

CUT-OFF CHANNEL RANGE FRONT LIGHT STATION

1. Name of Property

historic name: Cut-off Channel Range Front Light Station

other names/site number: also called New Cut-off Channel, Craighill Channel Upper Front Range, Fort Howard, and North Point Lighthouse. (BA-1552)

2. Location

street & number: N/A not for publication: N/A

city or town: near Fort Howard. vicinity X

state: Maryland code: MD county: Baltimore code: 005

zip code: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register Criteria. I recommend that this property be considered significant statewide. ( See continuation sheet for additional comments.)

*[Signature]* ACTING  
Captain, U. S. Coast Guard,

Chief, Office of Civil Engineering

Signature of certifying official

2/22/02

Date

Department of Transportation, U.S. Coast Guard

State or Federal agency and bureau

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

*[Signature]*  
Signature of commenting or other official

5-7-02  
Date

State or Federal agency and bureau

BA-1552

CUT-OFF CHANNEL RANGE FRONT LIGHT STATION

4. National Park Service Certification

I, hereby certify that this property is:

\_\_\_ entered in the National Register

\_\_\_ See continuation sheet.

\_\_\_ determined eligible for the National Register

\_\_\_ See continuation sheet.

\_\_\_ determined not eligible for the National Register

\_\_\_ removed from the National Register

\_\_\_ other (explain):

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

\_\_\_ private

\_\_\_ public-local

\_\_\_ public-State

X public-Federal

Category of Property (Check only one box)

\_\_\_ building(s)

\_\_\_ district

\_\_\_ site

X structure

\_\_\_ object

Number of Resources within Property

Contributing Noncontributing

\_\_\_ buildings

\_\_\_ sites

1 structures

\_\_\_ objects

1 0 Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing: Light Stations of the United States

**CUT-OFF CHANNEL RANGE FRONT LIGHT STATION**

United States Department of the Interior, National Park Service National Register of Historic Places Registration Form

**6. Function or Use**

Historic Functions (Enter categories from instructions)

Cat: transportation

Sub: water-related

Current Functions (Enter categories from instructions)

Cat: transportation

Sub: water-related

**7. Description**

Architectural Classification (Enter categories from instructions):

No Style

Materials (Enter categories from instructions):

foundation: stone

roof: metal

walls: brick

other:

**Narrative Description** (Describe the historic and current condition of the property.)<sup>1</sup>

**Description Summary**

The Cut-off Channel Front Range Light Station is a two-story octagonal brick tower built on the former stone foundation of the 1822 North Point Lighthouse. The light is located in the top of the brick tower at an elevation of 15 feet above the water. It works in tandem with the rear range light guiding vessels into a cut-off channel into the Patapsco River inside Seven Foot Knoll Lighthouse, cutting several miles off the route to Baltimore. The front range light is located within 350 feet off North Point; 1.3 miles southeast of the rear range light, on the north side of mouth of Patapsco River, near Fort Howard, Baltimore County, Maryland. It is owned and managed by the U.S. Coast Guard in District 5. Access to the station is via boat.

**General Description**

*Existing Structures*

In 1886, the new Cut-off Channel Range Front light was built on a 30-foot square, stone foundation pier originally built for the 1822 North Point Lighthouse. The foundation pier is capped with concrete. The two-story 22-foot-tall 12-foot square brick tower with truncated corners, has a round arched door opening on the east (landward) side and similarly arched

<sup>1</sup> The following description and associated photographs were reviewed in August 2002 by a US Coast Guard Aid to Navigation team responsible for the property. A document verifying that the description and associated photographs reflect the current condition of the property is on file with the Office of Civil Engineering, US Coast Guard Headquarters, Washington, DC.

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windows on the south facade and similar window niches on the north and west principal facades. The south window has been filled to look like the niches. The window was a two-over-two round head double-hung sash unit. There are three windows and one niche on the second-story. They are simple rectangular openings found only on the principal facades. They have jack arch lintels. The truncated corner facades have no fenestration. The door and window heads and arches are decorated with molded brick. The door, located on the east side, is a four-panel wooden bull nosed arched door. There are two stone steps and a stone threshold below the door. The sills of the door, window, and niches are stone masonry.

