National Park Service
Cultural Landscapes Inventory

2016

Revised: 6/2025



# Long Point

Cape Cod National Seashore

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# Introduction

## The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

### Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

### The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

### Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

### Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

# General Information

## Property Level and CLI Numbers

**Inventory Unit Name:** Long Point

**Resource Classification:** Cultural Landscape

**CLI Identification Number:** 650113

**Parent Landscape:** 650113

**Inventory Status:** Complete

**Park Information**

**Park Name:** Cape Cod National Seashore

**Alpha Code:** CACO

**Park Organization Code:** 1730

**Park District:** CACO

**Region:** Northeast

**Restricted:** Yes

**Landscape Description:**

Long Point is part of Cape Cod National Seashore, a unit of the National Park Service that comprises over 43,000 acres of protected shoreline, salt marshes, freshwater kettle ponds, lighthouses, a life-saving station, dune shacks, and Cape Cod-style houses. Located just in Barnstable County just south of Provincetown, Massachusetts, Long Point forms the end of Cape Cod's infamous hook. The windswept and sparsely vegetated peninsula is bounded by Provincetown Harbor to the north and east and Cape Cod Bay to the south and west. The 280-acre site is accessible by a constructed breakwater, a narrow outer beach that extends south from Herring Cove, or a seasonal shuttle boat.

Although exposed to wind, tides, and storms, the landform of Long Point remains relatively unchanged, bordered by broad sandy beaches that wrap around the tip, which is slowly accumulating additional sand. In between the shoreline beaches are dunes covered with beach grass, salt- and drought-tolerant forbs, salt spray rose, and other drought-tolerant shrubs. Despite such harsh and isolated conditions, Long Point's rich history has included lighthouse and life-saving stations, a thriving fishing community, factories that produced salt and fish oil, and Civil-War era defenses. Extant features from these developments include the Long Point Light Station and oil house, Wood End Light Lookout Station and oil house, and remnants of two earthen gun batteries now cloaked in low-laying vegetation. Remains of a stone jetty, fog bell tower, marine railway, wharves, cistern, and a boat hull can still be found decaying along the beaches and amongst the sand dunes.

HISTORICAL OVERVIEW

For centuries Long Point has been a place of natural abundance and strategic interest, providing a barrier at the mouth of the channel between Cape Cod Bay and the rich estuaries and protected harbor of Provincetown. Early seventeenth century accounts describe Native Americans occupying the Lower Cape, but in the early 1600s many succumbed to European introduced diseases and within a century were displaced by colonial settlers.

In 1620 the Pilgrims made their first landfall in the New World, anchoring the Mayflower in the harbor at what would later become Provincetown. English colonists used the Provincetown area as a base for fishing and whaling, but soon realized the unpredictability of maritime resources and fragility of the Cape's thin sandy soils. Thomas Prence and his

family, Separatists who joined the Plymouth Colony in 1621, became one of seven families to found the new settlement “Eastham” on the Lower Cape in 1644, which at the time included the area that would become Provincetown. As Governor of the rapidly growing colony, Prence recognized the importance of the Province Lands and imposed restrictions and taxes on fishing in the area. Permanent settlement in Provincetown remained sparse through the early and mid-eighteenth century and residents generally resided along the shore in Provincetown Harbor, where fishing was the cornerstone of the town’s economy. Due to British imposed trade restrictions, competition with other ports, and the ebb and flow of supply and demand, the fishing industry on the Cape alternated between periods of growth and depression.

Wooded nearly to the shoreline in the early 1600s, the first European settlers altered the landscape of the Lower Cape with grazing, small-scale agriculture, and tree harvesting for home construction, firewood, and shipbuilding. By the time of the American Revolution, the towns of Truro and Provincetown were barren. During the war, Provincetown’s sheltered harbor, isolated position on a peninsula reaching into the Atlantic, and proximity to Boston made it a target for British raids. English vessels occupied Provincetown Harbor during the war and halted fishing and deep-sea whaling throughout the Lower Cape. Many fishermen and families temporarily abandoned their homes and livelihoods. Those who stayed, unable to fish, resorted to hunting and farming on marginal land, smuggling, and privateering to support their families. After the Revolution, Provincetown benefited from supplying fish, oil, and salt to the booming maritime global trade network. The town also became one of the fastest growing towns on the Cape. In around 1783 a small seasonal fishing village developed on Long Point, and became a year round community by 1818.

The need for an organized network of navigational aids and life-saving operations became apparent with the region’s expanding off-shore fishing and whaling industries and trade ships. Ship owners and fishermen initially constructed navigational aids in the seventeenth and early eighteenth centuries that consisted of crude wooden towers with burning pitch pots as signal lights. Shortly after the colonies gained independence, the new federal government assumed management and construction of lighthouses, through a variety of agencies that changed over time. In 1827 the Lighthouse Establishment built a lighthouse at the tip of Long Point, which consisted of an octagonal lantern set on the peak of a keeper’s house with associated outbuildings. In 1864, a mile-and-a-half to the west, the Lighthouse Board built the Wood End Lookout Station, which consisted of a wooden signal tower. The Lighthouse Board improved both stations in the early 1870s, beginning with a new 38-foot tall brick and steel lighthouse and keeper’s house at Wood End in 1872, followed by a new 35-foot tall brick and steel lighthouse and new keeper’s house at Long Point in 1875. The Long Point Light Station also included a fog bell supported by a wood frame tower and a boat house with a marine railway heading into the water.

Despite the presence of beacons, an increasing numbers of seaman were lost when ships ran aground and capsized off the coast. In 1787, the newly organized Humane Society of Massachusetts built shelter huts in Boston Harbor and on the Lower Cape. By the late 1830s life-saving stations dotted the shoreline, volunteers walked the shoreline during storms, and saved many lives. By 1841 the Humane Society had established a life-saving station at Race Point and in 1848 the federal government fully funded life-saving operations. The United States Life Saving Service was established in 1878 and completed the Wood End Life-Saving Station in 1896 and manned it the following year. Constructed just east of the Wood End Light Station, the “Duluth” style building resembled the Old Harbor Station in Chatham (relocated to Race Point). When the USLSS became part of the U.S. Coast Guard in 1915, the building was referred to as the Wood End Coast Guard Station and stood until the 1960s.

Long Point also served as a site of maritime industries, settlement, and harbor defense. A year round community occupied Long Point between 1818 and diminished in the 1850s. At the peak of the Long Point settlement, thirty-eight families called the sandy peninsula home and engaged in fishing, whale and fish oil processing, and the manufacturing of salt. During the Civil War, the government ordered the construction of two earthen defenses on Long Point in 1863 to defend Provincetown Harbor to thwart potential British or French occupation and to protect vessels. The government also constructed a timber dike in the early 1870s and a longer granite block breakwater in the early 1910s to help prevent Provincetown Harbor from filling in with sediment. The structures improved access to Long Point, but greatly diminished the function of the harbor’s estuaries that had supported the earlier decades of shoreline fishing.

The growing popularity of the automobile led to expanded tourism on Cape Cod during the first half of the twentieth century. State and local governments invested in an improved network of roads throughout Cape Cod. Shortly thereafter electric power became widespread across the Cape, and power and communication lines extended to Long Point. The state and federal government retained ownership of portions of Long Point, but elsewhere developers began to buy land on Cape Cod based on speculation as the prices fluctuated before and after the Great Depression and World War II. Large resorts as destinations, built in conjunction with the rail line and ferry landings in the late

1800s, transitioned to smaller houses and cottages built in conjunction with the expanding road network and utility lines.

Beginning in the 1950s, Cape Cod, like most of the United States, experienced a surge in growth and development. Following World War II the widespread popularity of automobiles, availability of inexpensive manufactured building materials, and increased leisure time began to change the relatively undeveloped Lower Cape. Expanding development fed a long-term debate regarding regional planning and protection of the Cape Cod landscape. The growing interest in preserving the Outer Cape as a national treasure resulted in the authorization of Cape Cod National Seashore in 1961. Initially the National Seashore encompassed more than 26,000 acres of protected land encompassing six Cape Cod towns, and included the state-protected Province Lands and Long Point. Automation of the two lighthouses in the early 1960s led to the removal of the keeper's houses and other structures, except for the two oil houses. The park now covers more than 43,000 acres and Long Point remains an isolated and barren landscape offering a unique experience to visitors.

SIGNIFICANCE SUMMARY

Long Point is significant under National Register Criterion A at the state level in the areas of maritime history and transportation (navigation). The lighthouses known as Long Point Light Station and Wood End Light Lookout Station reflect the state's maritime heritage and represent the scenic qualities of the coast. The lighthouses were part of the state's larger system of navigational beacons marking dangerous obstacles and notable land and water features, including Provincetown Harbor. Long Point is also significant under Criterion C at the state level in the areas of architecture and engineering. Distinct architectural forms and advances in technology and engineering are represented in the site's two lighthouses, oil houses, and remains of a fog bell tower and a stone jetty.

Long Point may be significant under Criterion D in the area of archeology for the potential to yield additional information about its former nineteenth-century settlement, industrial remains, and Civil War-era earthen fortifications, but such evaluation is beyond the scope of this report. For the purposes of this report, the period of significance for Long Point begins in 1826 when the federal government established and began construction of the Long Point Light Station, and extends to 1963 when lands associated with Long Point were acquired as part of Cape Cod National Seashore.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The physical integrity of Long Point is evaluated by comparing landscape characteristics and features present during the period of significance (1826–1963) with current conditions. Despite modifications and the loss of some buildings and structures, the Long Point landscape remains relatively intact since the historic period. The natural systems and topography that define the landscape are essentially unchanged. The lighthouses and oil houses continue to be located on the same sandy, wind-swept landscape surrounded by Provincetown Harbor and Cape Cod Bay. Both lighthouses retain their open unobstructed views and relationships to the shorelines. The extant historic features retain evidence of their original design, materials, and workmanship that endure to this day. Vegetation continues to exist in the form of beach grasses and low scrub growth, which help perpetuate the landscape's open character and feeling of isolation.

