stations, he even designed the desks and work benches to fit in the interiors of the watch rooms and workshops. Drawings show that Leick's work included original site-specific designs as well as replicated plans that were used for multiple, less demanding sites.⁵⁸ For example, Burrows Island Light Station has a very similar design to the Turn Point (Friday Harbor, Washington) and Patos Island (San Juan Island, Washington) Light Stations. The Fog Signal Buildings at all three sites are wood framed and have rectangular plans and hipped roofs.⁵⁹

Comparative Analysis

Over the course of his career, Carl W. Leick designed at least 35 light stations across Oregon, Washington, and Alaska between 1887-1918, employing a variety of styles and materials, including wood framed, concrete, and masonry (Table 1). Fifteen of the total stations were constructed in Washington, seven in Oregon, and thirteen in Alaska. Of those 35 facilities, 24 have wood exteriors. Of the original 24 wood light stations designed by Leick, only seven remain, including three in Alaska and four in Washington, including Burrows Island Light Station. The Burrows Island Light Station has further significance as one of only two wood light stations in the state still actively serving as an aid to navigation. Brief summaries of the other extant wood light stations in Washington – Turn Point (active), Patos Island (inactive), Mukilteo (inactive), and Slip Point Light Station (replaced) – are provided for comparison.

Table 1. Known Light Station Projects Designed by Carl Leick (*wood light house buildings in Washington shown in bold*)

Lighthouse Name	State	Date of Construction	Material	Beacon Status
Browns Point	Washington	1889	Wood	Replaced
Warrior Rock	Oregon	1889	Wood	Replaced
Heceta Head	Oregon	1893	Masonry	Active
Turn Point	Washington	1893	Wood	Active
Umpqua River	Oregon	1893	Masonry	Inactive
Willamette River	Oregon	1895	Wood	Replaced
Coquille River	Oregon	1896	Masonry	Inactive
Grays Harbor	Washington	1898	Masonry	Inactive
North Head	Washington	1898	Masonry	Active
Desdemona Sands	Oregon	1902	Wood	Replaced
Five Finger Island	Alaska	1902	Wood	Replaced
Sentinel Island	Alaska	1902	Wood	Replaced
Admiralty Head	Washington	1903	Masonry	Inactive
Mary Island	Alaska	1903	Wood	Replaced
Lincoln Rock	Alaska	1903	Wood	Replaced
Scotch Cap	Alaska	1903	Wood	Replaced
Cape Sarichef	Alaska	1904	Wood	Replaced
Fairway Island	Alaska	1904	Wood	Inactive
Guard Island	Alaska	1904	Wood	Replaced

⁵⁷ Aliberti.

⁵⁸ Aliberti.

⁵⁹ Aliberti.

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Lighthouse Name	State	Date of Construction	Material	Beacon Status
Point Retreat	Alaska	1904	Wood	Active
Point Sherman	Alaska	1904	Wood	Replaced
Semiahmoo Bay	Washington	1904	Wood	Replaced
Tree Point	Alaska	1904	Wood	Replaced
Slip Point	Washington	1905	Wood	Replaced
Burrows Island	Washington	1906	Wood	Active
Eldred Rock	Alaska	1906	Wood	Inactive
Mukilteo	Washington	1906	Wood	Inactive
Cape Arago	Oregon	1908	Wood	Replaced
Ediz Hook	Washington	1908	Wood	Replaced
Patos Island	Washington	1908	Wood	Inactive
Cape Hinchinbrook	Alaska	1910	Concrete/wood	Replaced
Alki Point	Washington	1913	Concrete	Active
Lime Kiln	Washington	1914	Concrete	Active
Point Wilson	Washington	1914	Concrete	Active
Marrowstone Island	Washington	1918	Concrete	Active

Note: *Active* implies the light is serving as an active aid to navigation. *Inactive* implies that the light structure is still standing but is no longer active. *Replaced* implies that the structure is no longer extant.

Turn Point Light Station

The Turn Point Light Station is located on Stuart Island overlooking the Haro Strait. It was constructed in 1893 and included a fog signal building, keeper's quarters, oil house, and barn. A concrete tower was added to the property in 1936. The station was automated in 1974, and the keeper's quarters was subsequently used by researchers from the University of Washington as a base for studies on whale migration. The aid to navigation is still operated by the USCG but the light station was transferred to the Bureau of Land Management in 2018; it is managed by the Turn Point Lighthouse Preservation Society, which has been managing restoration work onsite since 2005.⁶⁰

Mukilteo Light Station

The Mukilteo Light Station was constructed in 1906. It is a complex of six wood framed buildings including a light tower and fog signal building, keeper's quarters, assistant keeper's quarters, oil house, garage, and a small storage shed. In 1977, the lighthouse was placed on the NRHP (listing No. 77001360). The National Register Nomination was later re-written and updated in 2008.⁶¹ It is significant under Criteria A and C in the areas of Maritime History, Transportation, and Architecture, and its period of significance is 1906-1935.⁶²

Patos Island Light Station

The Patos Island Light Station is located in the San Juan Islands. Construction began on the station in the early months of 1893, and by late June a fog-signal building, post light, water tanks, and a keeper's house had been built. The fog-signal equipment was installed in October, and the lighthouse became operational on

⁶⁰ Lighthousefriends.com *Turn Point Lighthouse*. Accessed August 15, 2022, <https://lighthousefriends.com/light.asp?ID=104>.

⁶¹ Andrews, Mildred, *Mukilteo Light Station*, National Register of Historic Places Nomination Form. Prepared by Andrews History Group, April 15, 2008.

⁶² Andrews.

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November 30, 1893. A 38-foot tower was added to the fog signal building in 1908, along with a fourth-order Fresnel lens. In 1974, the station was automated, and in 1977 it was placed on the NRHP for its significance in the areas of Transportation, Military, and Architecture. In 2005, the Bureau of Land Management, who has managed the property as part of Patos Island Marine State Park, demolished all the buildings except the light tower and fog signal building. In 2007, the nonprofit, Keepers of the Patos Light Station organized with the goal of restoring the light station, and the following year, the BLM renovated the light tower and fog signal building. The property is currently operated for recreation and interpretation, and tours of the light tower are open to the public.⁶³

Slip Point Light Station

The Slip Point Light Station was built in 1905 on the northern shore of the Olympic Peninsula. The property includes the Slip Point Lighthouse (now an archaeological deposit), a wood-frame duplex keepers dwelling, and a paint locker shed. A garage was added in 1931, and two concrete block buildings were constructed in approximately 1951. The Slip Point Light Station is significant under Criteria A in the areas of Maritime History and Transportation, and it's period of significance is 1905-1977.⁶⁴ Listed on the NRHP in March 2023.

Conclusion

Today the Burrows Island Light Station remains as an example of an early offshore light station that has survived through the automation period. And since it's completion, the station has helped guide countless numbers of ships through the waters of one of the state's major shipping channels. Under Criteria A it has a direct connection to the maritime history and transportation needs of Washington State as a whole.

Furthermore, the station—one of few remaining wood-framed light stations designed by master architect Carl Leick in the Pacific Northwest- the property showcases several of Leick's defining stylistic details, and embodies the distinctive characteristics of its type, period, and method of construction.

The light station meets the registration requirements and retains a high level of integrity despite the loss of some elements. According to the MPD, approximately 11 percent of wooden light towers remain in the United States, making the Burrows Island Light Station Historic District a rare example of an early aid to navigation.

⁶³ Historylink.org. *Patos Island Lighthouse is listed in the National Register of Historic Places on October 21, 1977*. Accessed August 15, 2022, <https://historylink.org/File/20847>.

⁶⁴ Koski-Karell, Daniel, *Slip Point Light Station*, National Register of Historic Places Nomination Form. Prepared by Office of Environmental Management (COMDT CG-47), USCG Headquarters, February 8, 2023.

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- . Burrows Island Light Station. Photograph. Circa 1960s. Provided February 2022.
- . Burrows Island Light Station. Photograph. 1977. Provided February 2022.
- . Burrows Island Light Station. Photograph. Circa 1990s. Provided February 2022.
- . Burrows Island Lighthouse Restoration Report. 2011. Provided February 2022.
- . Christmas celebration with the wives and children of the Keepers along the south elevation of the OIC Quarters. Photograph. Circa 1960. Provided February 2022.
- . Coal and Oil Storage Building (left) and Keepers' Quarters (center). Photograph. Date unknown. Provided February 2022.
- . Coal and Oil Storage Building (left), Keepers' Quarters (center), Light Tower and Fog Signal Building (right). Photograph. Date unknown. Provided February 2022.
- . Façade and south elevation of the Coal and Oil Storage Building (demolished). Photograph. 1944. Provided February 2022.
- . Façade and south elevation of the Keepers' Quarters. Photograph. 1944. Provided February 2022.
- . Head Keeper William John Thomas (center) poses with his daughter, Assistant Keeper Ann Thomas and her husband Herman H. in front of the Keepers' Quarters. Photograph. Circa 1907-1913. Provided February 2022.
- . Head Keeper William John Thomas (left) with daughter and Assistant Keeper Ann Thomas (right) in front of Keepers' Quarters. Photograph. Circa 1907-1913. Provided February 2022.
- . Head Keeper William John Thomas (right) and Homer H. pose inside the engine room of the Light Tower and Fog Signal Building. Photograph. Circa 1907-1913. Provided February 2022.
- . Keepers' Quarters. Photograph. Circa 1901-1913. Provided February 2022.
- . Light Tower and Fog Signal Building. Photograph. Date unknown. Provided February 2022.
- . Light Tower and Fog Signal Building. Photograph. Circa 1907-1913. Provided February 2022.
- . Light Tower and Fog Signal Building. Photograph. 1957. Provided February 2022.
- . Light Tower and Fog Signal Building (left), Coal and Oil Storage Building (right). Photograph. Date unknown. Provided February 2022.
- . Light Tower and Fog Signal Building rear (west) elevation with Assistant Keeper Ann Thomas and her husband Homer H. Photograph. Circa 1907-1913. Provided February 2022.
- . North and east elevations of the Keepers' Quarters in 1944, showing the wooden water storage tanks (demolished). Photograph. 1944. Provided February 2022.
- . Oblique view of chicken coop (demolished). Photograph. 1944. Provided February 2022.
- . Oblique view of the storage shed (demolished). Photograph. 1944. Provided February 2022.
- . South and west elevations of the Burrows Island Boathouse. Photograph. 1944. Provided February 2022.

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———. "Unattended Operation Exterior Utilities." Burrows Island Light Station. Drawing. January 28, 1971. Civil Engineering Unit, Oakland, California.

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USCG Portfolio Management Branch Oakland. "Letter to Ms. Betsy Stevenson." March 11, 2011.

The Washington Post. "Commerce." July 19, 1914.

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Welch to Commander Coady, 23 May 1978, letter regarding proposed demolition of buildings at Burrows Island Light Station. Civil Engineering Unit, Oakland, California.

Williamson, R.J. *Mukilteo Light Station*. National Register of Historic Places Registration Form. November 28, 2008. Accessed June 30, 2022, https://npgallery.nps.gov/NRHP/GetAsset/NRHP/77001360_text.

BURROWS ISLAND LIGHT STATION

Name of Property

SKAGIT COUNTY, WA

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Previous documentation on file (NPS):

☐ 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 # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other

National Archives, Seattle; Northwest Schooner Society; Coast Guard Museum Northwest; USCG Civil Engineering Unit, Oakland, CA.

Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 7.62 acres

(Do not include previously listed resource acreage.)

UTM References _____ NAD 1927 or _____ NAD 1983

(Place additional UTM references on a continuation sheet.)

1 _____
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 48.478684° -122.713953°
Latitude Longitude

3 48.476137° -122.712479°
Latitude Longitude

2 48.478928° -122.712479°
Latitude Longitude

4 48.476732° -122.714207°
Latitude Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The designated boundary of the Burrows Island Light Station is located on the westernmost tip of Burrows Island within the parcel identified as P32494. The 7.6-acre historic property includes a north-to-south oriented eastern boundary line that is approximately 400 feet east of the shoreline. The boundary follows the natural curvature of the island's shoreline to form the district's north, west, and south boundary lines.

Boundary Justification (Explain why the boundaries were selected.)

The district boundary encompasses the Burrows Island Light Station. Associated details within the parcel boundary include the Light Tower and Fog Signal Building, the Keepers' Quarters, the Boathouse and Derrick, and the Pumphouse with Cistern. These four contributing resources accurately define the property's historic period of significance between 1906 and 1972. The assigned boundary, therefore, accurately represents the maritime, navigational, and architectural history of the Burrows Island Light Station.