The upper east and west windows still have their original wood bi-fold storm shutters. These shutters are missing on the east window, but its original two-over-two window sash is in good condition. The sash on the west window has been removed and replaced with plywood. The ceiling on the second-level is tongue-and-grove board. A decorative brick belt course is located approximately mid-height of the tower between the two stories. A similar decorative brick belt with the same pattern is found around the upper two-thirds of the lower level but is interrupted by the fenestration. At the roofline are four corbel brick courses; the top course is rounded. The roof is a shallow pyramid standing seam metal roof surmounted with a ventilator ball and lightning conductor spike. The range light is mounted on the exterior wall just above the top of the decorated brick belt between the first and second story. An exterior ladder from the foundation/pier level up to a small metal balcony with rail provides access to the range light. The brick tower is painted red with a white band one-third of the height in width located in the middle of the tower. The door is also painted white.

The floor of the lower interior level is brick masonry pavers laid in a herringbone pattern. The wood wallboards have been removed exposing the brick walls. The ceiling is tongue-and-grove board. A set of stairs leading to the second-level are located against the west and north wall. It is made of wood treads and risers, round wood balusters, and a half-round wood handrail. A closet is set under the stairwell. It is made from the same material as the ceiling. The door is missing. A sash storm pane is stored here. The range beacon is mounted on a wood pedestal next to the south window.

### *Previously Existing Structures*

A keeper's quarters was built on shore in 1885, but abandoned in 1893 when a storm washed away the connecting bridge to the lighthouse. The lighthouse was fitted with a keeper's quarters and a boat. One report states the lighthouse was torn down in the late 1930s, and the present brick tower was built in 1938 to replace it. The present tower appears to be the original 1886 tower. The confusion is apparently due to differences given for the height of the tower over time. The height of the tower is given in the 1896 *Light List* as 18 feet and in the 1994 *Light List* as 22 feet.<sup>2</sup>

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<sup>2</sup> Robert de Gast, *The Lighthouses of the Chesapeake* (Johns Hopkins University Press: Baltimore, 1993), p. 99 gives the height of the tower as 27 feet. This apparently led him to believe a new shorter tower was built in the 1930s. Clifford gives the date for this tower as 1938. Linda Turbyville, *Bay Beacons: Lighthouses of the Chesapeake Bay* (Eastwind Publishing: Annapolis, 1995), p. 27 disputes such a date.

**CUT-OFF CHANNEL RANGE FRONT LIGHT STATION**

**8. Statement of Significance**

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

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

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

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

Areas of Significance (Enter categories from instructions):

Maritime History  
Transportation  
Architecture

Period of Significance: 1886-1929<sup>3</sup>

<sup>3</sup> The period of significance is based on the period during which the light station was "manned," i.e., from completion of construction until automation.

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Significant Dates: 1886, 1929

Significant Person (Complete if Criterion B is marked above): N/A

Cultural Affiliation: N/A

Known Design Source: none

Architect/Builder: unknown

**Narrative Statement of Significance (Explain the significance of the property.)**

The Lighthouse is significant for its association with federal governmental efforts to provide an integrated system of navigational aids and to provide for safe maritime transportation in the Chesapeake Bay, a major transportation corridor for commercial traffic from the early nineteenth through twentieth centuries. The lighthouse embodies a distinctive design and method of construction that typified range light construction on the Chesapeake Bay during the second half of the nineteenth century and first half of the twentieth century.

**History**

Congress appropriated \$25,000 on March 3, 1885, for range lights to be erected at the "new cut-off from Craighill Channel, approaches to Baltimore." Work on the front beacon and dwelling began in September 1885. It was first proposed to use the rear tower of the old North Point Range as the front beacon for the new Cut-off Channel Range Light Station, but careful examination showed it was unsuitable for the purpose. Plans were, therefore, drawn up for a new brick tower, octagonal in shape, to be built on the old stone foundation of the North Point Lighthouse. The onshore dwellings for both the front and rear range were built according to a cottage plan, similar to those constructed at Cape Henry Light Station, Virginia. Workmen were transported from Baltimore and back by the steam launch *Nettle*. Both beacons were first lighted on January 15, 1886, even though all the work on the dwellings was not yet complete. All work was completed by the end of June. The "locomotive head-lights" were white, and the front range was 25 feet above the water.<sup>4</sup>

In 1888, about 200 feet of pipe was laid to drain the cellar of the dwelling. Two new boat davits were erected and various minor repairs were made. The owner of the adjoining land declined to allow the light keeper access over his property so the gate opening to this land was closed, and the gate moved near the waterfront where the Government owned a right of way. In 1890, the roof of the dwelling and one boat davit was repaired and a new "boat-hoister" installed. A 450-linear-foot picket fence with two double and two single gates was built; brick walks were laid between and around the buildings and to the edge of the lot; 100 feet of drain pipe was installed; roof, gutters and down spouts were repaired; papering was removed from the walls and painted; and 17 window and 2 door screens were installed. The station was described as "in excellent condition."<sup>5</sup>

<sup>4</sup> Lighthouse Board, *Annual Report, 1885*, p. 49; and *1886*, p. 48.