Long Point is in fair condition. The natural forces of erosion and wave action are causing accretion of sand on the tip of Long Point, extending the landform northeasterly. The shifting sand is providing additional protection for the Long Point Light Station but at the same time altering its historic position relative to the harbor-side and bay-side shorelines. Sea level rise, storm events, and continual wave action threaten potential archeological resources along the harbor-side beach, while wind and storms continue to erode the remnants of the Civil War-era gun batteries. Grasses and low-growing shrubs are helping protect the earthen batteries, but invasive species such as Oriental bittersweet and salt spray rose require management to preserve the native plant communities throughout Long Point. Although visitation at Long Point is relatively low, social trails and the accompanying foot traffic is threatening vegetation and exacerbating erosion, particularly on the batteries.

**Landscape Hierarchy Description:**

Long Point is one of eighteen cultural landscapes that have been identified at Cape Cod National Seashore. Documentation for four of the landscapes has been completed: Atwood-Higgins Historic District, Fort Hill Rural Historic District, Truro Highlands Historic District, and Dune Shacks of the Peaked Hill Bars. The remaining undocumented landscapes include: Doane Homestead, Fresh Brook Village, Great Island, Hollows, Nauset Light Area, North Beach, North Truro Air Force Station, Pamet Cranberry Bog, Penniman House, Race Point, Salt Pond Visitor Center, Small Pox Cemetery, and Wellfleet Ponds.

**Landscape Type:**

Historic Designed Landscape

**Other Names:**

| | | | |
|---|---|---|---|
| **Other Name:** | Long Point | **Other Name Type:** | Both Current And Historic |
| **Other Name:** | Wood End | **Other Name Type:** | Both Current And Historic |
| **Other Name:** | Long Point Light Station | **Other Name Type:** | Both Current And Historic |
| **Other Name:** | Wood End Light Lookout Station | **Other Name Type:** | Both Current And Historic |
| **Other Name:** | Wood End Life-Saving Station | **Other Name Type:** | Historic |
| **Other Name:** | Wood End Coast Guard Station | **Other Name Type:** | Historic |
| **Other Name:** | The Point | **Other Name Type:** | Historic |

**Site Plan**




*Site plan enlargements for Long Point, 2016. (OCLP 2016)*




*Overall site plan for Long Point, 2016. (Olmsted Center for Landscape Preservation--hereafter OCLP--2016)*

# Concurrence Information

## Concurrence Status:

**Park Superintendent Concurrence:** Yes

**Park Superintendent Date of Concurrence:** 09/01/2016

**Completion Status Explanatory Narrative:**

Cape Cod National Seashore staff and the Olmsted Center for Landscape Preservation identified a preliminary list of cultural landscapes within the park at a site meeting on August 16, 2000, including the landscape at Long Point. In October 2014, Historical Landscape Architects Margie Coffin Brown and Alexandra von Bieberstein from the Olmsted Center, student interns from the Olmsted Center, the park's Cultural Resource Program Manager Bill Burke, and archeology interns from the park conducted a site visit. Brown, von Bieberstein, and Historical Landscape Architect Jeff Killion completed the report in 2016. The park contact for the Cultural Landscape Inventory is Bill Burke. He can be reached by telephone at (508) 255-3421 or by email at Bill_Burke@nps.gov.

## Concurrence Graphic Information:

Attachment File Path

BF

RECEIVED

JUL 2 8 2016

MASS. HIST. COMM

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

IN REPLY REFER TO:

A.1.2.(NER-RSS)

JUL 25 2016

Ms. Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Dear Ms. Simon:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) for Long Point at Cape Cod National Seashore. We seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of previously unevaluated resources and features identified in this CLI for listing in the National Register of Historic Places. The report has been prepared by a team of historical landscape architects from the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed report continue the NPS efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that needs further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape and similarly documents other

Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053.

Sincerely,

Frank R. Hays
Associate Regional Director
Resource Stewardship and Science

Enclosures

cc:
Superintendent, Cape Cod National Seashore

I concur with the National Park Service categorizations of the landscape resources and features at Long Point, Cape Cod National Seashore, as contributing, non-contributing, and undetermined.

Brona Simon
Massachusetts State Historic Preservation Officer

9/28/16
Date

*Buildings and Structures*
- Marine Railway Remains
- Wooden Pier Remains
- Atwood's Wharf Remains
- Boat Hull Remains

*Small-Scale Features*
- Cistern
- Stone Marker

characteristics such as vegetation, spatial organization, views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for historic structures, archeological sites, ethnographic resources and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

Cape Cod National Seashore was authorized on August 7, 1961, and established on June 1, 1966. The entirety of Long Point and waters a quarter mile offshore were included in the park's authorized boundary. Several resources at Long Point have been listed in the National Register of Historic Places or determined eligible for listing in the National Register by your office.

The two light stations at Long Point – Wood End Light Lookout Station and Long Point Light Station –were listed on the National Register through the "Lighthouses of Massachusetts" Thematic Resource Study on June 15, 1987 and September 28, 1987, respectively. The nomination stated that the state's 42 lighthouses represented the scenic qualities of the coast and reflected the state's maritime heritage and that individual lighthouse complexes were associated with specific persons and events and reflected important advances in technology and engineering. Significance was identified at the state level under National Register criteria A, B, and C in the areas of architecture, engineering, transportation and other (maritime history) for the period 1679-1940. The evaluation methodology developed for the nomination considered historic associations and structural integrity of the complexes using the following criteria: architecture and technology, site characteristics, landscape setting, local interest and connections, and state/federal status. The boundary of the Wood End Light Lookout Station (Inventory #42) was described as less than one acre and confined to the light and oil house. The 1873 tower and the 1896 oil house were identified as contributing features. The boundary of the Long Point Light Station (#23) was described as the four U.S. Coast Guard-owned acres around the light. The 1875 tower and oil house were identified as contributing features. The nomination also noted that the most recent (1987) technological change to affect Massachusetts lighthouses was the conversion to solar power at Wood End and Long Point in the early 1980s.

In April 1996, the University of Massachusetts, Archeological Services completed a draft nomination for the Long Point Archeological District. Significance was identified in the areas of archeology (non-aboriginal), maritime history, and military for the period c.1800-1864, with specific dates of 1861-1864. The registration form stated that surviving structures and sites at Long Point were significant for their association with human uses in the area, as related to development of the maritime economy, extractive industries and military affairs. Contributing resources included the two lighthouses, a shipwreck dating to c.1898, and a stone breakwater as well as two gun batteries dating to the Civil War. The boundary of the 238-acre district included the two lighthouses as well as known military and maritime sites. The nomination remains in draft and has not been submitted to your office or the Keeper of the National Register for review and concurrence.

On July 8, 1996, your office concurred with the National Park Service on the itemization of contributing and noncontributing resources in the park, as part of an update to the List of Classified Structures (LCS). Contributing resources at Long Point included the Wood End Light

**NPS Cultural Landscapes Inventory – Long Point**
Cape Cod National Seashore
List of Contributing and Non-Contributing Landscape Features
July 2016

**Contributing Landscape Characteristics & Associated Features**

The following landscape characteristics and associated features contribute to the property's historic character, though not all are considered countable resources according to the National Register of Historic Places. Features marked with a (*) were documented in the National Register on June 15, 1987 and September 28, 1987. Features marked with a (+) were identified as contributing resources by the Massachusetts State Historic Preservation Office on July 8, 1996.

*Vegetation*
Native Grasses and Low Shrubs

*Buildings and Structures*
*+ Long Point Light Station - Oil House
Fog Bell Tower Remains
Stone Jetty Remains
*+ Wood End Light Lookout Station - Oil House

*Views and Vistas*
Panoramic Views of Cape Cod Bay and Provincetown Harbor from Long Point
Views between Long Point Light Station and Wood End Light Lookout Station
Views between Long Point and Provincetown

**Non-Contributing Landscape Characteristics & Associated Features**

*Circulation*
Social Trails

*Small-scale Features*
Charles S. Darby Memorial
Solar Panel at Wood End Light
Solar Panel at Long Point Light

**Undetermined Landscape Characteristics & Associated Features**

*Topography*
Eastern Gun Battery
Western Gun Battery

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Long Point
Cape Cod National Seashore

Cape Cod National Seashore concurs with the findings of the Cultural Landscape Inventory (CLI) for Long Point, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

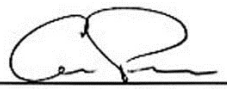
CONDITION ASSESSMENT: Fair

**Good:** indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

**Fair:** indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

**Poor:** indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Long Point is hereby approved and accepted.



Superintendent, Cape Cod National Seashore 9/1/16 Date

*Park concurrence form, September 1, 2016.*

**The Commonwealth of Massachusetts**
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

September 28, 2016

Frank R. Hays
Associate Regional Director
Resource Stewardship and Science
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut St.
Philadelphia, PA 19106

RE: Cultural Landscapes Inventory (CLI), Long Point

Dear Mr. Hays:

I am writing in response to your letter seeking Massachusetts Historical Commission concurrence with National Park Service determinations of eligibility for the Cultural Landscape Inventory (CLI) for Long Point, located at the Cape Cod National Seashore, Provincetown. Pursuant to Section 110 of the National Historic Preservation Act of 1966 (as amended), we have reviewed the CLI, and I concur with your findings of Long Point's landscape resources and features as contributing and noncontributing.

The signed statement of concurrence is enclosed.