BURROWS ISLAND LIGHT STATION

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11. Form Prepared By

name/title Autumn Buckridge, Erin Swicegood, Evan Mackall, Patience Stuart (Edited by DAHP Staff)

organization AECOM date Feb 2024

street & number 888 SW 5th Avenue, Suite 600 telephone 916-414-5800

city or town Portland state OR zip code 97204

e-mail patience.stuart@aecom.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

BURROWS ISLAND LIGHT STATION

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Figure 1 of 42: Google Earth Map

Burrows Island Light Station

Burrows Island

1	<u>48.478684°</u> Latitude	<u>-122.713953°</u> Longitude	3	<u>48.476137°</u> Latitude	<u>-122.712479°</u> Longitude
2	<u>48.478928°</u> Latitude	<u>-122.712479°</u> Longitude	4	<u>48.476732°</u> Latitude	<u>-122.714207°</u> Longitude

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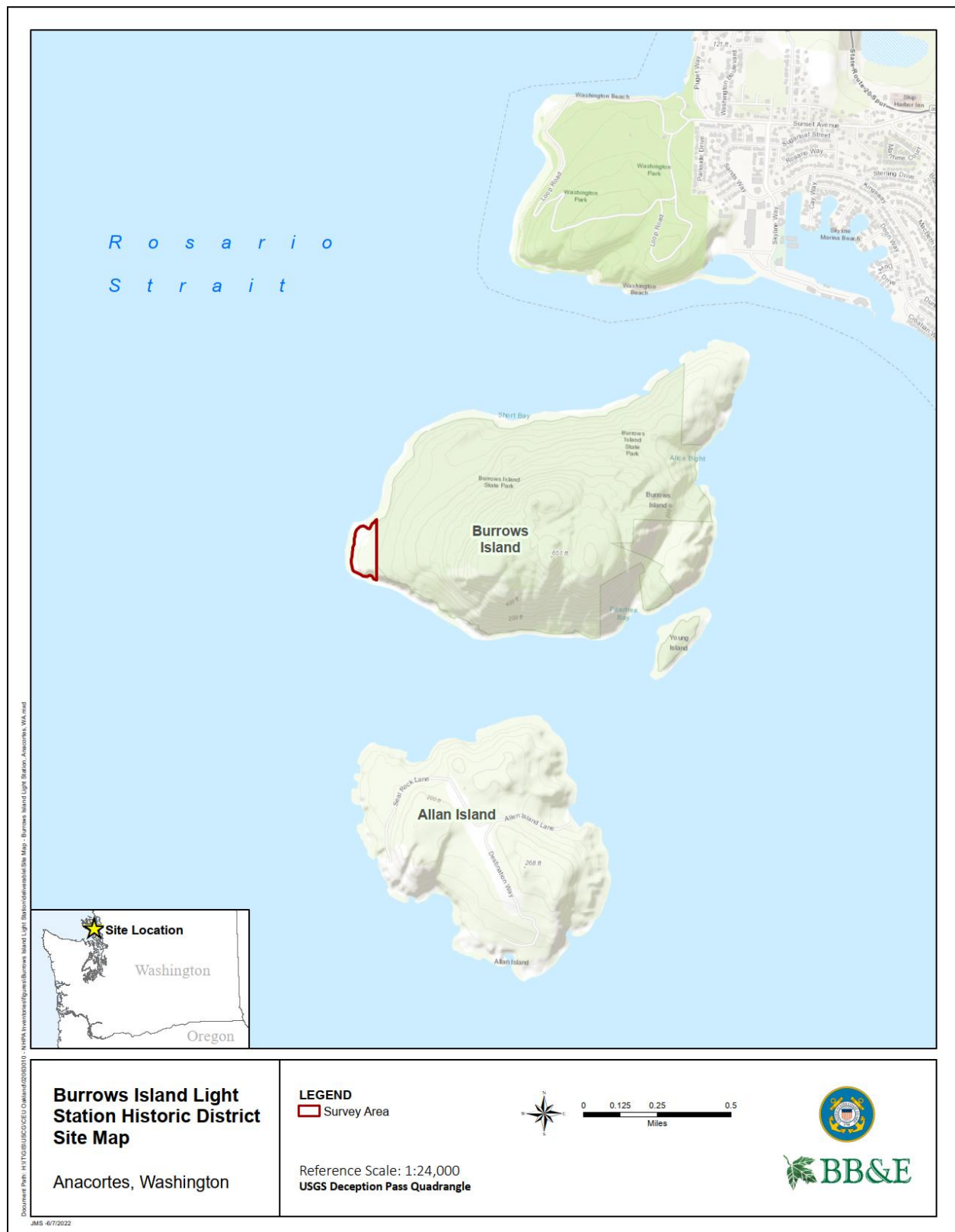


Figure 2 of 42: Burrows Island Light Station Vicinity / Site Map, 1:24,000 scale.

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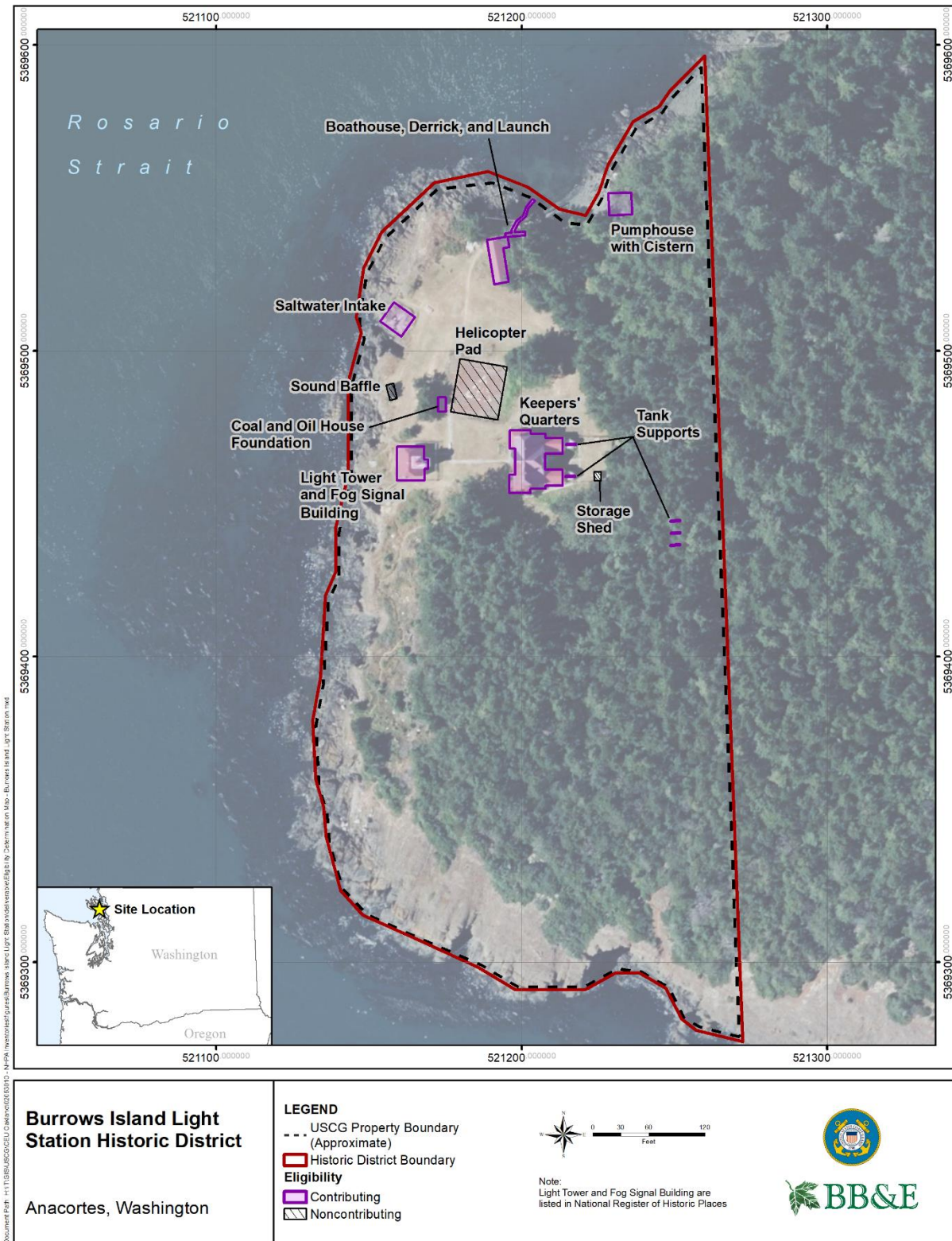


Figure 3 of 42: Burrows Island Light Station Resource Eligibility & Site Boundary Map.

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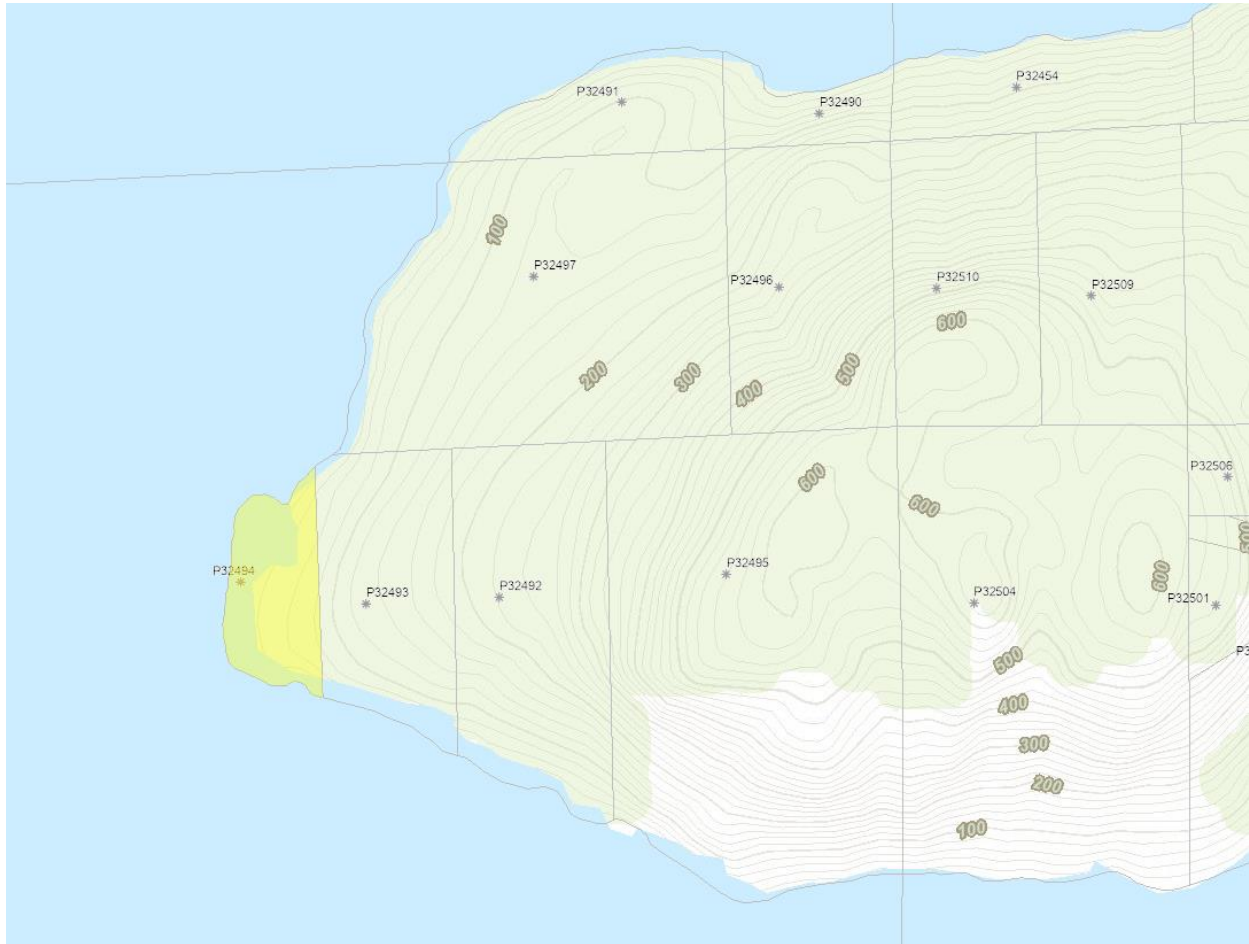


Figure 4 of 42: Burrows Island Light Station Tax Parcel Map with parcel delineated in yellow.⁶⁵

⁶⁵ Skagit County, Property Map, 2020, accessed August 10, 2022, <https://www.skagitcounty.net/Maps/iMap/>.

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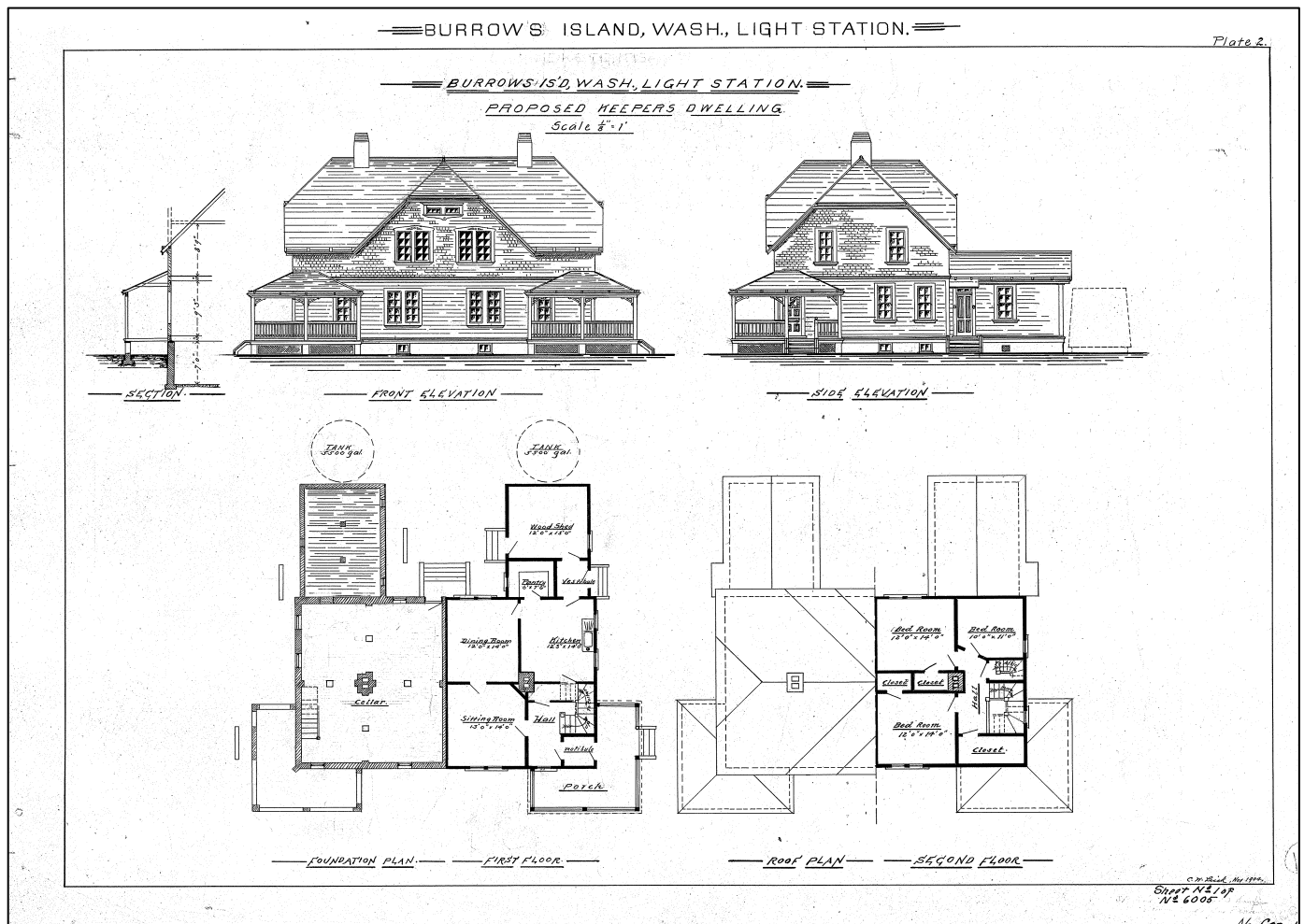


Figure 5 of 42: Elevation, roof plan, and foundation plan for the Keepers' Quarters drawn by Carl W. Leick, November 1904.⁶⁶

⁶⁶ USCG Archives, "Proposed Keepers Dwelling," Burrows Island Light Station, drawing, 1904, Civil Engineering Unit, Oakland, California.