<sup>5</sup> Lighthouse Board, *Annual Report, 1888*, p. 83; and *1890*, p. 99.

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On August 28, 1893, a "severe storm" carried away the timber and stone bridge, which connected the front beacon, located about 850 feet offshore, with land, and washed out the strip of land originally purchased for a means of communication between the beacon and the keeper's dwelling onshore. Instead of rebuilding the bridge and purchasing a new right of way, it was decided to fit the beacon for the occupancy of the keeper. To make room for the keeper's quarters, the lamp was moved from inside the tower to an exterior iron platform. In addition, a "suitable" boat and boat landing with davits was fitted to the foundation pier. These changes were completed in October 1893. In 1894, an iron oil house with a capacity for 55 five-gallon cans was erected. In July 1902, a new summer kitchen was installed and minor repairs made. The light was supplied with electricity on November 28, 1929 and has been unmanned since.<sup>6</sup>

The "locomotive" type light is now replaced with a DCB 24. The light characteristic is fixed red.<sup>7</sup>

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### 9. Major Bibliographical References

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Clifford, Candace. *1994 Inventory of Historic Light Stations*. Department of Interior, National Park Service, History Division, Washington, D.C., 1994.

de Gast, Robert. *The Lighthouses of the Chesapeake*. The Johns Hopkins University Press, Baltimore and London, 1973.

Holland, F. Ross, Jr. *Maryland Lighthouses of the Chesapeake Bay: An Illustrated History*. Maryland Historical Trust, Crownsville, Maryland, in press.

Turbyville, Linda. *Bay Beacons: Lighthouses of the Chesapeake Bay*. Eastwind Publishing, Annapolis, Maryland, 1995.

U.S. Lighthouse Board. *Annual Reports, 1885-1902*. Department of Commerce and Labor, Washington, D.C., 1885-1902.

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 # \_\_\_\_\_

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<sup>6</sup> Lighthouse Board, *Annual Report, 1894*, p. 97; 1895, p. 101; and 1902, p. 126; and "Chesapeake Bay Lighthouses," Gredell & Associates, Structural Engineers, Wilmington, Delaware, 1991, p. 55.

<sup>7</sup> Candace Clifford. *1994 Inventory of Historic Light Stations*. Department of Interior, National Park Service, History Division, Washington, D.C., 1994, p. 126.

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## Primary Location of Additional Data

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

Name of repository: National Archives; Library of Congress; National Maritime Initiative,  
 National Park Service; U.S. Coast Guard Headquarter, Historian's Office, Washington, D.C.

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**10. Geographical Data**


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Acreage of Property: Less than one acre

USGS Quadrangle: Sparrows Point, MD

UTM References:	Zone	Easting	Northing
	18	374900	4339430

**Boundary Description:**

All that area encompassed within the square footprint of the 1822 stone foundation/pier of the North Point Front Range Light Station. The boundary is coterminous with the foundation.

**Boundary Justification:**

The boundary incorporates the entire foundation pier of the 1822 North Point Range Light upon which the 1938 New Cut-off Front Range tower was built.

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**11. Form Prepared By**


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name/title: Ralph E. Eshelman, Maritime Historian; originally prepared for the Maryland Historical Trust as part of a multiple property nomination for Maryland Lighthouses; reformatted in May 1998 by Candace Clifford, NCSHPO consultant to the National Maritime Initiative, as part of a multiple property documentation form for U.S. Coast Guard-owned light stations; edited and revised in August 2002 by Jennifer Perunko, NCSHPO Consultant, National Maritime Initiative, National Park Service

BA-1552

**CUT-OFF CHANNEL RANGE FRONT LIGHT STATION**

organization: Eshelman & Associates

date: March 13, 1996

street & number: 12178 Preston Dr.