Sincerely,

Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

Cc: Jeff Killion, CLI Coordinator, Olmsted Center for Landscape Preservation
Robert Page, Director, Olmsted Center for Landscape Preservation
George Price, Superintendent, Cape Cod National Seashore

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc

*SHPO concurrence letter, September 28, 2016 (7 pages).*

Station oil house and the Long Point Light Station oil house (the two lighthouses were not included in the LCS because they were owned by the U.S. Coast Guard). Citing the need for more information, your office was unable to determine the eligibility of the remnant inner (western) and outer (eastern) batteries built during the Civil War, and remnants of a marine railway. Those features are listed in the LCS "shadow" database.

The enclosed CLI for Long Point fully evaluates the cultural landscape, particularly the associated landscape characteristics and features and finds that the site's landscape retains integrity to the areas of maritime history, transportation (navigation), architecture and engineering. As noted previously, two of the property's features compiled on the attached list have been listed in or determined as eligible for listing in the National Register. The CLI identifies six additional features related to vegetation, buildings and structures and views and vistas that also contribute to the significance and historic character of the site's landscape. Long Point may be significant under Criterion D in the area of archeology for the potential to yield additional information about its former nineteenth-century settlement, industrial remains and Civil War-era earthen fortifications, but such evaluation is beyond the scope of the CLI.

We call your particular attention to the Landscape Description, National Register Information and the Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of resources and features identified in this CLI:

- Long Point is significant under National Register Criterion A at the state level in the areas of maritime history and transportation (navigation). The lighthouses known as Long Point Light Station and Wood End Light Lookout Station reflect the state's maritime heritage and represent the scenic qualities of the coast. The lighthouses were part of the state's larger system of navigational beacons marking dangerous obstacles and notable land and water features, including Provincetown Harbor.
- Long Point is significant under Criterion C at the state level in the areas of architecture and engineering. Distinct architectural forms and advances in technology and engineering are represented in the site's two lighthouses, oil houses, and remains of a fog bell tower and a stone jetty.
- The period of significance for Long Point begins in 1826 when the federal government established and began construction of the Long Point Light Station, and extends to 1963 when lands associated with Long Point were acquired from as part of Cape Cod National Seashore
- The categorization of contributing, non-contributing and undetermined landscape characteristics and features (see attached list).

If you concur with these findings, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator (Address: National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109). We would appreciate your response at your earliest convenience. Thank you for your attention to this inventory.

**Cultural Landscapes Inventory**
**CLI Update Certification Form**
**2025**

Cape Cod National Seashore
Long Point and Nauset Light Area

Cape Cod National Seashore concurs with the updates for the following CLIs, including:

CONDITION ASSESSMENT: Fair – Long Point
Fair – Nauset Light Area

**Good:** indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

**Fair:** indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

**Poor:** indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The CLI Updates at Cape Cod National Seashore are hereby approved and accepted.

Superintendent, Cape Cod National Seashore — Date 6/2/2025

*Park concurrence form, June 2, 2025.*

## Revision:

| Revised By | Type of Revision | Revision Date | Revision Narrative |
|---|---|---|---|
| Jeff Killion | CLI Update | 06/02/2025 | Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2025 update to the Long Point CLI has been conducted at a Level C effort. See Landscape Documents in CRIS-CL for correspondences with park. |

# Geographic Information

**State and County:**

| State | County |
|---|---|
| Massachusetts | Barnstable County |

**Size (Acres):** 280

**Land Tract Number(s)**

U.S. Coast Guard: 06-8731 (5.5 acres), 06-8733 (2.4 acres), 06-8732 (1 acre)
National Park Service: portion of 01-8633 (6,598 total, 3,658.5 upland and 2,940.0 submerged land)

**Boundary Description:**

Encompassing approximately 280 acres of federal land, Long Point is located within the boundaries of Cape Cod National Seashore. The U.S. Coast Guard owns 8.9 acres within the CLI boundary, including the two lighthouses and adjacent lands at Long Point Light Station and Wood End Lookout Station.

The CLI boundary is defined by natural features. To the north and east is Provincetown Harbor, and to the west and south is Cape Cod Bay. For the purpose of this study, the boundary has been defined by the water line on the aerial photo captured by Bing in 2011.

**Boundary Coordinates**

| Source | Type of Point | Latitude | Longitude | Narrative |
|---|---|---|---|---|
| | | 42.023914 | -70.188733 | |
| | | 42.022515 | -70.18933 | |
| | | 42.022515 | -70.18933 | |
| | | 42.022515 | -70.18933 | |
| | | 42.022515 | -70.18933 | |
| | | 42.022515 | -70.18933 | |
| | | 42.026395 | -70.179152 | |
| | | 42.027618 | -70.175899 | |
| | | 42.028861 | -70.173948 | |
| | | 42.030145 | -70.172602 | |
| | | 42.03277 | -70.170278 | |
| | | 42.033572 | -70.169881 | |
| | | 42.034482 | -70.169082 | |
| | | 42.035336 | -70.167735 | |
| | | 42.035394 | -70.167445 | |
| | | 42.03529 | -70.167151 | |
| | | 42.034633 | -70.166885 | |
| | | 42.034507 | -70.166659 | |
| | | 42.034225 | -70.16651 | |
| | | 42.03378 | -70.166594 | |
| | | 42.031575 | -70.168249 | |
| | | 42.029066 | -70.169808 | |
| | | 42.027197 | -70.170838 | |
| | | 42.023179 | -70.175517 | |
| | | 42.022285 | -70.177073 | |
| | | 42.021859 | -70.178023 | |
| | | 42.01916 | -70.186534 | |
| | | 42.019016 | -70.187982 | |
| | | 42.019057 | -70.189248 | |
| | | 42.019332 | -70.191101 | |
| | | 42.02001 | -70.193408 | |
| | | 42.020626 | -70.195153 | |
| | | 42.021696 | -70.196729 | |

| | | | | |
|---|---|---|---|---|
| | | 42.023301 | -70.198918 | |
| | | 42.023789 | -70.198038 | |
| | | 42.023636 | -70.197175 | |
| | | 42.022688 | -70.194618 | |
| | | 42.022098 | -70.192479 | |
| | | 42.021753 | -70.190312 | |
| | | 42.02221 | -70.188954 | |
| | | 42.023115 | -70.187672 | |

**Location Map:**




*Long Point is located just south of the Town of Provincetown. Depicted in green, the Cape Cod National Seashore preser and protects much of the Lower Cape. (Cape Cod National Seashore--hereafter CACO-- www.nps.gov/caco/planyourvisit/maps.htm)*

*rves*

**Regional Landscape Contexts:**

**Type of Context:** Physiographic

**Description:**

The natural systems and landforms found within Cape Cod National Seashore were shaped almost entirely of material deposited by glaciers that retreated approximately 14,000 to 18,000 years ago. The area is comprised of mostly Eastham Plain deposits, with some marsh and beach deposits. The predominant soil types are marsh deposits and Carver coarse sand.

**Type of Context:** Cultural

**Description:**

The Cape's prominent position in the Atlantic has long made it key landmark for human habitation. By the 1600s the Wampanoag Indians used or inhabited lands now contained within the national seashore, and in 1620 Cape Cod was the first landfall for the Pilgrims and the site of the creation of the "Mayflower Compact." With European settlement Cape Codders took to the sea, creating a dynamic whaling and fishing industry as well as long and famous tradition of shellfishing. The many lighthouses along with life-saving and Coast Guard stations that dot the Cape also reflect this heritage. Settlers also developed a unique type of dwelling that was low to the ground to withstand buffeting winds and featured steep roofs to shed the rain and snow. This design style came to be known as the Cape Cod house, recognized throughout the United States. Cape Cod has also been the site of significant technological achievements, including the first transatlantic cable was laid between Cape Cod and France in 1879 and Guglielmo Marconi's successful transmission of transatlantic wireless messages between President Theodore Roosevelt and King Edward VII in 1903. The Cape's beauty, sense of solitude, and other aesthetic values have also inspired generations of artists and writers, among them Edward Hopper, Mark Rothko, Jackson Pollock, Henry David Thoreau, John Dos Passos, and Mary McCarthy. (IP 1997: 3-4)

**Type of Context:** Political

**Description:**

Long Point is part of Cape Cod National Seashore, within Barnstable County south of the Town of Provincetown. The town has a permanent population of approximately 3,000 and is located on the extreme tip of Cape Cod. The town's unique hook-shape is bound by water on three sides and the Town of Truro to the southeast. To the north is the Atlantic Ocean, to the west is Cape Cod Bay, and Provincetown Harbor is located within the 'hook.' Provincetown is 55 miles from Boston by sea and approximately 120 miles by land.

# Management Information

**General Management Information**

**Management Category:** Must be Preserved and Maintained

**Management Category Date:** 09/01/2016

**Management Category Explanatory Narrative:**

Long Point meets the criteria for the “Must be Preserved and Maintained” management category because the site is related to the park’s legislated significance. The 1961 enabling legislation states: “In order that the seashore shall be permanently preserved in its present state, no development or plan for the convenience of visitors shall be undertaken therein which would be incompatible with the preservation of the unique flora and fauna or the physiographic conditions now prevailing or with the preservation of such historic sites and structures as the Secretary may designate: Provided, That the Secretary may provide for the public enjoyment and understanding of the unique natural, historic, and scientific features of Cape Cod within the sea shore by establishing such trails, observation points, and exhibits and providing such services as he may deem desirable for such public enjoyment and understanding.” (Public Law 87-126, Sec. 459b-6 (b)(1))

The park’s purpose is further defined in the 1998 General Management Plan: “to preserve the nationally significant and special cultural and natural features, distinctive patterns of human activity, and ambience that characterize the Outer Cape, along with the associated scenic, cultural, historic, scientific, and recreational values.” (GMP 1998: 8)

**Management Agreements:**

**Legal Interests:**

**Type of Interest:** Fee Simple

**Narrative:**

**Type of Interest:** None - Other Federal Agency Owned

**Narrative:** The U.S. Coast Guard owns the lighthouses at Long Point Light Station and Wood End Lookout Station.

**Located in managed wilderness?:** Unknown

## Adjacent Lands Information

**Do Adjacent Lands Contribute?** No

**Adjacent Lands Narrative:**

Adjacent lands are lands beyond the cultural landscape boundary, either inside or outside the park boundaries, which contribute to the significance of the site. Adjacent lands include the landform of
The boundaries of the Long Point area adequately encompass the historic resources.