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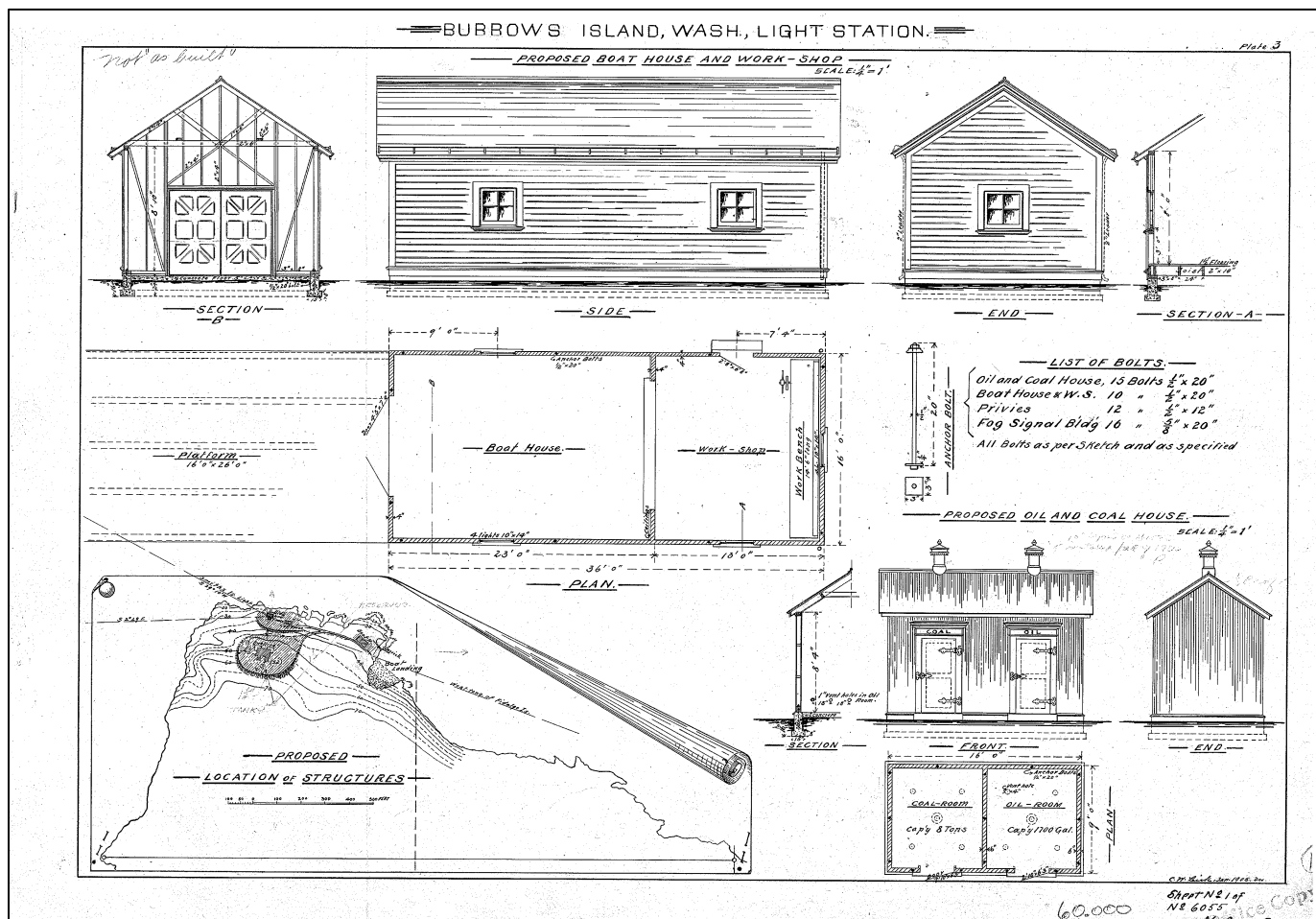


Figure 6 of 42: Plans, sections, and elevations of the Boathouse, Coal and Oil Building (demolished) and Workshop (now named the Boathouse) drawn by Carl W. Leick, January 1905.⁶⁷

⁶⁷ USCG Archives, "Proposed Boathouse and Work Shop," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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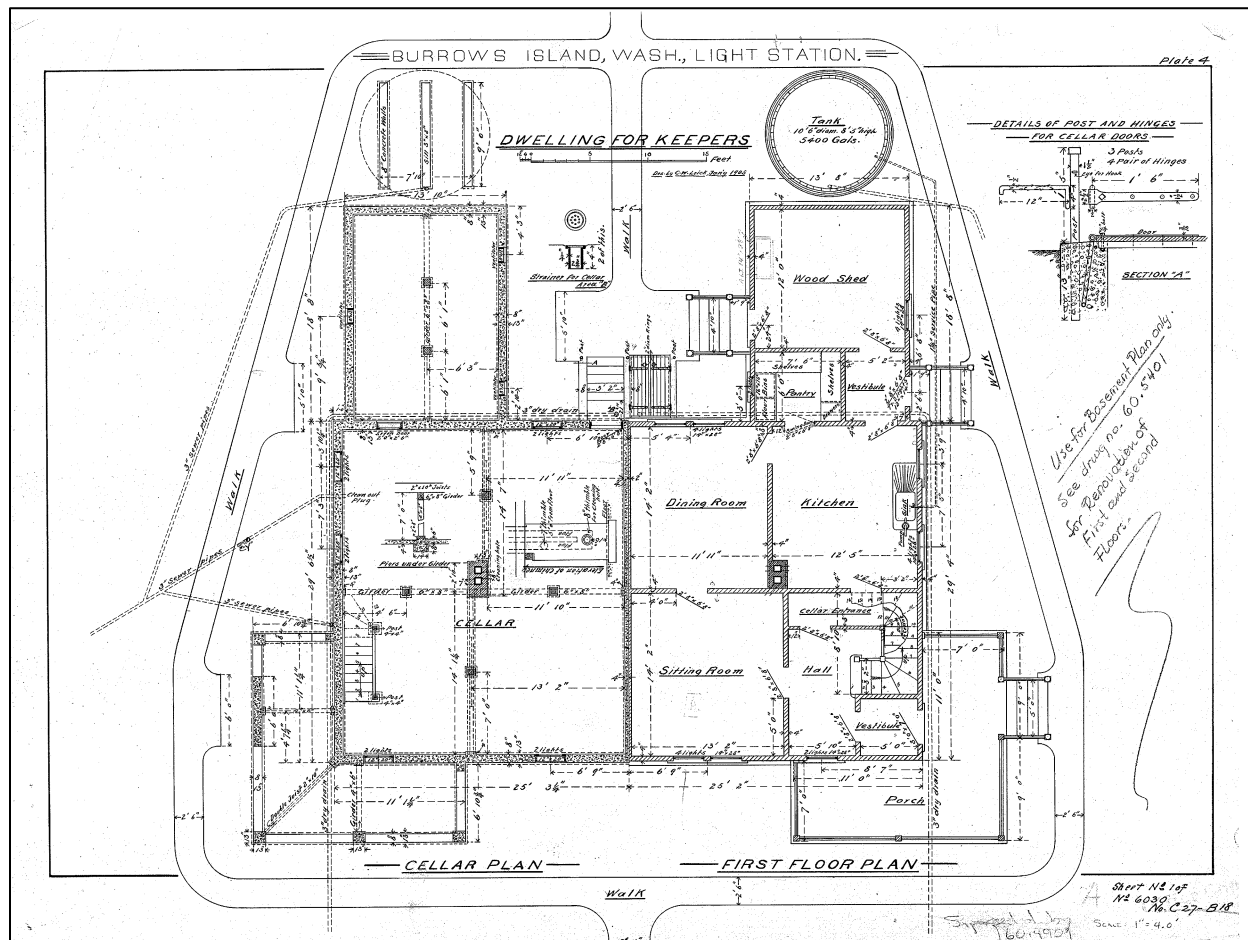


Figure 7 of 42: First floor and cellar plans for the Keepers' Quarters drawn by Carl W. Leick, 1905.⁶⁸

⁶⁸ USCG Archives, "Dwelling For Keepers – Cellar Plan – First Floor Plan," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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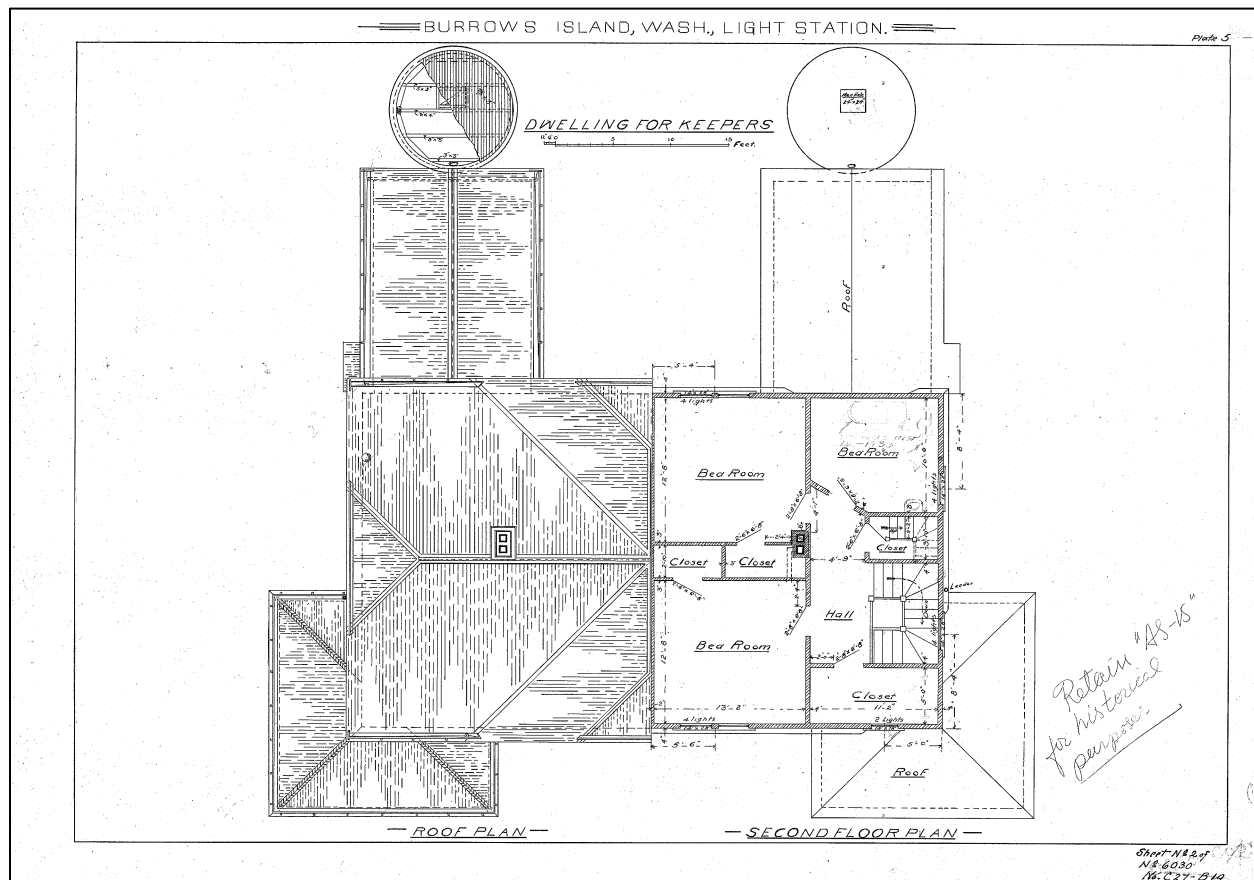


Figure 8 of 42: Keepers' Quarters second floor and roof plan drawn by Carl W. Leick, 1905.⁶⁹