city or town: Lusby                      state: MD                      zip code: 20657

telephone: 410-326-4877

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Property Owner

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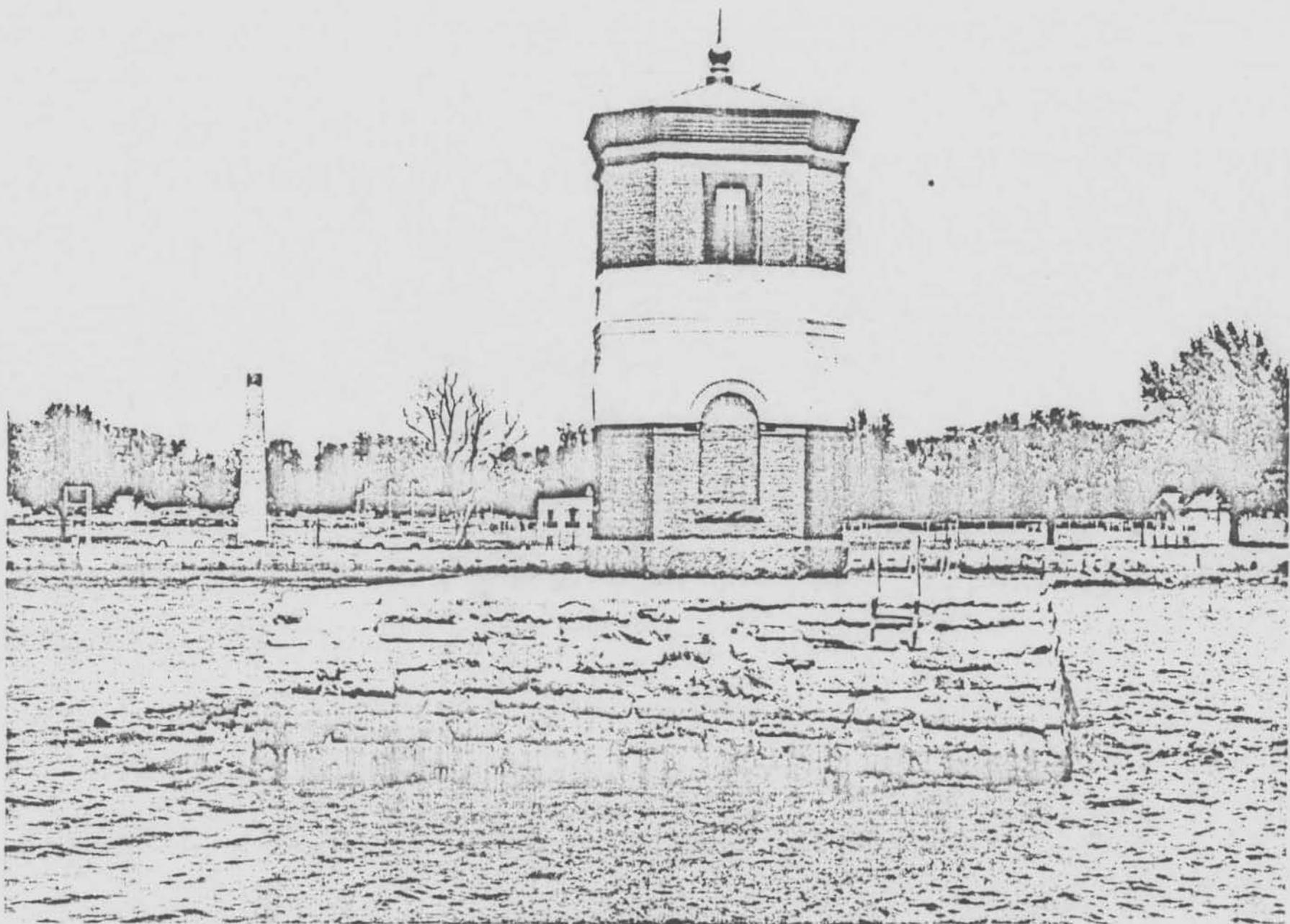
name: U. S. Coast Guard, Fifth District

street & number: Federal Building, 431 Crawford Street

city or town: Portsmouth              state: Virginia              zip code: 23705-5004

telephone: (757) 398-6351

BA-1552



Cut-off Channel Range Light Station  
Baltimore County, MD

BA-1552

IS  
INTERIOR  
VEY

Front UTM Coordinates:  
18 374900 4339430

Rear UTM Coordinates:  
18 373690 4341565



**Cut-off Channel Range Rear Light Station**  
Baltimore County, MD  
UTM Coordinates:  
18 373690 4341565

**Cut-off Channel Range Front Light Station**  
Baltimore County, MD  
UTM Coordinates:  
18 374900 4339430

Cutoff Channel Front Range

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM  
FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC  
Western North Point (Sometimes Called Fort Howard Light)  
AND/OR COMMON  
Craighill Channel Upper Range Front Light