# National Register Information

## National Register of Historic Places

**Documentation Status:** Entered Inadequately Documented

**Documentation Narrative Description:**

Cape Cod National Seashore was authorized on August 7, 1961 and established on June 1, 1966. The entirety of Long Point and waters a quarter mile offshore were included in the park's authorized boundary. Several resources at Long Point have been listed in the National Register of Historic Places or determined eligible for listing in the National Register by the Massachusetts State Historic Preservation Office (SHPO).

The two light stations at Long Point – Wood End Light Lookout Station and Long Point Light Station –were listed on the National Register through the "Lighthouses of Massachusetts" Thematic Resource Study on June 15, 1987 and September 28, 1987, respectively. The nomination stated that state's 42 lighthouses represented the scenic qualities of the coast and reflected the state's maritime heritage, and that individual lighthouse complexes were associated with specific persons and events and reflected important advances in technology and engineering. Significance was identified at the state level under National Register criteria A, B, and C in the areas of architecture, engineering, transportation, and other (maritime history) for the period 1679-1940. The evaluation methodology developed for the nomination considered historic associations and structural integrity of the complexes using the following criteria: architecture and technology, site characteristics, landscape setting, local interest and connections, and state/federal status. The boundary of the Wood End Light Lookout Station (Inventory #42) was described as less than one acre and confined to the light and oil house. The 1873 tower and the 1896 oil house were identified as contributing features. The boundary of the Long Point Light Station (#23) was described as the four U.S. Coast Guard-owned acres around the light. The 1875 tower and oil house were identified as contributing features. The nomination also noted that the most recent (1987) technological change to affect Massachusetts lighthouses was the conversion to solar power at Wood End and Long Point in the early 1980s.

In April 1996, the University of Massachusetts Archeological Services completed a draft nomination for the Long Point Archeological District. Significance was identified in the areas of archeology (non-aboriginal), maritime history, and military for the period c.1800-1864, with specific dates of 1861-1864. The registration form stated that surviving structures and sites at Long Point were significant for their association with human uses in the area, as related to development of the maritime economy, extractive industries, and military affairs. Contributing resources included the two lighthouses, a shipwreck dating to c.1898, and a stone breakwater, as well as two gun batteries dating to the Civil War. The boundary of the 238-acre district included the two lighthouses as well as known military and maritime sites. The nomination remains in draft and has not been submitted to the Massachusetts SHPO or the Keeper of the National Register for review and concurrence.

On July 8, 1996, the Massachusetts SHPO concurred with the National Park Service on the itemization of contributing and noncontributing resources in the park, as part of an update to the List of Classified Structures (LCS). Contributing resources at Long Point included the Wood End Light Station oil house and the Long Point Light Station oil house (the two lighthouses were not included in the LCS because they were owned by the U.S. Coast Guard). Citing the need for more information, the SHPO was unable to determine the eligibility of the remnant inner (western) and outer (eastern) batteries built during the Civil War, and remnants of a marine railway. Those features are listed in the LCS "shadow" database.

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the period of significance for Long Point is inadequately documented in the National Register and in subsequent consultations with the Massachusetts SHPO. The existing documentation does not adequately describe the site's historic resources that contribute to its significance. Therefore, for purposes of the CLI, the Long Point property is considered "Entered-Inadequately Documented."

**Eligibility:** Eligible -- SHPO Consensus Determination

**Concurrence Eligibility Date:** 09/28/2016

**Concurrence Narrative:**

The SHPO concurred with the findings of this CLI on September 28, 2016. The SHPO had no review comments.

**Significance Level:** State

**Contributing:** Individual

**Classification:** District

**Statement of Significance for National Register of Historic Places:**

Long Point is significant under National Register criteria A and C for its nineteenth- through twentieth-century roles in maritime history of the Lower Cape, transportation (navigation) in and around Cape Cod Bay and Provincetown Harbor, and architecture and engineering associations with the lighthouse stations. The overall period of significance begins in 1826, when the federal government established and began construction of the Long Point Light Station, and ends in 1963 when lands associated with Long Point were acquired as part of Cape Cod National Seashore. Long Point may be significant under Criterion D in the area of archeology for the potential to yield additional information about its former nineteenth-century settlement, industrial remains, and Civil War-era earthen fortifications, but such evaluation is beyond the scope of this report.

CRITERION A

Maritime History:
Long Point is significant at the state level under Criterion A for its role in the state's maritime history. Beginning in the early colonial period, the history and economy of Massachusetts, and Cape Cod in particular, has been intertwined with the sea. Inland farming and manufacturing relied on seaports to export their goods, while on the Cape fishermen harvested the waters and shellfish flats. Sailors and merchant ships of Massachusetts traded around the world. As European settlement expanded in the 1600s, the Lower Cape became the focus of colonial coast-wide trade. Vessels traveling between Boston and the southern colonies traversed Vineyard and Nantucket Sounds before rounding the Lower Cape's arm at Provincetown into Boston Harbor. There were few intermediary harbors for refuge, and boats would often lie in Provincetown Harbor, Vineyard Sound, and Nantucket Sound waiting for a favorable wind.

Robust fishing and whaling industries were the cornerstones of the Lower Cape's economy during the 1700s. A substantial shift in the fishing industry occurred when the decline in fish and whale populations necessitated deep-sea whaling and fishing efforts. With this shift came the first need for navigation aids. During the seventeenth and early eighteenth centuries, ship owners and fishermen constructed a series of crude wooden towers marking particularly dangerous spots. Signal lights were created in these towers by burning pitch. The Colony's first two authorized lights were Boston Light (1716) on Little Brewster Island in Boston Harbor and Brant Point Light (1746) on Nantucket Island. In the 1800s additional lights were constructed along the coastlines and harbor entrances, including two on Long Point in 1826-27 and 1864. In the 1870s Long Point's light stations were improved with brick towers and powerful Fresnel lamps, new dwellings for the keeper of the light and his family, and other ancillary support structures.

During the nineteenth century, the economy of the Lower Cape diversified to include associated industries such as fish oil production, salt production, and shipbuilding. Both salt and fish oil were produced on Long Point. Manufacturing also included associated goods such as blocks, pumps, anchors, and chains. Provincetown, a leader in fishing on the Lower Cape since the eighteenth century, surpassed all other Lower Cape towns in the quantities of fish caught during the nineteenth century. Provincetown and Long Point provided excellent fishing grounds for shore fishing from small boats or the beach, weir-fishing, or pulling sweep seins into the beach. Fishermen were able to access the renowned George's Banks fishing grounds more easily from Provincetown than anywhere else on the Cape. The community on Long Point peaked in the mid nineteenth century and primarily engaged in shore fishing and lobstering, but by start of the Civil War had declined when the adjacent fishing grounds diminished. A second round of industry

arrived at Long Point in the 1870s in the form of a fish oil processing plant, but it was gone by the 1910s.

The control and protection of Provincetown Harbor from natural and man-made forces was vital to the residents of the Lower Cape. After watching British ships occupy the harbor during both the Revolutionary War and the War of 1812, the federal government erected earthen and sand fortifications on Long Point during the Civil War to defend against possible British and French incursions in alliance with the Confederacy. No guns were fired and the batteries were decommissioned in 1873. Around this time, a timber dike was constructed on the western shoreline of Long Point to prevent the accumulation of sand in Provincetown Harbor. It was later replaced with a longer stone structure in 1910-15, which stretched a mile-and-a-quarter, from Provincetown to Wood End.

The area's maritime community and fishing industries led to the growth of life-saving efforts throughout Cape Cod. Life-saving began on the Cape through the efforts of the Boston-based Humane Society of Massachusetts, which constructed rescue huts and other places of refuge on the Lower Cape and Boston Harbor beginning in 1787. Over the next fifty to sixty years, the Humane Society's primary objective was to establish new life-saving boat stations. The federal life-saving effort began in 1847 and included a program of building life-saving boats and stations along the seacoasts and Great Lakes. Federal legislation made the life-saving stations a branch of the Marine Reserve Service (within the Treasury Department) and created the U.S. Life Saving Service (USLSS) in 1872. The Wood End Life-Saving Station was built in 1896 and manned the following year. The USLSS engaged in regular foot patrols of the coast to locate shipwrecks and persons in distress. USLSS personnel had the authority of a customs inspector and were obligated to protect lost or wrecked cargo until it was rightfully claimed. Prior to the establishment of the service, beachcombing and smuggling were common. The USLSS was integrated into the Coast Guard in 1915, where it served in a military capacity.

The Coast Guard operated the Wood End Life-Saving Station until c.1948, and it was demolished in the 1960s. The Coast Guard automated the two lighthouses on Long Point between 1952 and 1961, and they continue to serve as active aids to navigation today under the stewardship of the American Lighthouse Foundation, which was founded in 1994 with a primary mission of lighthouse preservation. Although the oil houses are the only support structures that remain intact from the two stations, they, along with the brick light towers, continue to represent Long Point's rich maritime history.

Transportation (Navigation):
The Long Point Light Station and the Wood End Light Lookout Station are significant at the state level under Criterion A for their roles, in conjunction with the other forty lighthouses included in the Lighthouses of Massachusetts Thematic Group Nomination, as a network of navigational beacons. The primary purpose of the lighthouses was to provide a nocturnal navigational warning by elevating a light to a height that would allow visibility to mariners. The network of lights was positioned to mark navigational hazards including reefs, rocky shores, and sandbars, or mark the approach to an important landfall, harbor, or channel.