⁶⁹ USCG Archives, "Dwelling for Keepers – Roof Plan – Second Floor Plan," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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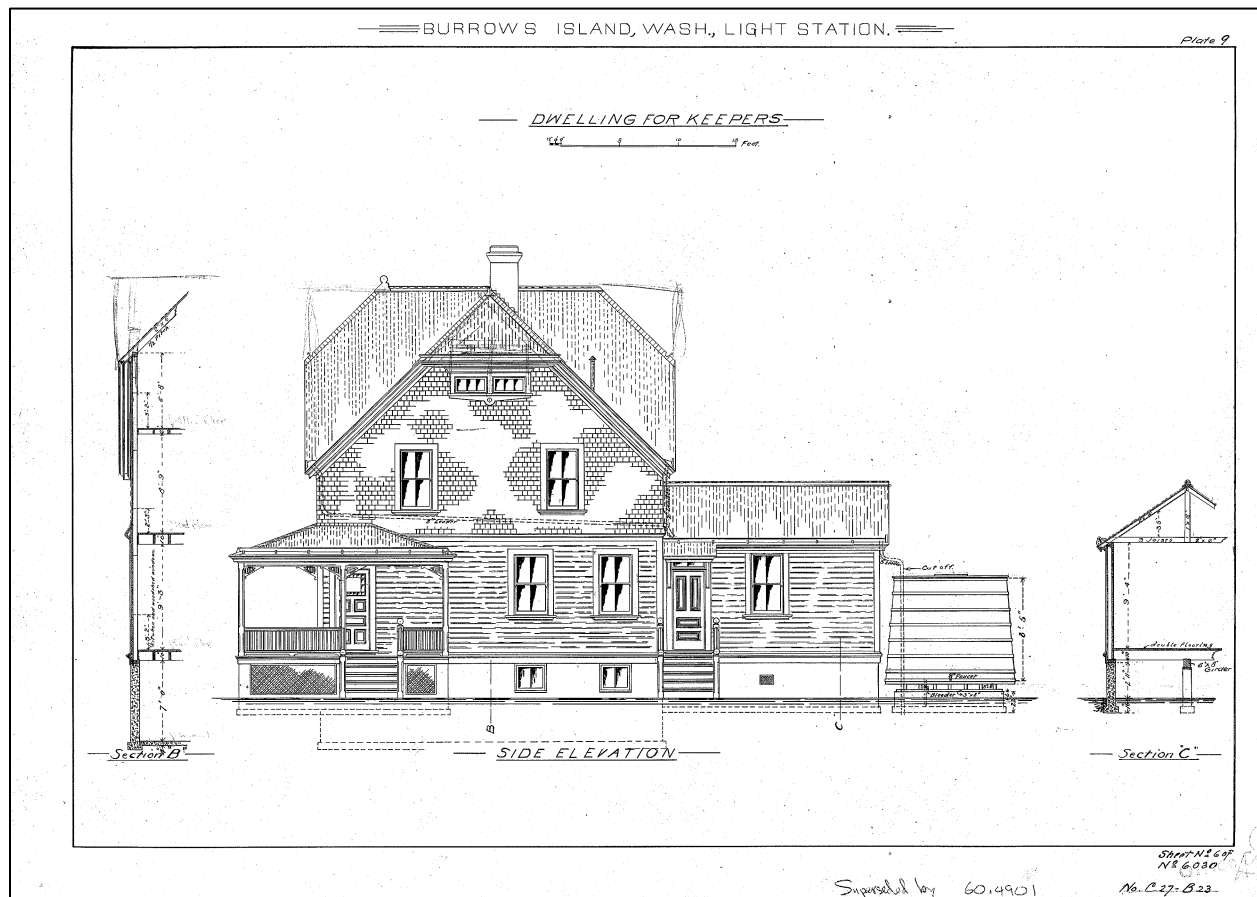


Figure 9 of 42: Elevation and cross-sections of the Keepers' Quarters, drawn by Carl W. Leick, 1905.⁷⁰

⁷⁰ USCG Archives, "Dwelling for Keepers – Side Elevation," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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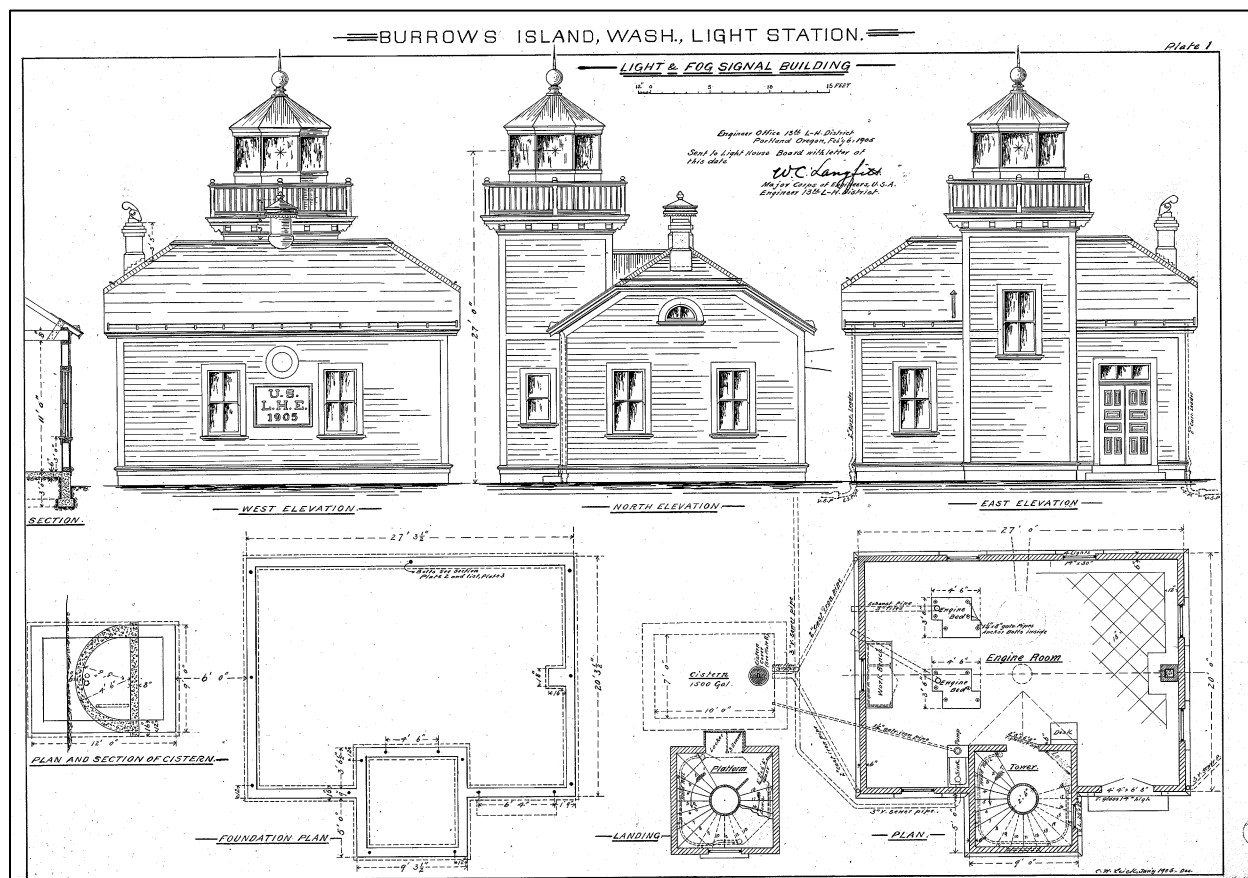


Figure 10 of 42: Elevations and plans of the Light Tower and Fog Signal Building in 1905.⁷¹

⁷¹ USCG Archives, "Burrows Island, Wash., Light Station," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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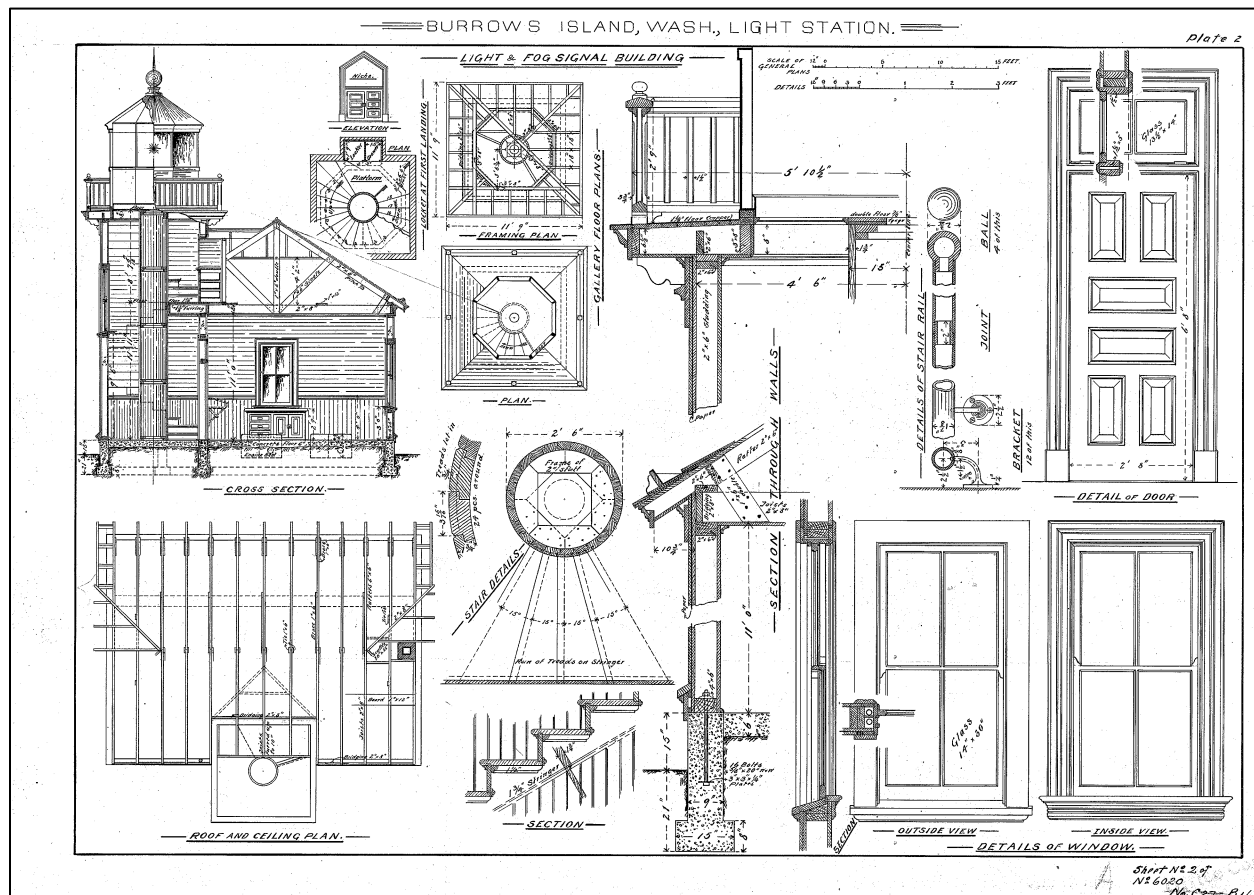


Figure 11 of 42: Architectural drawings by Carl W. Leick of the Light Tower and Fog Signal Building including a cross-section as well as door, window, and stair details, 1905.⁷²

⁷² USCG Archives, "Light & Fog Building," Burrows Island Light Station, drawing, 1905, Civil Engineering Unit, Oakland, California.

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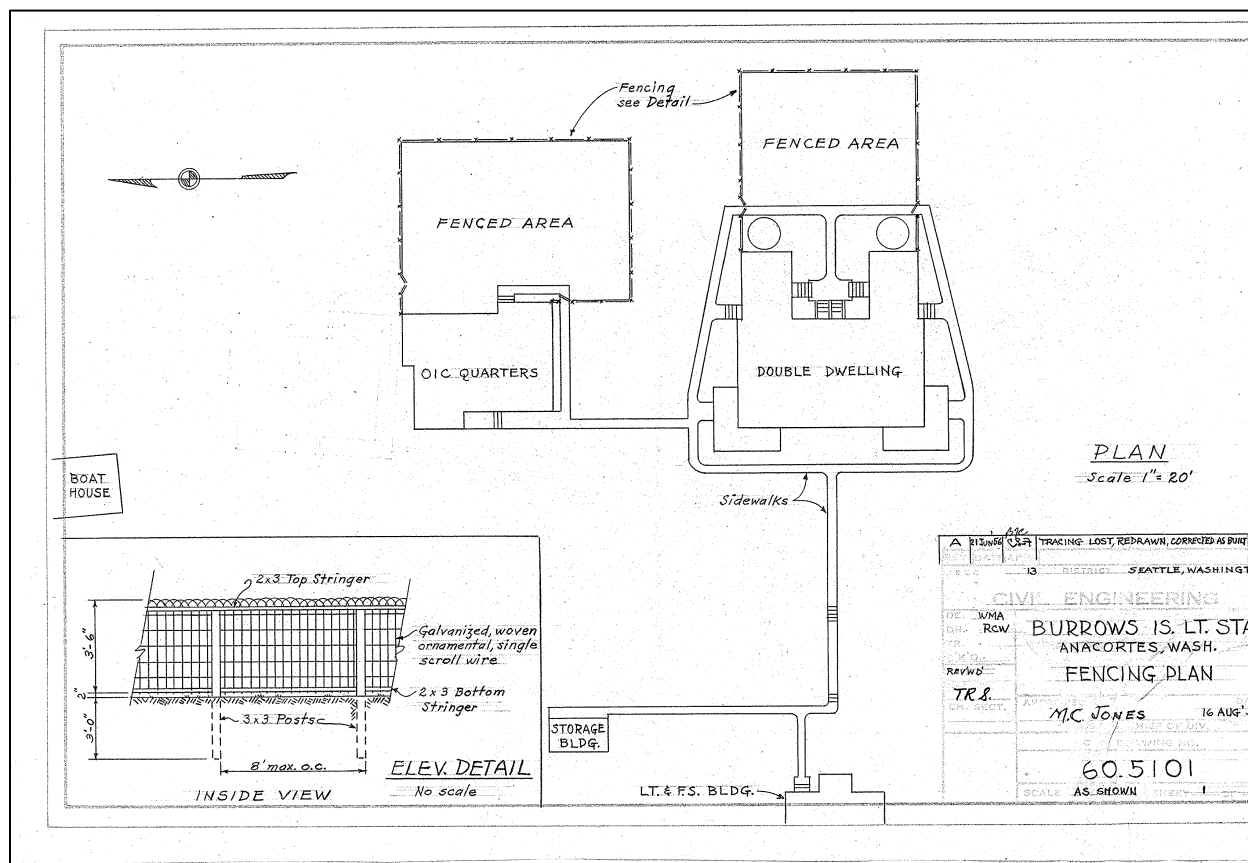


Figure 12 of 42: Fencing Plan of the Keepers' Quarters and OIC Quarters in August 1951.⁷³

⁷³ USCG Archives, "Fencing Plan," Burrows Island Light Station, drawing, 1951, Civil Engineering Unit, Oakland, California.