2 LOCATION

STREET & NUMBER

CITY/TOWN  
Fort Howard

VICINITY OF

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

Second

STATE  
Maryland

CODE  
24

COUNTY  
Baltimore

CODE  
005

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input checked="" type="checkbox"/> ENTERTAINMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER Navigation

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)  
Commander, Fifth Coast Guard District  
STREET & NUMBER  
431 Crawford Street

CITY/TOWN  
Portsmouth,

VICINITY OF

STATE  
Virginia 23705

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE  
REGISTRY OF DEEDS, ETC Same as #4

STREET & NUMBER  
Logistics & Property Branch

CITY/TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE  
None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY/TOWN

STATE

## DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The twenty-five foot high octagonal red brick structure with white horizontal band is situated on a thirty-six foot square rock and concrete foundation, approximately 325 feet from the west shore of Fort Howard. Construction was completed on January 15, 1886. The keepers dwelling was located on shore and a small bridge crossed to the light.

On August 28, 1893 during a severe storm the bridge carried away and the existing right-of-way washed away. It was deemed more practical to fit the light with facilities for keeper occupancy. A small boat landing was built on the east side of the foundation and davits were installed for housing the small boat when not in use.

Electricity was supplied to the light on November 28, 1929 for automatic operation and the lighthouse has been unmanned since that time.

The structure is in fair condition. Large racks awash at low tide on the south-east corner is what remains of the small boat landing. The small boat davits are gone.

Entry from the east side through the arched portico leads into a 8' x 8' room which appears to have been a storage room. The arched window with single sash is boarded up. The tongue in groove wood floor gives under foot in spots indicating weather or termite weakened condition. Wooden steps against the west and north walls ascend to the second floor. On the south side is a 8' x 10' room. The 3' x 4' sash window is boarded up. Mounted on the west wall are wooden cabinets. Still present is an exhaust flue which must have been used with the kerosene cook stove. It is presumed that the keeper also slept in this same space.

The light focal plane is nominal 15 feet above water. A fixed red light of 60,000 candlepower displays 24 hours a day.

# SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Navigation
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1886

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Maryland Act of April 6, 1874 authorized acquisition of approximately five acres of land for the establishment of lighthouses and other aids to navigation. On June 25, 1885 the land for present site was purchased from Lowry Albert for the sum of \$1500.00.

Construction of the lighthouse was completed on January 15, 1886. The lighthouse was to serve as the front range light of a new set of ranges called Cut-Off Channel Front and Rear Lights. The tower was built on the foundation of what had been the rear light of a set of range lights previously known as North Point Range.

Craighill Channel Upper Range Front Light as it stands today serves as the front light for that set of ranges used to guide vessels into the Patapsco River and then into Baltimore Harbor.

**MAJOR BIBLIOGRAPHICAL REFERENCES**

BA-1552

de Gast, Robert, The Lighthouses of the Chesapeake. Baltimore, MD: The Johns Hopkins University Press, 1973.

**GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 5 (under water)

UTM REFERENCES

A	[1, 8]	[3, 7, 4, 9, 2, 15]	[4, 3, 1, 9]	4, 1, 9	B	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
	ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING			
C	[ ]	[ ]	[ ]	[ ]	D	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

VERBAL BOUNDARY DESCRIPTION LL #2774

Extending outward 263.3 Feet in any direction from center.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

**FORM PREPARED BY**

NAME / TITLE

CW04 D. M. HANLEY, Special Projects Officer

ORGANIZATION

Commander, Fifth Coast Guard District

DATE

(804) 398-6351

STREET & NUMBER

431 Crawford Street

TELEPHONE

CITY OR TOWN

Portsmouth,

STATE

Virginia 23705

**CERTIFICATION OF NOMINATION**

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is    National    State    Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

Range-Finding Tower. Concrete column encased in an iron cylinder fell, but survives in the underbrush near the Quarters Building and "concrete building" listed above.