The lighthouses at Long Point were constructed to warn sailors of the hidden bars off of Wood End and Long Point, and mark the passage and entrance to Provincetown Harbor. The Long Point Light Station was originally built at the tip of Long Point in 1826-27 and fitted with an oil lamp. The Wood End Lookout Station began as a pyramidal-shaped day beacon at the southern shoreline of Long Point in 1864. However, as shipwrecks were still occurring in the area, the federal government improved both stations in the 1870s with new brick light towers and fog bells mounted on wood towers, first at Wood End in 1873 and then at Long Point in 1875. The new brick lighthouses were lit with fifth-order Fresnel lenses visible upwards of ten nautical miles away, and were designed to work in tandem, with Wood End flashing red and Long Point flashing green. The development of the two light stations, as part of the larger coastal lighthouse system, dramatically increased the safety of maritime navigation at night and in foul weather. The economy of Massachusetts was heavily based on maritime trade, fishing, and whaling, all of which relied on safe water passage for success. (Lighthouses of Massachusetts NR 1987, Sec.8: np)

CRITERION C

Architecture and Engineering:
Long Point Light Station and Wood End Light Lookout Station are significant at the state level under

Criterion C for their unique architecture and advances in engineering. The forty-two lighthouses included in the Lighthouses of Massachusetts Thematic Group Nomination date from the eighteenth, nineteenth, and twentieth centuries. They are constructed of wood, brick, stone, and cast iron, and are located on windswept promontories, sandy points, or rocky ledges. Some lighthouses are self-contained in their configurations, while others such as those at the Long Point Light Station and the Wood End Lookout Station, serve as a locus of a larger complex of support structures. The Long Point and Wood End towers are nearly identical in design. Their architectural design is a reflection of the superb adaptation to their singular form, coupled with a response to changes in technology and style.

The structure of a lighthouse must be engineered to endure the most extreme weather conditions. The tower itself has to bear the tremendous weight of a clockwork (rotation mechanism), an enclosed staircase and ladders to access the light, a ventilation system to cool to the lens room, a lamp room or space to heat the fuel oil, windows for light and of course, the light itself. The tower often had to be secured in a precarious location demanded by navigation necessity. The lighthouses of Massachusetts reflect the tremendous engineering efforts to both design and construct lighthouses as well as associated engineering effort to improve the navigational beacons. (Lighthouses of Massachusetts NR 1987, Sec.8: np)

The history of the lighthouse stations at Long Point and Wood End follow advances in lighthouse engineering and technology. The federal government constructed a lighthouse at the tip of Long Point in 1826-27, which consisted of an octagonal lantern set on the peak of a wood frame keeper's house with associated outbuildings. The light's oil lamp was replaced by a more powerful and visible sixth-order Fresnel lens in 1856, and then upgraded to a fifth-order Fresnel lens in 1875 in conjunction with major improvements at the station. At this time a brick and steel tower thirty-five feet high was built, along with a one-and-a-half wood frame keeper's house and a wood frame tower to support a 1,200-pound fog bell, all of which were connected by boardwalks and covered porches. Nearby a wood frame boat house and marine railway was built in c.1900 and a brick oil house was built in c.1904. Later, a long stone bulkhead was built around the tip of Long Point to minimize beach erosion, and then extended with a curved stone jetty on the harbor-side. In 1927 the candlepower of the tower was reduced and in 1952 the light was automated, its Fresnel lens replaced with a modern optic. Except for the tower and oil house, the keeper's house and other buildings were sold and then demolished in the early 1980s. A mile-and-a-half to the west, the federal government built the initial Wood End Light Lookout Station in 1864, initially comprised of a white pyramidal-shaped day beacon. It was replaced in 1872 with a sixteen-foot square-shaped wood signal building, followed by a brick and steel lighthouse rising thirty-eight-foot in height in 1873. That same year, a one-and-a-half-story wood frame keeper's dwelling was built, but it was replaced in 1896 with an entirely new structure. A brick oil house was built at this time, and in 1902 a 1,000-pound fog bell supported by a wooden support tower was added to the station. In 1938 an addition was added to the keeper's house and a new concrete shed was constructed for a generator. The lighthouse was automated in 1961with an aero-beacon, and except for the oil house, all of the station's buildings and structures were razed.

The two lighthouses were converted to solar power in the early 1980s, making them the first and second Massachusetts lighthouse to use solar energy to power the light and fog signal equipment. Today, Wood End Light and Long Point Light continue to serve as active aids to navigation and are owned by the Coast Guard. The lighthouses and oil houses are maintained by the American Lighthouse Foundation.

**National Register Significance Criteria:**

A - Associated with events significant to broad patterns of our history

C - Embodies distinctive construction, work of master, or high artistic values

**Area of Significance:**

**Area of Significance Category:** Architecture

**Area of Significance Subcategory:**

**Explanatory Narrative:**

**Area of Significance Category:** Engineering

**Area of Significance Subcategory:**

**Explanatory Narrative:**

**Area of Significance Category:** Maritime History

**Area of Significance Subcategory:**

**Explanatory Narrative:**

**Area of Significance Category:** Transportation

**Area of Significance Subcategory:**

**Explanatory Narrative:**

**National Register Criteria Consideration:**

**National Register Periods of Significance (with Historic Context Themes):**

**Time Period:** CE 1826 - CE 1963

| Historic Context Theme | Subtheme | Facet | Other Facet |
|---|---|---|---|
| Creating Social Institutions and Movements | Social and Humanitarian Movements | Emergency Aid And Health Care | |
| Developing the American Economy | Shipping and Transportation by Water | Ships, Boats, Lighthouses, And Other Structures | |
| Expanding Science and Technology | Technology (Engineering and Invention) | Transportation | |
| Transforming the Environment | Historic Preservation | The Federal Government Enters The Movement | |

**NRIS Information:**

| | |
|---|---|
| **Other Name:** | Lighthouses of Massachusetts |
| **Primary Certification Date:** | 06/15/1987 |
| **Other Name:** | Wood End Light Lookout Station |
| **Primary Certification Date:** | 06/15/1987 |
| **Other Name:** | Long Point Light Station |
| **Primary Certification Date:** | 09/28/1987 |

**State Register Documentation:**

| | |
|---|---|
| **Identification Number:** | PRO.LH |
| **Name:** | Long Point Light Station |
| **Listed Date:** | 06/15/1987 |

**Narrative:**

| | |
|---|---|
| **Identification Number:** | PRO.LW |
| **Name:** | Wood End Light Lookout Station |
| **Listed Date:** | 06/15/1987 |
| **Identification Number:** | EAS.D |
| **Name:** | Lighthouses of Massachusetts |
| **Listed Date:** | 06/15/1987 |

**National Historic Landmarks:**

**National Historic Landmark?** No

**Theme:**

**Contributing:**

**NHL ID:**

**NHL URL:**

**Date:**

**Statement of Significance for National Historic Landmark:**

**World Heritage Site:**

**World Heritage Site?** No

**Category:**

**WHS ID:**

**WHS URL:**

**Date:**

**Is Resource within a designated National Natural Landscape:** No

# Chronology and Physical History

**Chronology:**

| Year | Event | Major Event Narrative |
|---|---|---|
| BCE * | Established | The Wisconsin Glacier leaves behind the landform of Cape Cod. |
| BCE 8000 | Established | Tides, wind, and currents carried sediment and sand northwesterly, creating the familiar hook about 6,000 years ago that is now North Truro, Provincetown, and the Province Lands. |
| BCE * | Inhabited | Paleoindians are present on Cape Cod. |
| BCE 7000 | Established | Cape Cod landscape is vegetated by red maple, tupelo, black gum and other trees and shrubs. |
| CE 1602 | Explored | European explorer Bartholemew Gosnold provides the first written account of the Provincetown area after exploring and naming Cape Cod. |
| CE 1614 | Explored | Captain John Smith explores the coast of the New World from Maine to Cape Cod and notes the people of the “Pawmet” and “Chawrum, which were Wampanoag tribes. |
| CE 1620 | Colonized | The Pilgrims anchor the Mayflower in the harbor at Provincetown, their first landfall in the New World. The first written framework of government, the “Mayflower Compact” is signed. Peregrine White is the first English child born in the New World (on the boat in Provincetown Harbor). |
| CE 1629 | Land Transfer | Plymouth Colony is granted jurisdiction over the Cape Cod coast, from Cohasset to Narragansett Bay through a British royal patent. After this, the area is platted with towns as settlers spread into the Lower Cape in search of farming lands. |
| CE 1644 - 1646 | Established | The first permanent European settlers on Cape Cod select present-day Eastham for a settlement. It is initially known as Nauset. It encompasses the lands that would later became Provincetown. |
| CE 1650 - 1659 | Built | By the 1650s a north-south cart path extends from present day Eastham to Provincetown, following the route of an Indian trail. |
| CE 1654 | Preserved | In response to ongoing deforestation, the Plymouth Colony sets the dunes at the northern tip of the Lower Cape (Province Lands) aside as a fishing reserve. |
| CE 1684 | Established | European settlers purchase the northern part of Truro from the Pamet Indians and establish the first permanent settlement in Provincetown. |
| CE 1692 | Established | Plymouth Colony and Massachusetts Bay Colony merge to become the Province of Massachusetts Bay. This area includes Cape Cod. The public lands protected by Governor Prence are officially named “Province Lands.” |
| CE 1705 | Inhabited | Population of the initial settlement at Provincetown reaches approximately 130 people who live in a small area along the harbor. |