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Figure 13 of 42: Elevations and plan of the Boathouse and Derrick in 1954.⁷⁴

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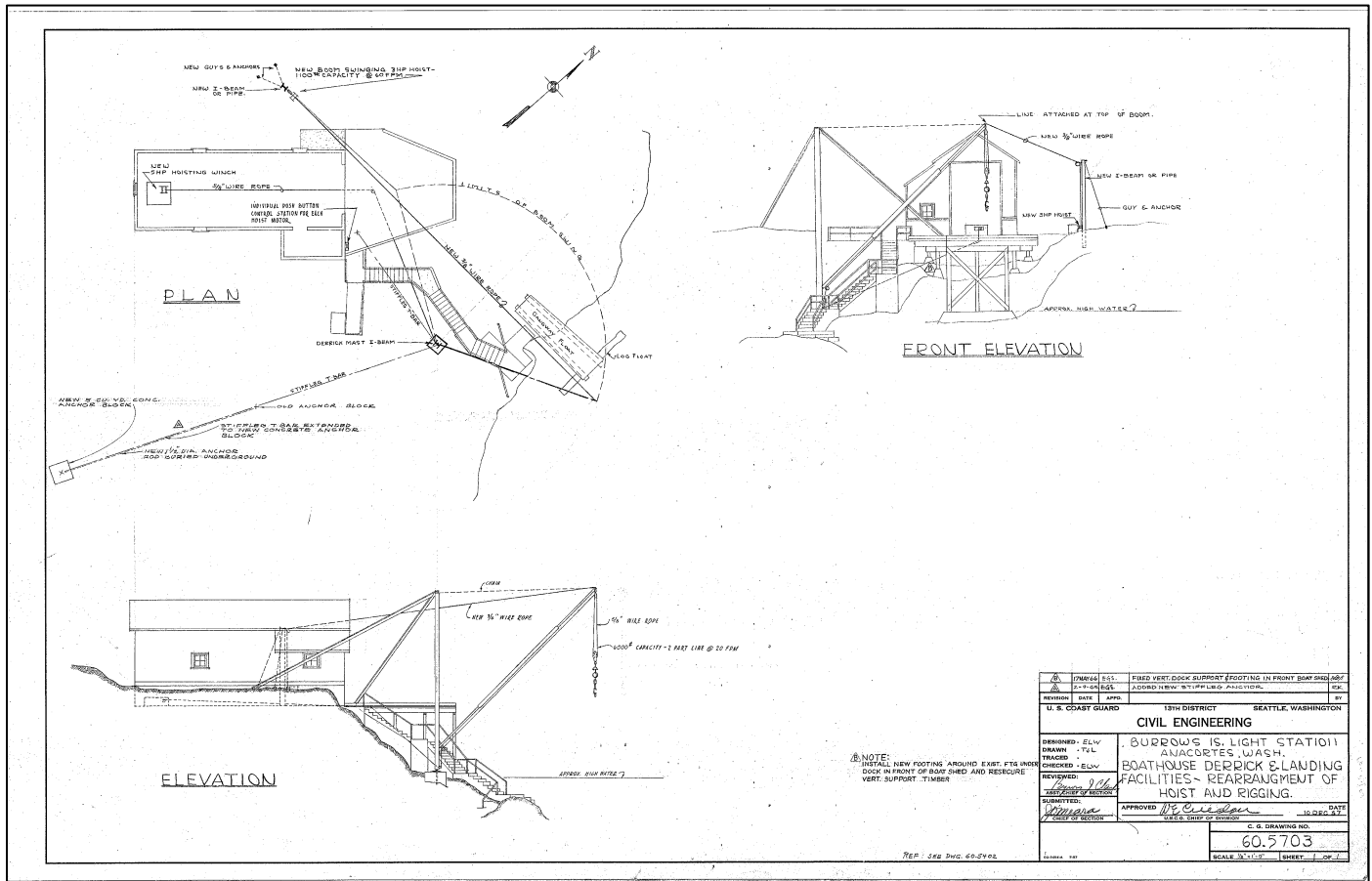


Figure 14 of 42: Drawing of the Boathouse and Derrick showing the hoist and rigging system in December 1957.⁷⁵

⁷⁵ USCG Archives, "Boathouse, Derrick, & Landing Facilities – Rearrangement of Hoist and Rigging," Burrows Island Light Station, drawing, December 1957, Civil Engineering Unit, Oakland, California.

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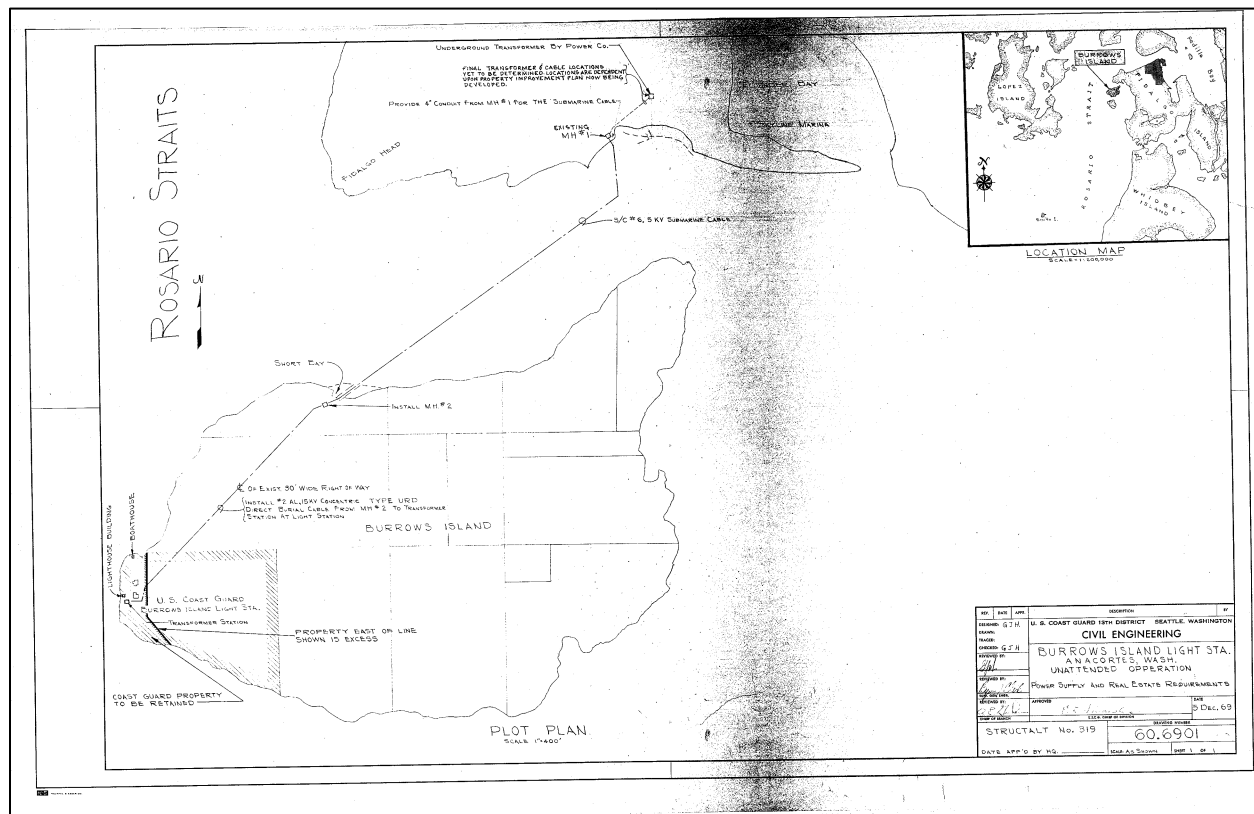


Figure 15 of 42: Plot Plan of Burrows Island showing the Burrows Island Light Station power supply in December 1969.⁷⁶

⁷⁶ USCG Archives, "Power Supply and Real Estate Requirements," Burrows Island Light Station, drawing, 1969, Civil Engineering Unit, Oakland, California.

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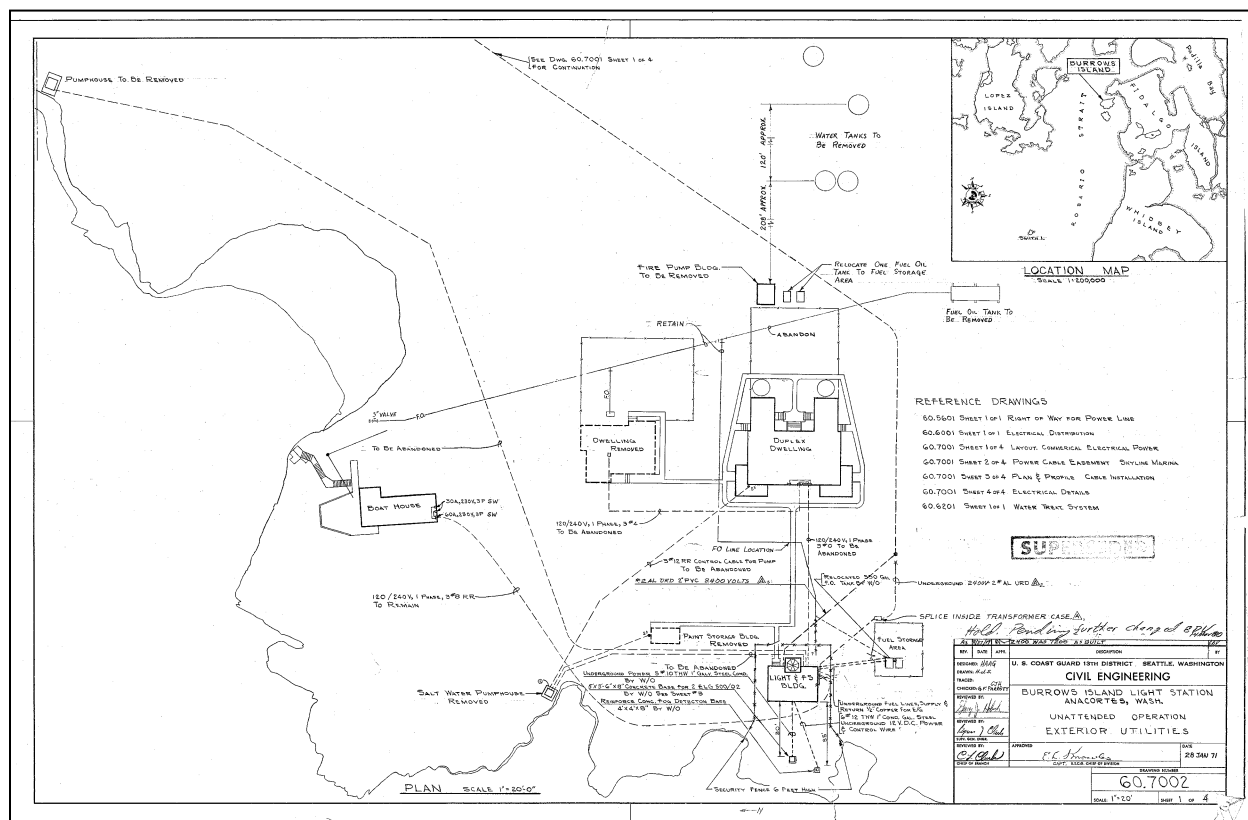


Figure 16 of 42: Location map and plan of the Burrows Island Light Station in January 1971.⁷⁷

⁷⁷ USCG Archives, "Unattended Operation Exterior Utilities," Burrows Island Light Station, drawing, January 28, 1971, Civil Engineering Unit, Oakland, California.