Range-Finding Tower. Foundation survives in undergrowth east of park entrance road and north of Batteries Nicholson and Stricker.

Artillery Pieces. Two 4.7 inch guns mounted on solid-rubber-tired field carriages are located in the picnic area near Battery Harris. They are marked "Waterliet Arsenal-1918". These guns are decorative rather than typical of a coastal installation.

Sea Wall. The waterfront boundary is protected by either concrete seawall or rock rip-rap, in various states of repair.

Azimuth Tower. Located on Denton Cove, well NE of the batteries is one of two azimuth towers, built of brick, that were used in plotting compass bearings on ships in the harbor entrance.

Nearby Sites on U.S. Property (Not included in nomination):

Azimuth Tower. This brick tower, twin of one in county park property, is located south of the hospital building, between the road and the seawall. It was used as a look-out tower for ships during the Spanish-American War in 1898 and again during the War of 1917-18. It also served as a plotting tower to observe the floating mines laid in the channel by Fort-Howard's mine crew. (The Neck, p. 29). The artillery designation for the tower was "M. Prime." The entire tower is covered with ivy.

Old North Point Lighthouse. In 1824, the U.S. Lighthouse Service built a light offshore on the east side of North Point peninsula. It was later abandoned and a pile of stones about ten feet high is still visible above water south of Battery Stricker.

Fort Howard Light. Built off the south end of North Point to replace the lighthouse of 1824, this round, red and white tower on a concrete base is variously called North Point Light, Fort Howard Light, Front Cut Off Light, and Front End Range Light. It marks the channel laid out in 1866-69 by Brigadier General William P. Craighill of the Corps of Engineers.

Torpedo or Mine Storage Building. Brick, one-storey, building on concrete foundation with corrugated iron roof (painted light blue). Seven bays long by two wide with central loading doors on south side. Corbelled brick cornices; brick jack arches over windows; granite windowsills; iron window-shutters. Chimney on west end; various metal roof ventilators. Also patterned-brick ventilators in wall just above the ground level. The mines needed to blockade the harbor entrance were stored here.

Patient's Fishing Wharf. This pier at the foot of Key Street is reserved for the hospital patients. It marks the site of the "Mine Wharf" where the explosives were loaded aboard a vessel for laying in the channel.

Notes:

1. "Fort Howard, Maryland, A Walking Tour of the Endicott Period Fortifications," Committee on Abandoned Military Posts, Arlington, Virginia, 1978, multilithed. (Copies available from Planning Office.)

## Craighill Channel Upper Range

### Front Light

Until 1886, when these new lighthouses were built, they were called the North Point Ranges. With the new towers came a new name, Cut-Off Channel Front and Rear Lights, because they indicate a cutoff from the main channel into the Patapsco River, which allows a ship to steer safely inside the Sevenfoot Knoll lighthouse and so cut several miles off the route to Baltimore.

The front light, still sometimes called North Point or Fort Howard light, is an octagonal brick tower, 18 feet high (27 feet high when first built) with a white horizontal band painted around the middle. It was built on the foundation of the old Western North Point lighthouse. The rear light, 1.3 miles northwest, is located on Sparrows Point, the site of one of the world's largest steel mills. It is an iron frame tower in the form of a frustum of a square pyramid, with an inner wooden shaft covered with corrugated iron, resting on a stone and brick foundation. The light is 74 feet above ground. The keeper's house was torn down in the 1920s.

Work on the front beacon and the dwelling (which was on shore) and the rear beacon and keeper's house was begun in August, 1885. It was first proposed to use the western tower of the old North Point Range as the front light of the new range, with the necessary modifications, but a careful examination showed it to be entirely unsuitable for the purpose, and so a new tower was built on its foundation, which was still entirely secure. The workmen were transported each day from Baltimore via a steam launch. Progress was excellent, and on January 15, 1886, the lights could be exhibited for the first time from both towers; they were locomotive headlights; the front light was 25 feet above water and the rear light 65 feet.

A severe storm on August 28, 1893, carried away the bridge connecting the front beacon with the shore. It was deemed best to fit the little lighthouse for occupancy by the keeper rather than trying to rebuild the bridge and purchase a new right-of-way (which had also been washed away). A boat was bought for the keeper, davits installed, and a small boat landing built.