| Year | Event | Major Event Narrative |
|---|---|---|
| CE 1714 | Established | The Provincetown settlement is known as “Precinct of Cape Cod.” |
| CE 1714 - 1786 | Preserved | As early as 1714, Provincetown enacts laws to prevent deforestation of the landscape and further instability of the dune landscape. However, deforestation continues. |
| CE 1727 | Built | The “King’s Highway,” also known as the “County Road,” extends to Provincetown. |
| CE 1727 | Land Transfer | The Precinct of Cape Cod is incorporated as the Town of Provincetown. |
| CE 1739 | Preserved | An act is passed forbidding residents to stop grazing animals in areas affected by erosion and requires residents to plant beach grass and other plants in an effort to control the drifting sand dunes. |
| CE 1748 | Inhabited | The population of Provincetown declines significantly, and only 2-3 families remain due to a decline in the Provincetown area fisheries. |
| CE 1775 | Inhabited | By 1775 Provincetown’s population rebounds to over 200 as the fishing industry improves. |
| CE 1775 - 1783 | Military Operation | Provincetown is abandoned because of British raids during the Revolution. British War ships occupy Provincetown Harbor. |
| CE 1783 | Established | A small fishing village develops on Long Point, c. 1783. |
| CE 1786 | Established | The Humane Society of Massachusetts is founded in Boston to aid shipwrecked mariners. This is the first attempt to organize life-saving relief. |
| CE 1787 | Built | The Humane Society of Massachusetts begins to build shelter huts in Boston Harbor and on the Lower Cape. |
| CE 1789 | Established | Federal government oversight of lighthouse beacons begins in 1789 with the establishment of the Lighthouse Establishment. |
| CE 1790 | Inhabited | Population of Provincetown reaches 454. |
| CE 1810 | Inhabited | Population of Provincetown reaches 936. |
| CE 1812 - 1815 | Military Operation | British war ships occupy Provincetown Harbor during the War of 1812. |
| CE 1818 | Built | John Atwood builds the first permanent structure on Long Point. |
| CE 1826 - 1827 | Built | The Lighthouse Establishment oversees construction of the Long Point Light Station including a tower, oil house, keeper’s house, and storage shed. |
| CE 1830 | Inhabited | Population of Provincetown reaches 1,710. |
| CE 1830 | Established | Three students attend Long Point’s first school, held at the Long Point Light Station. |
| CE 1830 | Built | A post office is constructed on Long Point, c.1830. |
| CE 1840 | Inhabited | Population of Provincetown reaches 2,122. |
| CE 1840 - 1841 | Established | The Humane Society builds its first life-saving stations along the beaches of the Lower Cape in 1840. By 1841 there were rescue boats stationed at Race Point, Chatham, Nantucket, and the Boston Harbor area. |

| Year | Event | Major Event Narrative |
|---|---|---|
| CE 1845 | Built | Pilings and a wooden bulkhead are erected at the Long Point Light Station to stop sand erosion. |
| CE 1845 | Built | The Long Point community includes about forty residences, a fishery, salt works, and windmills. |
| CE 1846 | Built | A schoolhouse is constructed on Long Point. It also serves as a church. |
| CE 1846 | Inhabited | Population of Long Point is approximately 200. |
| CE 1847 | Established | The federal government begins its own program of building life-saving stations along the seacoasts and Great Lakes. It also funds improvement to Humane Society infrastructure. |
| CE 1850 - 1861 | Removed | In the 1850s many of the houses of the Long Point are moved/floated across the water to Provincetown. Except for the light station, only two houses and a school house remain by 1861. |
| CE 1850 | Inhabited | Population of Provincetown reaches 3,157. |
| CE 1852 | Established | Federal government oversight of lighthouse beacons is by the Lighthouse Board. |
| CE 1856 | Built | The Lighthouse Board installs a sixth-order Fresnel lens in the Long Point Light Station. |
| CE 1863 | Built | Union forces built two fortifications on Long Point, a 6-gun western (inner) battery and a 3-gun eastern (outer) battery to defend Provincetown Harbor. |
| CE 1864 | Built | The Lighthouse Board builds the Wood End Light Lookout Station, at this time a white pyramidal navigation aid, on the southern shoreline of Long Point. |
| CE 1864 | Land Transfer | On March 5, 1864, the Commonwealth of Massachusetts cedes Long Point to the federal government. |
| CE 1864 - 1873 | Military Operation | Sargent Major John Rosenthal commands the batteries at Long Point. The batteries see no action and are decommissioned in 1873. |
| CE 1870 | Inhabited | Population of Provincetown reaches 3,865. |
| CE 1871 - 1872 | Built | The U.S. Navy builds a timber dike across a portion of the estuaries along the western side of Long Point to block the flow of sand into Provincetown Harbor. |
| CE 1872 | Built | At Wood End Lookout Station, a sixteen-foot square signal building is constructed. |
| CE 1873 | Built | At Wood End Lookout Station, a brick lighthouse thirty-eight feet tall is built near the earlier wood beacon by the Lighthouse Board. A keeper’s house is also built. |
| CE 1873 | Built | By 1873 a stone bulkhead is in place on the harbor side of the Long Point Station, and extends around the tip to the harbor-side. |
| CE 1873 | Military Operation | The Long Point gun batteries are decommissioned. |
| CE 1873 | Built | The railroad reaches Provincetown. |

| Year | Event | Major Event Narrative |
|---|---|---|
| CE 1875 | Altered | At Long Point Light Station, the Lighthouse Board removes the existing lighthouse and keeper's house and erects a sixteen-foot square brick lighthouse that is thirty-five feet tall, using the same design as the Wood End tower. A new keeper's house is also built. |
| CE 1875 | Built | Cape Cod Oil Works is established by Jonathan Cook at John Atwood's wharf . |
| CE 1878 | Established | The life-saving operations become a branch of the Marine Reserve Service (within the Treasury Department), called the U.S. Lifesaving Service (USLSS). |
| CE 1880 | Inhabited | Provincetown has a population of 4,346. There are upwards of 44 wharves in the harbor. |
| CE 1882 | Established | The USLSS provides funds for a life-saving station at Wood End, but it is not built at this time. |
| CE 1890 | Inhabited | Population of Provincetown reaches, 4,642, which is its peak. |
| CE 1893 | Farmed/Harvested | The first freezing plant on the Lower Cape is built in Provincetown, allowing daily fish catches to be frozen and shipped. |
| CE 1893 - 1894 | Farmed/Harvested | The depression of 1893-94 and the low price of whale oil bankrupt many fishermen and whalers in Provincetown. |
| CE 1896 | Built | The USLSS builds Wood End Life-Saving Station house and boat storage, storage shed, and oil house just east of the Wood End Lookout Station. It is manned the following year. |
| CE 1896 | Built | At the Wood End Lookout Station, the original keeper's house is replaced with a new wood frame keeper's house. A storage shed and brick oil house are also built. |
| CE 1898 | Destroyed | The Portland Gale of 1898 destroys about half of the wharves in Provincetown. |
| CE 1900 | Built | By c.1900, a boat house is situated west of Long Point Light Station, from which a marine railway extended north into Provincetown Harbor. |
| CE 1902 | Built | A 1,000-pound fog bell supported by a wooden support tower is erected at the Wood End Lookout Station. |
| CE 1904 | Built | In c.1904 a brick oil house is built at the Long Point Light Station, near the abandoned eastern gun battery, for storage of flammable materials. |
| CE 1910 | Established | Federal government oversight of lighthouse beacons is by the Lighthouse Service. |
| CE 1910 | Altered | USLSS improves the condition of the Wood End Life-Saving Station most likely to enhance its ability to store and operate a motorized life-boat. |
| CE 1910 - 1915 | Built | A breakwater is constructed from 1910-1915 to prevent Provincetown Harbor from being filled in by sand and silt. The structure spans from the west end of Provincetown to Long Point, via House Point Island, and is built with Quincy granite. |
| CE 1911 | Built | By 1911 a curved stone jetty extends from the harbor-side of the stone bulkhead into the water. |

| Year | Event | Major Event Narrative |
|---|---|---|
| CE 1911 | Altered | An addition is built on the keeper's house at the Wood End Lookout Station. |
| CE 1915 | Established | The USLSS is integrated into the U.S. Coast Guard and subsequently serves in a military capacity. The Wood End Life-Saving Station becomes the Wood End Coast Guard Station. |
| CE 1916 | Established | By 1916 there are five painting schools in Provincetown. |
| CE 1920 - 1929 | Built | Additional telegraph poles are installed on Long Point in the 1920s. |
| CE 1926 | Built | U.S. Route 6 is extended to Provincetown. |
| CE 1935 | Built | Two vehicular bridges are built across the Cape Cod Canal. |
| CE 1938 | Altered | Another addition is added to the Wood End Lookout Station's keeper's house. A concrete generator shed is also built. |
| CE 1939 | Established | The Lighthouse Service is merged into the U.S. Coast Guard, thereafter consolidating the management of aids to navigation and life-saving operations. |
| CE 1945 - 1948 | Abandoned | Between 1945-48 the Coast Guard closes the Wood End Life-Saving Station, known as Coast Guard Station #32. |
| CE 1952 | Altered | Long Point Light Station is automated by the Coast Guard. |
| CE 1952 | Purchased/Sold | The Long Point Light Station's keeper's house, fog bell, and boat house are sold but not demolished. |
| CE 1957 - 1960 | Purchased/Sold | The Wood End Life-Saving Station is transferred to the General Services Administration in 1957 and the property is sold to the American Legion Post in 1960. |
| CE 1960 - 1969 | Removed | In the 1960s the Wood End Light-Saving Station is demolished. |
| CE 1960 - 1969 | Built | Members of the Provincetown community move a memorial for Charles S. Darby from its location outside the Provincetown Art Association to the top of the eastern gun battery on Long Point in the early 1960s. |
| CE 1961 | Altered | Wood End Light Lookout Station is automated by the Coast Guard. The oil shed is retained for use as a generator shed. |
| CE 1961 | Removed | The keeper's house and storage shed are razed at the Wood End Lookout Station. |
| CE 1961 | Planned | President Kennedy signs the National Seashore Act, which creates more than 26,000 acres of protected land encompassing six Cape Cod towns. The Province Lands become part of Cape Cod National Seashore. |
| CE 1961 | Established | Cape Cod National Seashore is authorized. |
| CE 1963 | Purchased/Sold | The portion of Long Point that is owned by the Commonwealth of Massachusetts (exclusive of the light stations) as part of Province Lands State Reservation is conveyed to the National Park Service. |
| CE 1966 | Established | Cape Cod National Seashore is established on Memorial Day weekend in 1966. |

| Year | Event | Major Event Narrative |
|---|---|---|
| CE 1979 | Purchased/Sold | Four acres, including the Wood End Lookout Station and life-saving station at Herring Cove Beach are given to the U.S. Navy. The Coast Guard retains six of the original ten acres. |
| CE 1981 | Altered | Wood End Lookout Station is converted to solar power, a project funded by the Department of Energy. |
| CE 1982 | Altered | The Coast Guard installs solar panels at Long Point Light. |
| CE 1982 | Removed | The abandoned keeper's house, fog bell tower, and boat house are demolished at Long Point Light Station. |

**Physical History:**

The following section provides information on the physical development and evolution of the site, organized by time periods.