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Figure 17 of 42: Light Tower and Fog Signal Building façade; the woman on the lantern room gallery viewing deck is Assistant Keeper Ann Thomas, circa 1910.⁷⁸

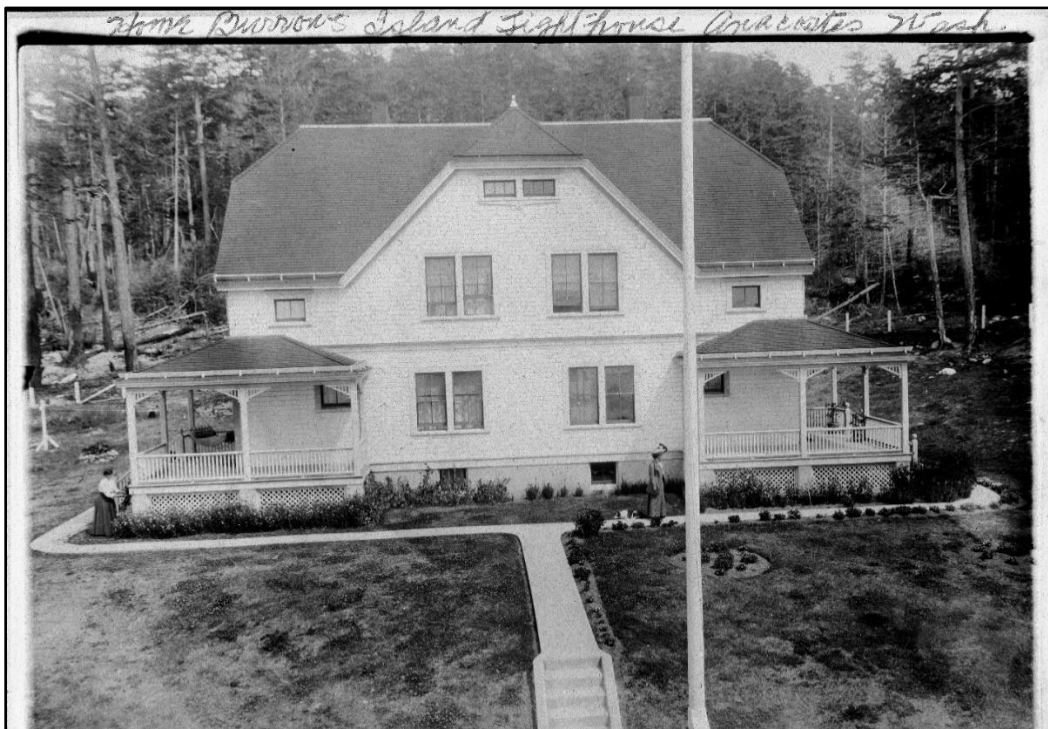


Figure 18 of 42: Keepers' Quarters façade with two residents pictured in front, circa 1910.⁷⁹

⁷⁸ Northwest Schooner Society, Light Tower and Fog Signal Building, photograph, circa 1907-1913, provided February 2022.

⁷⁹ Northwest Schooner Society, Keepers' Quarters, photograph, circa 1901-1913, provided February 2022.

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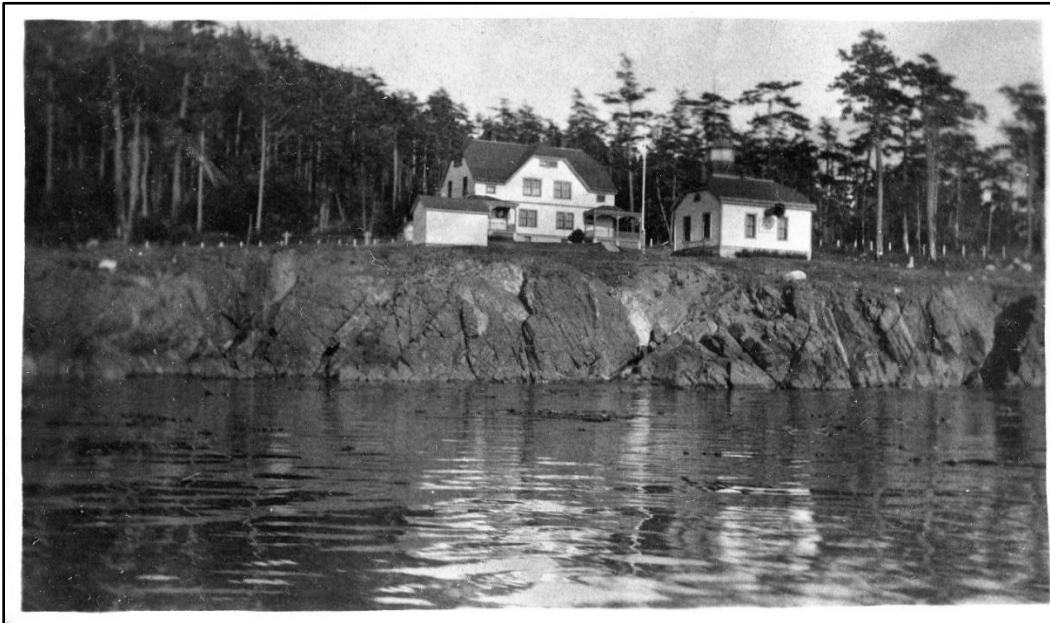


Figure 19 of 42: Coal and Oil Storage Building (left), Keepers' Quarters (center), Light Tower and Fog Signal Building (right), date unknown.⁸⁰



Figure 20 of 42: Light Tower and Fog Signal Building south elevation, date unknown.⁸¹

⁸⁰ Northwest Schooner Society, Coal and Oil Storage Building (left), Keepers' Quarters (center), Light Tower and Fog Signal Building (right), photograph, date unknown, provided February 2022.

⁸¹ Northwest Schooner Society, Light Tower and Fog Signal Building, photograph, date unknown, provided February 2022.

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Figure 21 of 42: Light Tower and Fog Signal Building (left), Coal and Oil Storage Building (right), date unknown.⁸²



Figure 22 of 42: Coal and Oil Storage Building (left) and Keepers' Quarters (center), date unknown.⁸³

⁸² Northwest Schooner Society, Light Tower and Fog Signal Building (left), Coal and Oil Storage Building (right), photograph, date unknown, provided February 2022.

⁸³ Northwest Schooner Society, Coal and Oil Storage Building (left) and Keepers' Quarters (center), photograph, date unknown, provided February 2022.

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Figure 23 of 42: Light Tower and Fog Signal Building rear (west) elevation with Assistant Keeper Ann Thomas and her husband Homer H., circa 1910.⁸⁴

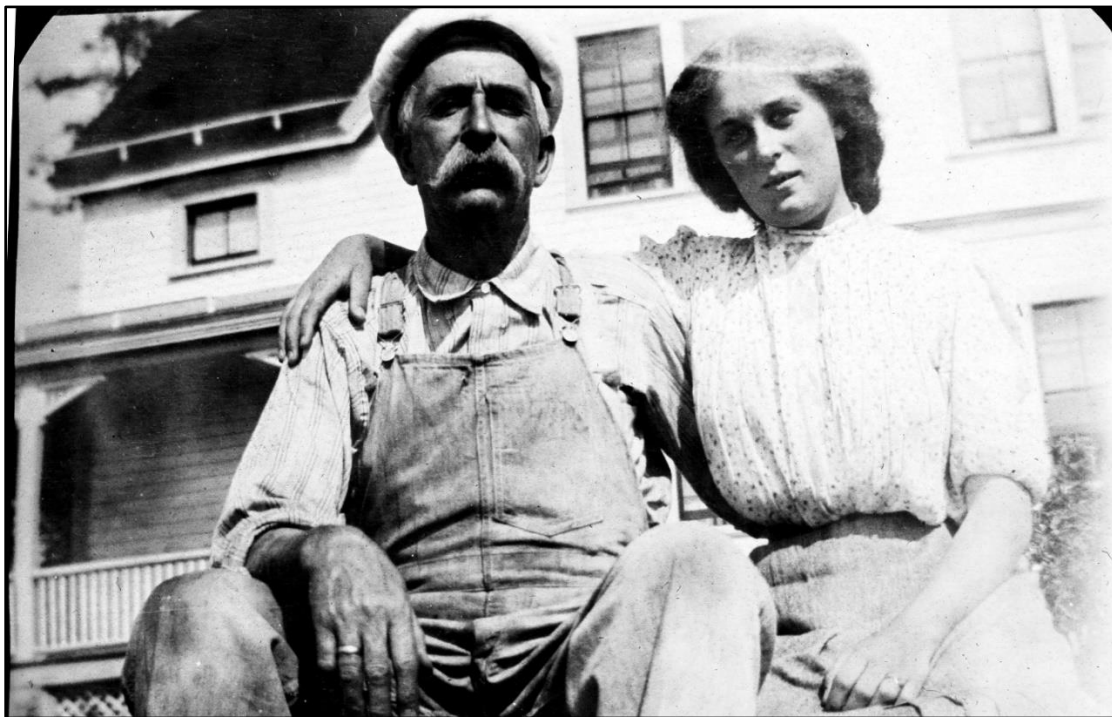


Figure 24 of 42: Head Keeper William John Thomas (left) with daughter and Assistant Keeper Ann Thomas (right) in front of Keepers' Quarters, circa 1910.⁸⁵

⁸⁴ Northwest Schooner Society, Light Tower and Fog Signal Building rear (west) elevation with Assistant Keeper Ann Thomas and her husband Homer H., photograph, circa 1907-1913, provided February 2022.

⁸⁵ Northwest Schooner Society, Head Keeper William John Thomas (left) with daughter and Assistant Keeper Ann Thomas (right) in front of Keepers' Quarters, photograph, circa 1907-1913, provided February 2022.

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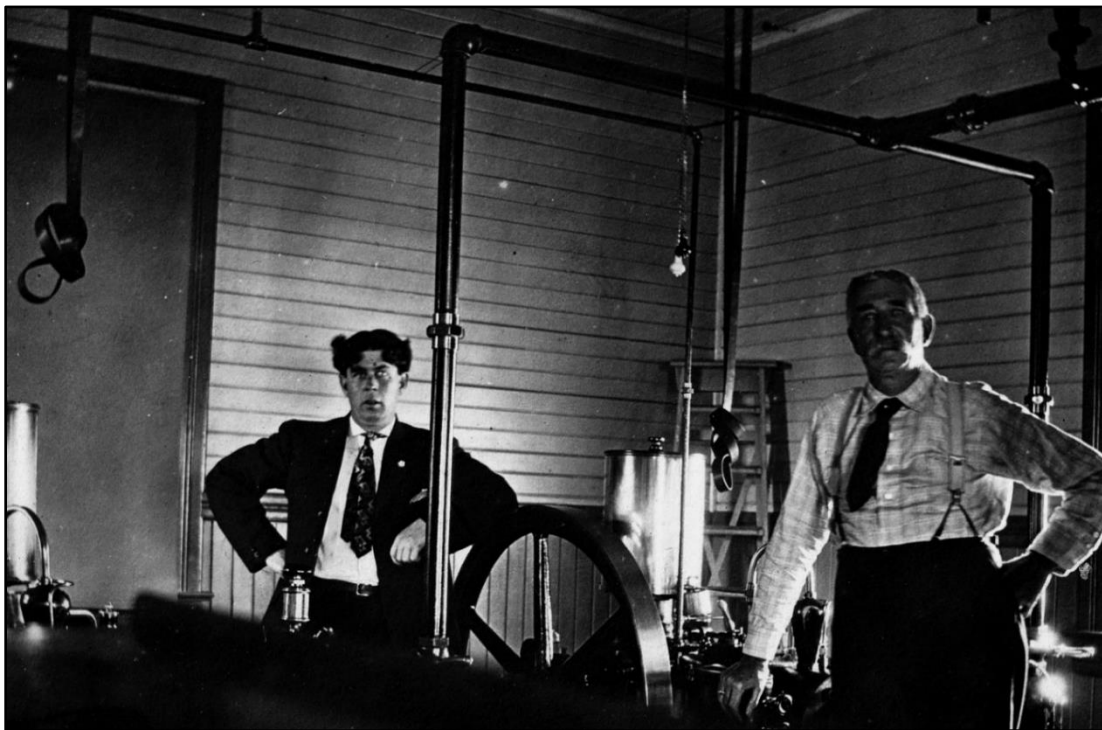


Figure 25 of 42: Head Keeper William John Thomas (right) and Homer H. (left) pose inside the engine room of the Light Tower and Fog Signal Building, circa 1910.⁸⁶



Figure 26 of 42: Head Keeper William John Thomas (center) poses with his daughter, Assistant Keeper Ann Thomas (right) and her husband Homer H (left) in front of the Keepers' Quarters circa 1910.⁸⁷

⁸⁶ Northwest Schooner Society, Head Keeper William John Thomas (right) and Homer H. pose inside the engine room of the Light Tower and Fog Signal Building, photograph, circa 1907-1913, provided February 2022.

⁸⁷ Northwest Schooner Society, Head Keeper William John Thomas (center) poses with his daughter, Assistant Keeper Ann Thomas and her husband Herman H. in front of the Keepers' Quarters, photograph, circa 1907-1913, provided February 2022.

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Figure 27 of 42: Burrows Island Light Station in 1944, including (from left to right) Boathouse, Storage Building (demolished), Coal and Oil Storage Building, Keepers' Quarters and Light Tower and Fog Signal Building.⁸⁸



Figure 28 of 42: South and west elevations of the Burrows Island Boathouse in 1944.⁸⁹

⁸⁸ Northwest Schooner Society, Burrows Island Light Station, photograph, 1944, provided February 2022.

⁸⁹ Northwest Schooner Society, South and west elevations of the Burrows Island Boathouse, photograph, 1944, provided February 2022.

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Figure 29 of 42: Façade and south elevation of the Keepers' Quarters in 1944.⁹⁰



Figure 30 of 42: North and east elevations of the Keepers' Quarters in 1944, showing the wooden water storage tanks (demolished).⁹¹

⁹⁰ Northwest Schooner Society, Façade and south elevation of the Keepers' Quarters, photograph, 1944, provided February 2022.

⁹¹ Northwest Schooner Society, North and east elevations of the Keepers' Quarters in 1944, showing the wooden water storage tanks (demolished), photograph, 1944, provided February 2022.

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Figure 31 of 42: Façade and south elevation of the Coal and Oil Storage Building (demolished in a fire in 1971) in 1944.⁹²



Figure 32 of 42: Oblique view of the storage shed (demolished) in 1944.⁹³

⁹² Northwest Schooner Society, Façade and south elevation of the Coal and Oil Storage Building (demolished in a fire in 1971), photograph, 1944, provided February 2022.

⁹³ Northwest Schooner Society, Oblique view of the storage shed (demolished), photograph, 1944, provided February 2022.