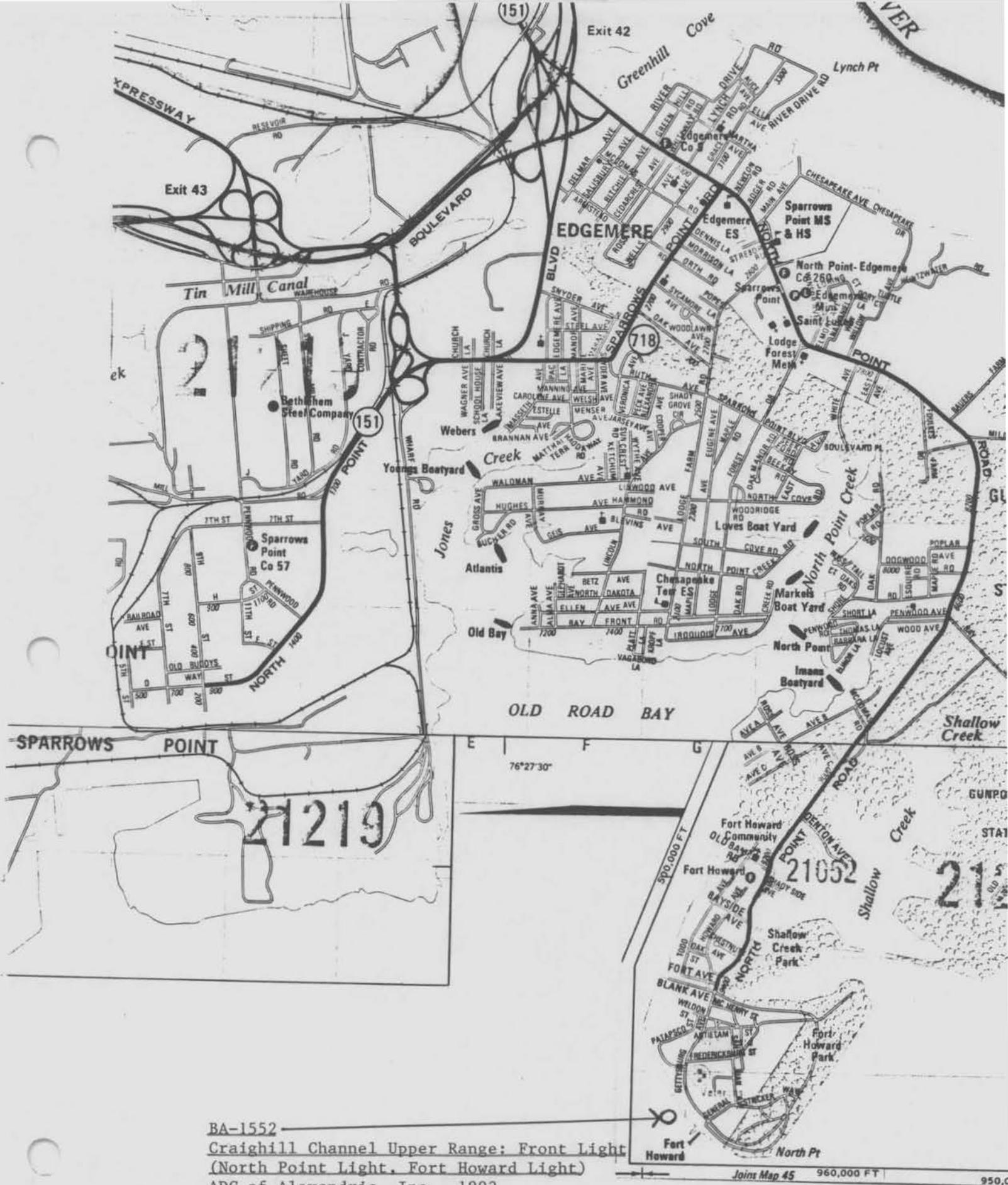
Early in this century both lights were automated, and in the late 1930s the front tower was demolished and a lower octagonal tower built on the original foundation. Both lights still show a fixed red light of 60,000 candlepower 24 hours a day.

de Gast, Robert

1973 Lighthouses of the Chesapeake.

Baltimore: Johns Hopkins University Press.