**CONTACT PERIOD, PRE-1620**

Geological History:
Some 13,000 years ago, the retreat of the Laurentide Ice Sheet created the unique landform of Cape Cod. The Wisconsin Glacier left behind a cape and islands composed of rock rubble as far as High Head in Truro, near what is today called East Harbor/Pilgrim Lake. Meltwaters shaped the hills and hollows that drained westward from the outer coastal headlands into glacial Lake Cape Cod. Tides, wind, and currents carried sediment and sand northwesterly, creating the familiar hook about 6,000 years ago that is now North Truro, Provincetown, and the dunes later known as the "Province Lands." The present day tip of the Lower Cape is situated on a foundation comprised purely of sediment and sand, which continues to shift to the north, west, and southwest. Long Point, at the extreme tip of Cape Cod, continues to accrete sand. (Holmes et.al. 1998: 17; CLR 2011: 11-13)

Native Americans and European Explorers:
As the glacial ice retreated, Paleoindians likely inhabited Cape Cod between 10,000 and 12,000 years ago, though there is no physical evidence due to sea level rise and land erosion. Indigenous settlements appear to have increased between 6,000 to 8,000 years ago during the Early and Middle Archaic Periods. Arrowheads and pottery shards dating to 7,700 years ago have been found on the Cape. Burial sites dating to the Late Archaic Period, between 3,000 and 6,000 years ago, have been recorded in Eastham and Orleans. (CLR 2011: 13; Holmes et.al. 1998: 42)

During the sixteenth and early seventeenth centuries, intermittent seasonal use of the Lower Cape by Native Americans and early European explorers for fishing was highly likely. Native Americans took advantage of the region's plentiful resources and developed foot trails to freshwater sources and growing areas. The Lower Cape was predominantly wooded and likely consisted of red maple, tupelo, black gum, and other trees and shrubs. The diversity of the local environment lent itself to fishing, hunting, and gathering by a regional group known as the Wampanoag. It is likely that small non-permanent shelters or camps were established near fresh water sources. Records from sixteenth century European explorers do not indicate a substantial Native American presence in the Provincetown area. Native American structures, which may have existed during this period, were probably temporary and akin to the Wampanoag "wigwams" described later by the Pilgrims in 1620. (MHC 1985: 2-3; CLR 2011: 14-16)

Bartholomew Gosnold was the first Englishman to explore Cape Cod in 1602. He described the area's "low sandy shore" and named the land Cape Cod for the quantity of codfish caught by his crew. Gosnold remarked that "the shore was bold and the sand very deep." English explorer John Smith described Cape Cod during a 1614 voyage as a "headland of high hills of sand overgrown with shrubby pines" with "an excellent harbor for all weathers." Smith described the form of the Cape as "made by the main sea on the one side and a great bay on the other in form of a sickle." He also reported interactions with the Native Americans, "the people of Pawmet and in the bottom of the Bay the people of Chawrum," who were later described as tribes of the Wampanoags. Early Europeans took shelter in Cape Cod Bay and Provincetown Harbor, explored the area, and gathered food, fresh water, firewood, and wood for vessel repairs. The European explorers also introduced diseases such as small pox that decimated the Native American population. (Deyo 1890: 953-954; MHC 1985: 2,5)

**EUROPEAN SETTLEMENT, REVOLUTIONARY WAR, AND THE LONG POINT COMMUNITY, 1620-1863**

The first European settlers arrived in Provincetown by happenstance. In November 1620 the crew of the Mayflower recognized Cape Cod's unique landform on sight and adjusted their course to the south toward Virginia, their intended destination. Thwarted by high wind and waves, the weary travelers altered their original plan to settle in Virginia Colony and anchored in the protected waters of Provincetown Harbor. There, the "Mayflower Compact" was signed, establishing the first written framework of government within the New World. Peregrine White, the first English child born in the New World, was born on the Mayflower in Provincetown Harbor. (Jennings 1890: 15-16; Deyo 1890: 956)

"Mourt's Relation," a published version of the journal kept by leaders aboard the Mayflower, documents the Pilgrim's arrival to the Cape and the landscape conditions. The journal, written mostly by Edward Winslow who would become the third governor of the Plymouth Colony, reads:
"By the break of day we espied land which we deemed to be Cape Cod and so afterward it proved. And the appearance of it much comforted us, especially, seeing so goodly a land, and wooded to the brink of the sea, it caused us to rejoice together . . ."

The entry continues:
"we came to anchor in the Bay, which is a good harbor and pleasant bay, circled around, except in the entrance, which is four miles over from land to land, compassed about to the very sea with oaks, pines, juniper, sassafras, and other sweet wood." (Deyo 1890: 954-960)

The Pilgrims further described the harbor as one "wherein one thousand sail of ships may safely ride" and wrote of the harbor's shallow waters stating, "we could not come near the shore by three quarters of an English mile, because of the shallow water." The Pilgrims were forced to wade in the harbor's frigid water to get to land. Once ashore they collected wood and fresh water, and bathed in the fresh water ponds. Scouting parties further explored the land to determine if it was a suitable site for a settlement. In "Mourt's Relation," the Pilgrims remarked on the plentiful quantity of fowl on the Cape and whales in the harbor. Unfortunately for the hungry Pilgrims, the namesake of Cape Cod and other fish were scarce during the five weeks that they anchored in Provincetown Harbor, and they were sickened from the mussels they harvested. The Pilgrims were able to catch a limited quantity of small fish from the shore. (Deyo 1890: 954-960)

The exact location the Mayflower anchored and the routes of exploration are unknown, though it is likely that the Pilgrims anchored within a furlong (660 feet) of Long Point, and the scouting party set forth from there. (The posited landing place is commemorated with a plaque and small park in Provincetown known as Pilgrims First Landing Park.) At this time, at least part of Long Point was wooded and likely influenced the eventual naming of "Wood End." The Pilgrims described the tip of the Cape as a:
"neck of land; on this side where we lay is the Bay, and the further side the sea; the ground or earth, sand hills, much like the Downes in Holland, but much better; the crust of the earth a spits depth, excellent black earth; all wooded with oaks, pines, sassafras, juniper, birch, holly vines, some ash, walnut; the wood for the most part open and without underwood, fit either to go or ride in." (Deyo 1890: 955-957)

Once ashore, the Pilgrims had fleeting interactions with the Wampanoags who lived in the area. Early colonists recognized the title of the Pamet and Nauset tribes to the Lower Cape lands, an area they saw as tremendously valuable for its marine resources and harbor, and soon obtained land titles and leased bass fishing rights to fishing vessels. The Plymouth Colony used income from this venture to fund early schools in Barnstable, Plymouth, and Duxbury. According to Historian Simeon L. Deyo:
"these early fishermen appear to have been a jovial, enterprising set, who paid little heed to the strict Puritanical ways of old Plymouth, and consequently were frequently before the court upon complaints charging them with carousing at the Cape." (Deyo 1890: 959-960)

The value of the Provincetown area fishing grounds, as well as the need for regulation became apparent shortly after initial European settlement of the region. In 1629 a British royal patent granted Plymouth Colony jurisdiction from Cohasset to Narragansett Bay, including all of Cape Cod. This land was later deeded to establish different towns, with the exception of the very tip.

By the 1640s settlers had spread across the Lower Cape, forming small communities that relied on the sea but also engaged in subsistence agriculture. However, land suitable for growing crops was limited, and as more settlers arrived in the region and formed permanent settlements, agricultural practices altered the character of the Cape's landscape. The Cape, once wooded to the shoreline, was cleared for agriculture while the downed trees were used for construction and fuel. The Cape's original diverse forest of trees and shrubs gave way to an open landscape of crop fields. In time agricultural demands of permanent settlement proved to be too great for the limited fertility of the Lower Cape's sandy soils, depleting them to the point that they were no longer agriculturally viable. (Driver 2004: 55; CLR 2011: 16)

In 1644 Thomas Prence, his family, and seven other families founded a new settlement on Cape Cod known as Nauset and later as Eastham, which extended from present day Brewster to present day Provincetown. As Governor of the Plymouth Colony, Prence recognized the increasingly fragile state of the area's natural resources, and in 1654 set aside the dunes at the northern end of the Lower Cape (Province Lands) as a fishing reserve, or common public lands for so-called "fishing improvements." Although land clearing did not cease until the dunes were deforested, the Province Lands represented the first public lands of the United States. By this time a north-south cart path extended from present day Eastham to Provincetown, following the route of an Indian trail. (Driver 2004: 55; CLR 2011: 16-18; Deyo 1890: 959-960)