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Figure 33 of 42: Oblique view of chicken coop (demolished) in 1944.⁹⁴



Figure 34 of 42: Burrows Island Light Station, late 1950s.⁹⁵

⁹⁴ Northwest Schooner Society, Oblique view of chicken coop (demolished), photograph, 1944, provided February 2022.

⁹⁵ Northwest Schooner Society, Burrows Island Light Station, photograph, circa 1950s, provided February 2022.

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Figure 35 of 42: Burrows Island Light Station in 1962.⁹⁶



Figure 36 of 42: Christmas celebration with the wives and children of the Keepers along the south elevation of the OIC Quarters, 1960. USCG personnel flew via helicopter to multiple families stationed at remote USCG Stations in the Puget Sound area in December 1960.⁹⁷

⁹⁶ Northwest Schooner Society, Burrows Island Light Station, photograph, 1952, provided February 2022.

⁹⁷ Northwest Schooner Society, Christmas celebration with the wives and children of the Keepers along the south elevation of the OIC Quarters, photograph, circa 1960, provided February 2022.

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Figure 37 of 42: Burrows Island Light Station including (from left to right) Boathouse and Derrick, OIC Quarters, Coal and Oil Storage Building, Keepers' Quarters and Light Tower and Fog Signal Building, early 1960s.⁹⁸



Figure 38 of 42: Burrows Island Light Station OIC Quarters circa 1969. Note, this house has since been demolished.⁹⁹

⁹⁸ Northwest Schooner Society, Burrows Island Light Station, photograph, circa 1960s, provided February 2022.

⁹⁹ Lighthousefriends.com, Burrows Island Light Station, photograph, circa 1969, provided by Nancy Nock.

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Figure 39 of 42: Burrows Island Light Station Light Tower and Fog Signal Building circa 1969 during fence installation.¹⁰⁰

¹⁰⁰ Lighthousefriends.com, Burrows Island Light Station, photograph, circa 1969, provided by Nancy Nock.

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Figure 40 of 42: Burrows Island Light Station, Coal and Oil Storage Building engulfed in flames in 1971.¹⁰¹

¹⁰¹ Lighthousefriends.com, Burrows Island Light Station, photograph, 1971, provided by Nancy Nock.

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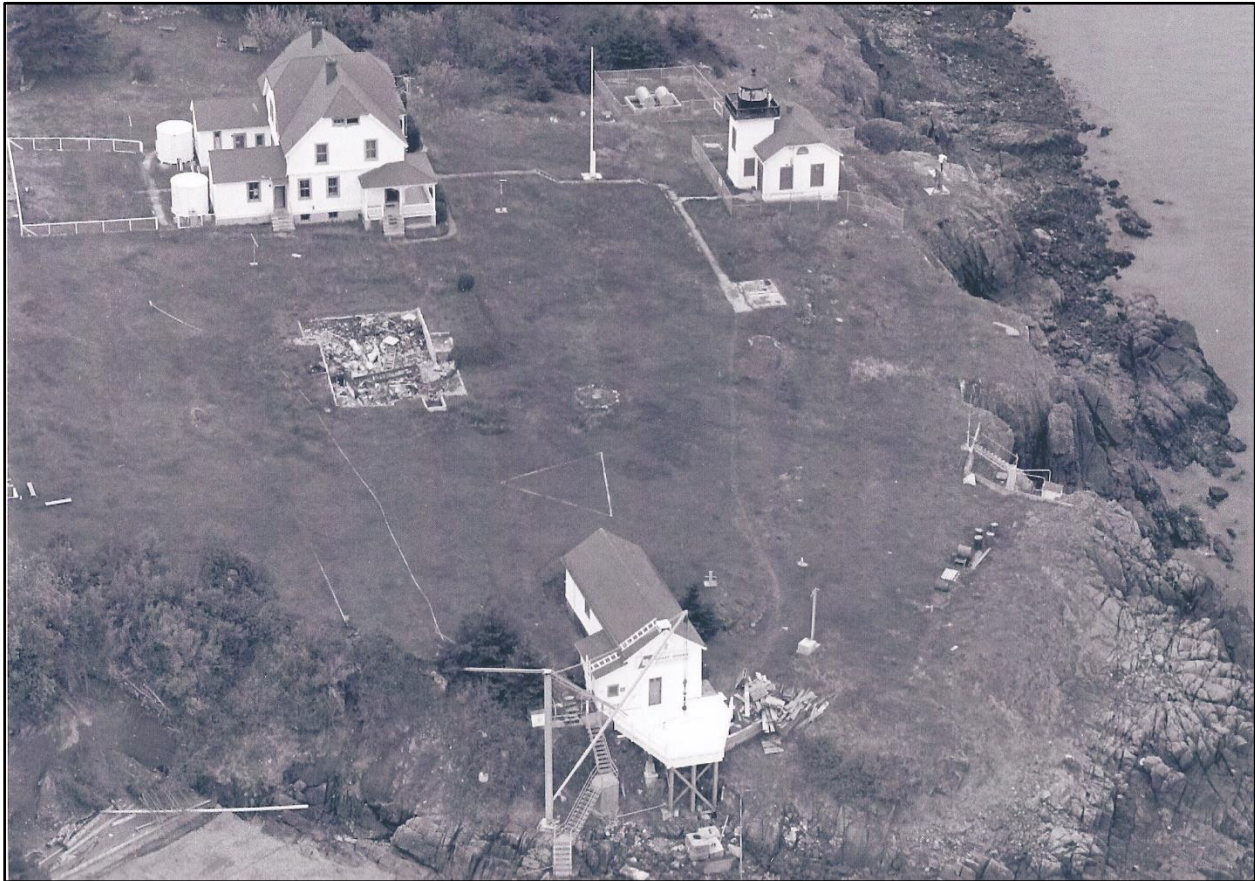


Figure 41 of 42: Burrows Island Light Station in 1977, showing the recently demolished OIC Quarters and Coal and Oil Storage Building.¹⁰²

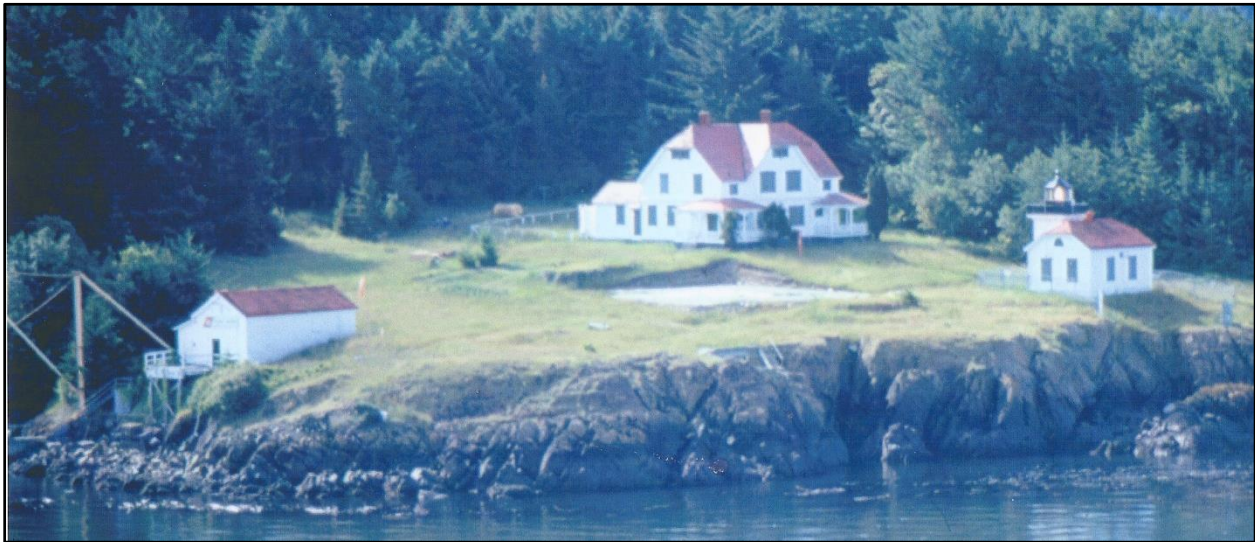


Figure 42 of 42: Burrows Island Light Station during construction of the helicopter landing pad, circa 1990s.¹⁰³

¹⁰² Northwest Schooner Society, Burrows Island Light Station, photograph, 1977, provided February 2022; Neblett and Williamson.

¹⁰³ Northwest Schooner Society, Burrows Island Light Station, photograph, circa 1990s, provided February 2022.

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Photographs

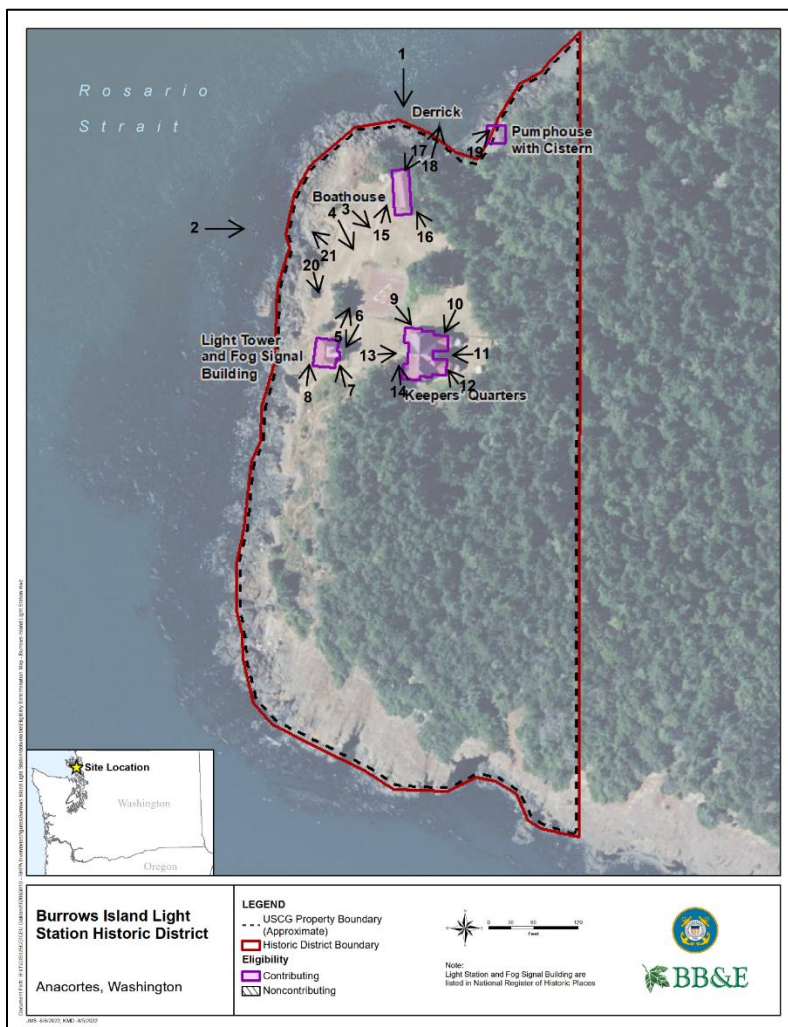
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Burrows Island Light Station
City or Vicinity: Anacortes (vicinity)
County: Skagit **State:** Washington

Photographer: Patience Stuart (AECOM)
Date Photographed: July 20, 2022

Description of Photograph(s) and number:

See Photo Location Map for key below indicating where exterior photos were taken. Interior photos are labeled within the captions but are not keyed to a location map due to the scale of the imagery and the desire to not clutter the key or confuse readers.



Burrows Island Light Station Exterior Photo Location Map.

BURROWS ISLAND LIGHT STATION

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Photo 1 of 46: Burrows Island Light Station from water with partial views of the Boathouse and Light Tower and Fog Signal Building (north); camera facing south.



Photo 2 of 46: Burrows Island Light Station from water with partial views of the Light Tower and Fog Signal Building, Keepers' Quarters, foghorn baffle, the saltwater intake structure, and the Boathouse and Derrick; camera facing east.

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Photo 3 of 46: Keepers' Quarters (right) and partial view of the Boathouse (left); camera facing southeast.

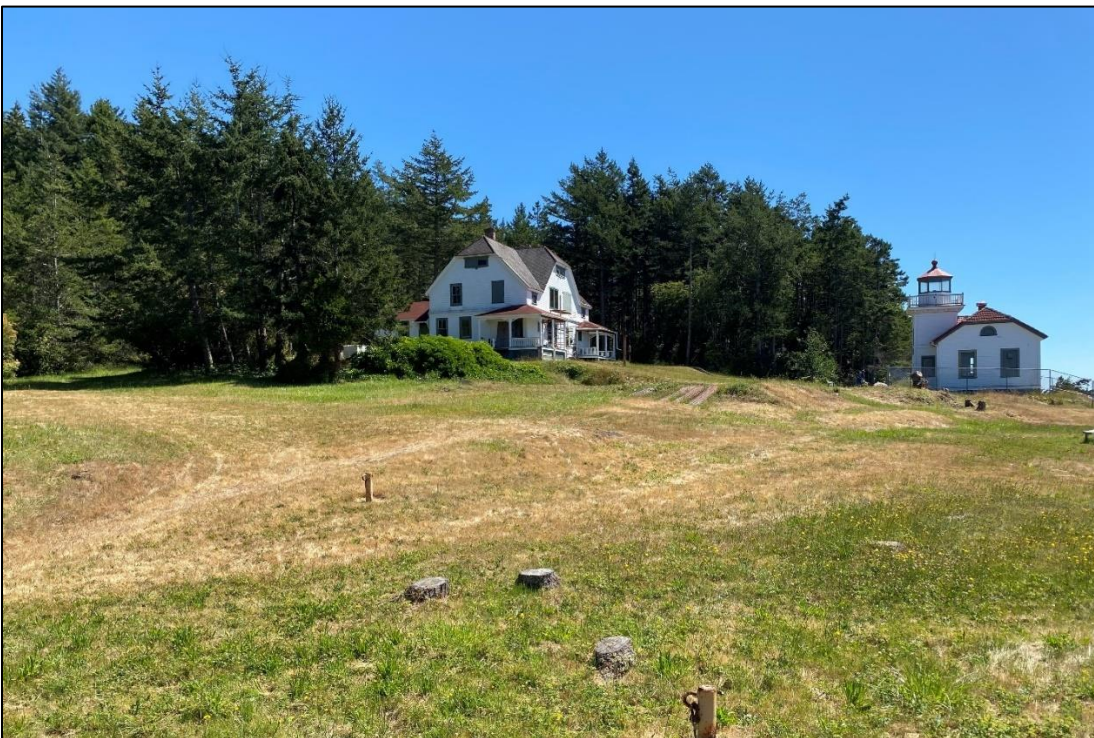


Photo 4 of 46: Keepers' Quarters and Light Tower and Fog Signal Building; camera facing south.