BA-1552  
 Craighill Channel Upper Range: Front Light  
 (North Point Light, Fort Howard Light)  
 ADC of Alexandria, Inc., 1993



BA-1552  
 Craighill Channel Upper Range:  
 Front Light  
 (North Point Light, Fort Howard  
 Light)  
 Sparrows Point Quad, 1969, PR 1974



BA-1552

Form No. 10-301  
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

**1 NAME**

HISTORIC  
Western North Point (Sometimes called Ft. Howard)

AND/OR COMMON  
Craighill Channel Upper Range Front Light

**2 LOCATION**

CITY, TOWN	<u>XX</u> VICINITY OF	COUNTY	STATE
Fort Howard		Baltimore	Maryland

**3 MAP REFERENCE**

SOURCE U.S. Department of The Interior, Geological Survey

SCALE 1:24000                      DATE 1969

**4 REQUIREMENTS**

- TO BE INCLUDED ON ALL MAPS
- 1 PROPERTY BOUNDARIES
  - 2 NORTH ARROW
  - 3 UTM REFERENCES

BA-1552



Form No. 10-301a  
(Rev. 10-75)

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Craighill Channel Upper Range Front Light

**2 LOCATION**

CITY/TOWN

Fort Howard

XX VICINITY OF

COUNTY

Baltimore

STATE

Maryland

**3 PHOTO REFERENCE**

PHOTO CREDIT US Coast Guard

DATE OF PHOTO 1979

NEGATIVE FILED AT

Fifth CG District, 431 Crawford St., Ports., VA 23705

**4 IDENTIFICATION**

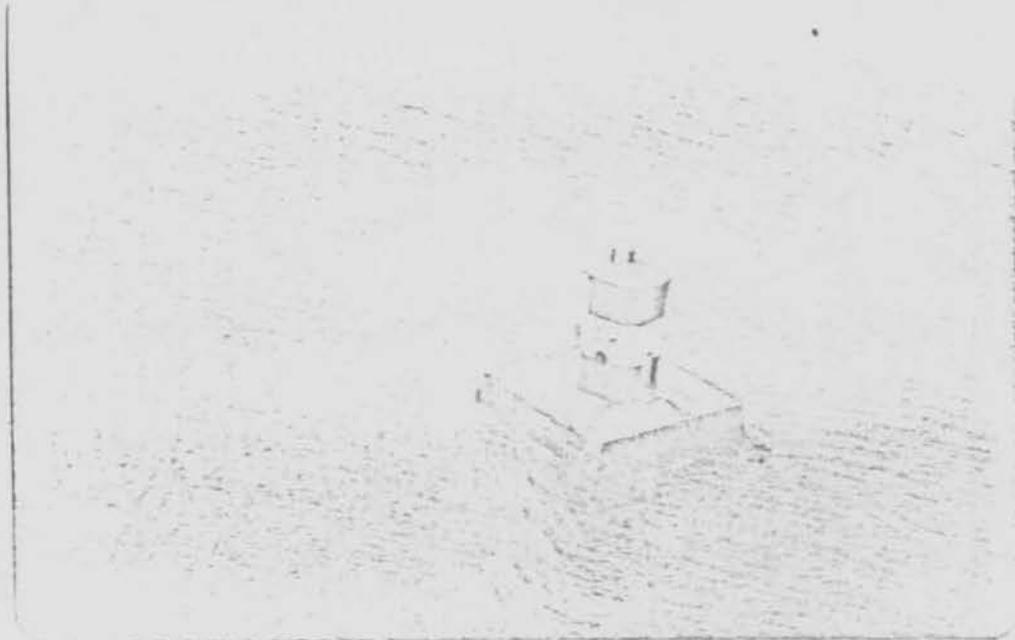
DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Aerial view

PHOTO NO

001

BA-1552



Form No. 10-301a  
(Rev. 10-77)

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**1 NAME**

HISTORIC Western North Point (Sometimes called Ft. Howard)

AND/OR COMMON Craighill Channel Upper Range Front Light

**2 LOCATION**

CITY/TOWN Fort Howard       VICINITY OF      COUNTY Baltimore      STATE Maryland

**3 PHOTO REFERENCE**

PHOTO CREDIT US Coast Guard      DATE OF PHOTO 1979

NEGATIVE FILED AT Fifth CG District, 431 Crawford St., Ports., VA 23705

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET      PHOTO NO  
Aerial view      002

BA-1552

Craighill (Cut-Off) Channel Upper Range Front Light  
photographer unknown



BA-1552

Cut-Off Channel Range Front Light  
Photo by: Heather R. Davidson, 1993 (?)