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Photo 5 of 46: Helicopter pad from the Light Tower gallery, with view of the Boathouse and Derrick; camera facing north.



Photo 6 of 46: Light Tower and Fog Signal Building north and east elevations; camera facing south-southwest.

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Photo 7 of 46: Light Tower and Fog Signal Building's south and east elevations; camera facing west-northwest.



Photo 8 of 46: Light Tower and Fog Signal Building's south and west elevations; camera facing north-northeast.

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Photo 9 of 46: Keepers' Quarters north and west elevations; camera facing southeast.



Photo 10 of 46: Keepers' Quarters north and east elevations; Light Tower and Fog Signal Building in the background (right); camera facing southwest.

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Photo 11 of 46 Keepers' Quarters east elevation; camera facing west.



Photo 12 of 46: Keepers' Quarters south and east elevations; Light Tower and Fog Signal Building in the background (left); camera facing northwest.

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Photo 13 of 46: Keepers' Quarters west façade; camera facing east.



Photo 14 of 46: Keepers' Quarters front (west) porch from inside the south porch entry; camera facing north.

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Photo 15 of 46: Rear and west elevation of the Boathouse and Derrick; camera facing north.



Photo 16 of 46: Boathouse east and north elevations; Derrick behind Boathouse (right); camera facing northwest.

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Photo 17 of 46: Boathouse north façade and Derrick; camera facing southwest.



Photo 18 of 46: Derrick viewed from Boathouse deck; camera facing northeast.

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Photo 19 of 46: Pumphouse with cistern; camera facing northeast.



Photo 20 of 46: Foghorn sound baffle; Keepers' Quarters (left) and Light Tower and Fog Signal Building (right) in background; camera facing southeast.

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Photo 21 of 46: Saltwater intake; camera facing northwest.



Photo 22 of 46: Light Tower and Fog Signal Building engine room.

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Photo 23 of 46: Light Tower and Fog Signal Building engine room.

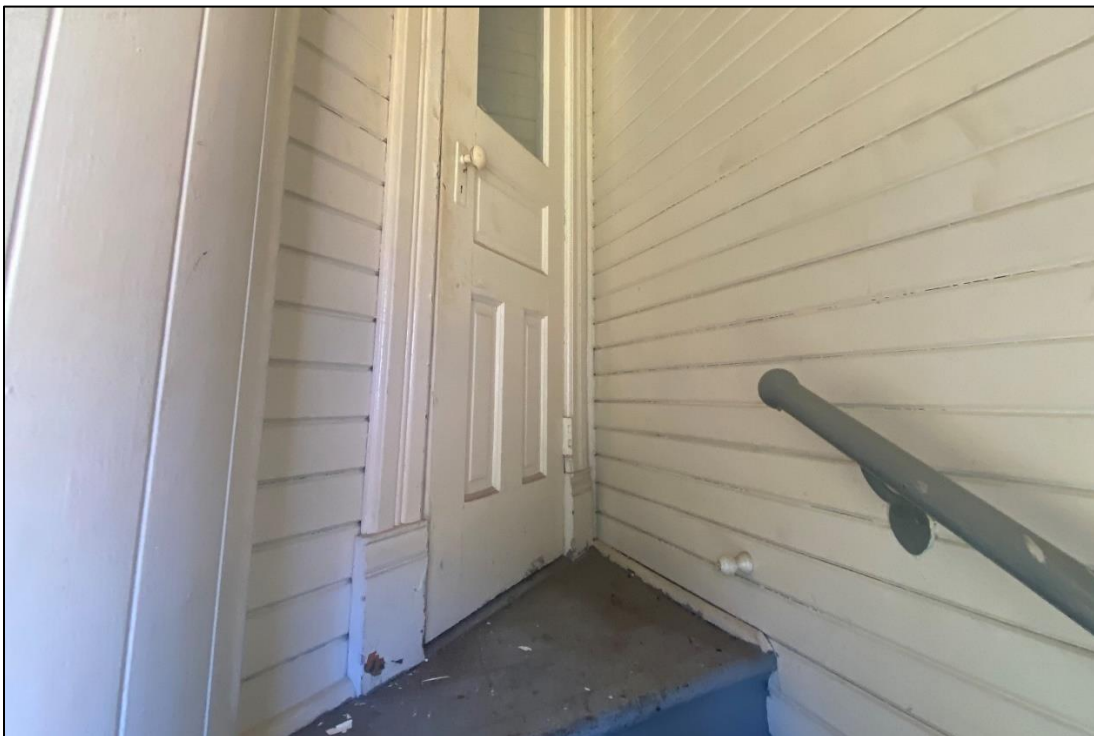


Photo 24 of 46: Light Tower interior stairwell leading up to lantern room from engine room in attached Fog Signal Building.

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Photo 25 of 46: Light Tower lantern room; Keepers' Quarters (right) and Boathouse (left) in background; camera facing northeast.



Photo 26 of 46: Keepers' Quarters crawl space under north unit showing square concrete posts that support the rear wing extensions.

BURROWS ISLAND LIGHT STATION

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Photo 27 of 46 Keepers' Quarters full basement in south unit.



Photo 28 of 46: Keepers' Quarters full basement in north unit.

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Photo 29 of 46: Keepers' Quarters north unit, looking into the living room from the dining room.



Photo 30 of 46: Keepers' Quarters north unit, looking into dining room from the living room.

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Photo 31 of 46: Keepers' Quarters north unit entry hall showing in-progress restoration work and retained plaster, flooring, and door surround.



Photo 32 of 46: Keepers' Quarters north unit wood storage area (rear wing extension) showing original wood floors, windows, doors, and plaster work all retained.

BURROWS ISLAND LIGHT STATION

Name of Property

SKAGIT COUNTY, WA

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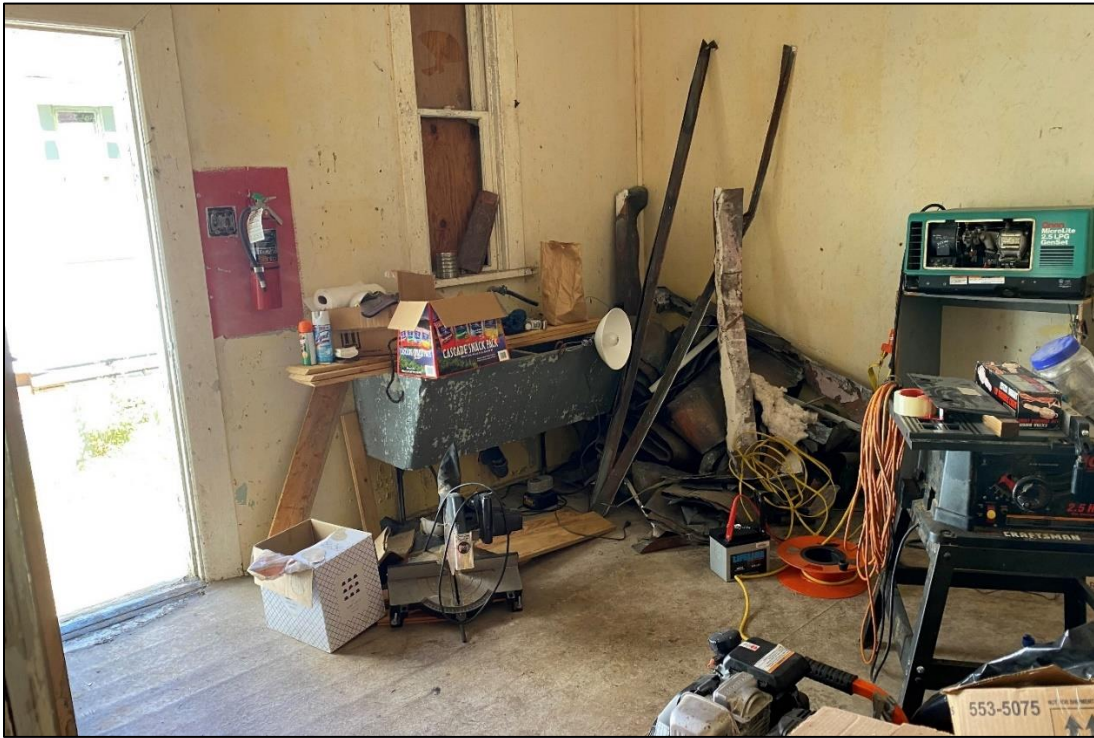


Photo 33 of 46: Keepers' Quarters south unit wood storage area (rear wing extension) showing retained flooring and plaster.



Photo 34 of 46: Keepers' Quarters north unit staircase leading from first floor to second floor, banister restoration in progress.

BURROWS ISLAND LIGHT STATION

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Photo 35 of 46: Keepers' Quarters north unit bathroom showing original plaster work and window.



Photo 36 of 46: Keepers' Quarters south unit bathroom showing historic-age tile work and toilet.

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Photo 37 of 46: Keepers' Quarters north unit bedroom showing window sash removed due to in-progress restoration.



Photo 38 of 46: Keepers' Quarters south unit bedroom showing retained flooring, plaster, and partial window sash.

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Photo 39 of 46: Keepers' Quarters south unit bedroom showing original flooring, plaster, molding, and door retained.



Photo 40 of 46: Keepers' Quarters north unit second-story hallway looking into bathroom.

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Photo 41 of 46: Keepers' Quarters south unit kitchen with historic-age cabinetry and tile work; stairway to basement visible at right.



Photo 42 of 46: Keepers' Quarters north unit stairway from second story to attic.

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Photo 43 of 46: Keepers' Quarters attic, view through hopper window toward Light Tower and Fog Signal Building, camera facing west.



Photo 44 of 46: Keepers' Quarters attic, view from north unit looking into south unit.

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Photo 45 of 46: Boathouse interior facing entrance.

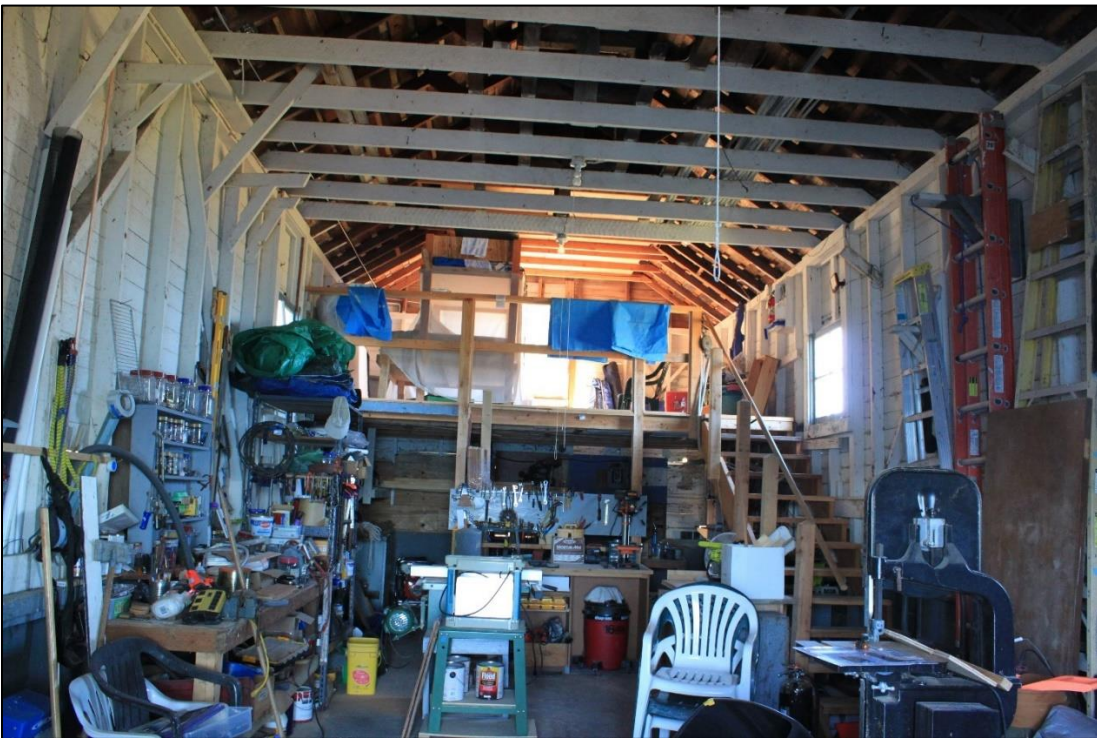


Photo 46 of 46: Boathouse interior facing north wall and showing landing.

BURROWS ISLAND LIGHT STATION

Name of Property

SKAGIT COUNTY, WA

County and State

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

name Constance Callahan, United States Coast Guard

street & number 1301 Clay Street, Suite 700N

telephone 510-637-5500

city or town Oakland

state CA

zip code 94612

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.