Settlement at Provincetown:
Colonial settlers formed the first permanent settlement in the Provincetown area in 1684 when residents purchased the northern part of Truro from the Pamet Indians. In 1692 Cape Cod became part of the new Province of Massachusetts Bay when Plymouth Colony and the Massachusetts Bay Colony merged. The public land protected earlier by Governor Prence was officially named the "Province Lands." Colonial settlement of Provincetown was generally concentrated along the south-facing harbor. Ephraim Doane, born in April 1696, was the first recorded birth in Provincetown. (Long Point NR draft 1996, sec.8: 2; CLR 2011: 16-18; Jennings 1890: 195)

In 1705 the settlement had approximately 130 people. Identified as the "Cape Cod Precinct" in 1714, its residents constructed a meetinghouse and place of worship between 1717 and 1718. The precinct was incorporated as the Town of Provincetown in 1727, but at this time its residents were land holders, not land owners. The land on which Provincetown currently stands remained under the jurisdiction of the Province of Massachusetts Bay and later the Commonwealth of Massachusetts as the "Province Lands" until 1893, when the town revised its charter and gave townspeople deed to the properties they held, while still reserving unoccupied areas. This event essentially split the settled town from the vast 3,200-acre surrounding three sides of the town, much of which later became Province Lands State Reservation. (CLR 2011: 16-18; MHC 1985: 7-9; Long Point NR draft 1996, Sec.8: 2, citing Deyo 1890: 979; Dunlap 2015: 63)

The incorporation of Provincetown coincided with the extension of the King's Highway, also known as County Road, into town by way of the old cart path. The improved road extended along the entire length of Cape Cod, but in some places the constant shifting sands moving across the roadway made travel difficult. As such, the easiest way to access the Lower Cape at this time was by water. (CLR 2011: 18)

The same issues that buried land transport also covered local agricultural fields. As early as 1714 the Provincetown settlement had enacted laws to prevent deforestation of the landscape, which had been recognized as the cause of the blowing sand. Despite attempts to protect the fragile landscape, deforestation continued and shifting and blowing sand remained an issue. By the 1730s the town meadow of Provincetown was victim to the onslaught of sand, prompting the Massachusetts General Court in 1739 to forbid the grazing of animals in areas affected by erosion and require residents to plant beach grass each April. Residents also planted Scotch broom, native pines, bayberries, and

buckwheat in an effort to control the drifting sand dunes. (CLR 2011: 18)

Provincetown's Fishing Economy:
Provincetown's economy was directly tied to the health and prosperity of the fisheries industry. In the late 1600s, fishing had increased to the point where legal regulations were taken to protect local interests. In 1678 notice was given to all towns of the Colony dictating that in order to fish on the Cape, one-half of the men employed in the fishery must be from Cape towns. Bass and herring continued to prosper in Provincetown Harbor, as did whale and shark fisheries. Weir fishing along coastal shoals grew, as did offshore schooner fishing for cod, haddock, pollock, and halibut. Shell fishing, including mussels, sea clams, and quahogs, were available throughout the Cape. (MHC 1985: 8-9)

However, the fishing industry experienced alternating periods of growth and depression. In 1748 the fisheries declined to the point that only two to three families remained in Provincetown. Residents who turned to farming found it to be challenging as the soil was sandy and nutrient deficient, and produced only enough corn and vegetables for subsistence. Still, ongoing interest in the maritime pursuits drew a fresh wave of new residents. The population of Provincetown surpassed 200 by 1765, and another place of worship was built. By 1775 the prosperous fishing industry supported nearly twenty families and was the primary occupation. (MHC 1985:7-9; Jennings 1890: 21; CLR 2011: 19)

Revolutionary War, War of 1812, and Recovery:
Provincetown's excellent harbor, isolated position on a peninsula reaching into the Atlantic, and proximity to Boston made it a target for British raids during both the Revolutionary War and the War of 1812. During the Revolution, the Province Lands remained valuable as exceptional fishing grounds, but British raids led the population of some twenty families to abandon the town. Decades later during the War of 1812, Provincetown Harbor was once again occupied by British war ships, halting fishing and deep-sea whaling throughout the Lower Cape. The fishermen and settlers who stayed, unable to fish, resorted to farming, smuggling, and privateering to support their families. (Long Point NR draft 1996, Sec.8: 2; MHC 1985: 9; CLR 2011: 19-21)

Between and after these periods of conflict, however, Provincetown was one of the fastest growing towns on the Cape. After the Revolution, exceptionally good fishing drew additional mariners to the area, and with fewer British trade restrictions, exports to the West Indies increased. In addition to settling in Provincetown, a small seasonal village developed on Long Point around this time to take advantage of the bountiful fishing. In addition to the booming fishing industry, residents harvested cranberries and built salt works.

In 1790 the population of Provincetown reached 454, and by 1800, 144 dwellings, ninety stores, five shops, ten salt works, and five herring smokehouses formed an extended fishing village along Provincetown Harbor. Continued growth of the fishing industry increased Provincetown's population, which by 1810 had reached 936. Settlement remained clustered around the protected harbor and avoided the Cape's exposed northern shoreline. In 1830, the town supported 1,710 individuals. (Deyo 1890: 979; MHC 1985: 8-9; Long Point NR 1996 draft, Sec.8: 2; CLR 2011: 16-27)

From the initial arrival of Europeans through the development of permanent settlements and towns in the colonial and federal periods, the landscape of the Provincetown area changed dramatically. The Lower Cape's woodlands, described by early explorers and settlers, were replaced with blowing sand, a result of human exploitation of the area for farming. Despite efforts in 1714 and 1739 to limit deforestation and erosion, the Lower Cape became known for its sweeping vistas occasionally dotted by stunted vegetation. Such conditions were present even at the once forested Wood End on the remote Long Point, whose generally tree-less and scrubby character is documented on an 1835 map (Figure 1). (CLR 2011: 16-27)

The rise in number of ships and boats within the waters of the Atlantic as well as Cape Cod's prominent location led to the development of "wreckers" or "beachcombers," individuals who scoured the beaches for treasures. Shipwrecks occurred with some frequency, especially along Provincetown's backshore. As communities struggled to recover from the hardship caused by the

Revolution, the wrecking business became a means of income for many, and was so profitable that a proposal to build a navigational beacon at Nauset Beach was met with resistance. Yet, wreckers often found themselves involved in saving crew members from the grounded vessels. As a result, voluntary then federally-funded entities advanced efforts to improve lifesaving operations and navigational aids. (CLR 2011: 20)

Long Point Light Station, 1827-1845:
Ship owners and fishermen initially constructed navigational aids in the seventeenth and early eighteenth centuries that consisted of crude wooden towers that burned pitch – a substance generally made out of tar or resin – as signal lights in particularly dangerous spots. The first two lights in Massachusetts were Boston Light in1716 on Little Brewster Island in Boston Harbor and Brant Point Light in1746 on Nantucket Island. Shortly after the colonies gained independence in 1789, construction of lighthouses became the responsibility of the federal government by an act of the First Congress. Highland Light, the first lighthouse on Cape Cod, was built near Truro in 1797. Eight other lighthouses or lighthouses systems (some built in pairs or triplets) were constructed in the next few decades, including Race Point Light at the northwestern tip of the Cape in 1816. (Lighthouses NR 1987, Sec.8: np)

Lighthouse stations typically consisted of a number of ancillary buildings, including the keeper's quarters, oil house, storage shed, bell and foghorn, and in later years a radio beacon and garage. Some early complexes included a henhouse, wood shed, and outhouse. Oil houses were constructed of either brick or stone to provide safe storage of flammable fuel. There were no windows, flooring was typically masonry, and roofs were most often slate. (Lighthouses NR 1987, Sec.7: 11,13)

Through an act of Congress on May 18, 1826, the federal government allocated $2,500 and four acres of land for a light station at the tip of Long Point to mark the Long Point Bar at the entrance to Provincetown Harbor (see Figure 1). Completed in 1827 through the Lighthouse Establishment of the Treasury Department, the beacon consisted of an octagonal oil lantern set on the peak of a keeper's house accessed by an internal spiral staircase (Figure 2). An oil house and shed were built the same year. In 1845 pilings and a wooden bulkhead were added to stop sand erosion from around the lighthouse, but in the ensuing decades the entire structure would be replaced. (Long Point NR draft 1996, Sec.8: 7)

Long Point Community and Salt Works, 1818-1860s:
In addition to a thriving fisheries industry, salt manufacturing was the other important industry on the Lower Cape. Production of salt by solar evaporation began in Provincetown in 1800, and within two years ten salt works had been developed. By the early 1830s there were 388 salt works on the Lower Cape, and Provincetown's salt works capacity ranked fourth in the country in 1832. The town's unique location, on a thin strip of land surrounded by water on three sides, created a natural environment that yielded more salt than any other part of Barnstable County. Not only was salt shipped out for domestic consumption, but it was also used by the fishing industry, which dried and salted their catches to preserve the fish for shipment. (MHC 1985: 11; Deyo 1890: 979)

Salt production peaked on Cape Cod in 1837, but then faced competition from New York's salt deposits, followed by a change in consumer preferences from salt-cured fish to fresh fish preserved and stored in ice. Despite a fading salt industry, the population of Provincetown continued to grow; by 1840 Provincetown's population had reached 2,122 and decade later it was 3,157. (Gaines and York 2007: 16; Deyo 1890: 979)

The peak of the Cape's salt production coincided with the growth of the earlier settlement on Long Point. The first permanent building and a wharf had been constructed by John Atwood in 1818. Nearly twenty years later the village, known locally as "The Point," had evolved into year round community of residents attracted by the abundance of fish that could be taken from the shore. Those not engaged in fishing worked in the salt works, the first of which was built by Eldridge Nickerson and comprised about 3,000 feet. Long Point's flat topography and proximity to unlimited amounts of saltwater was ideal for salt production. Others built additional salt works, and at the peak of production six windmills pumped water for 7,000 or 8,000 feet of works. The annual output of the

Long Point salt works ranged from 500 to 600 hogsheads of extra quality salt. (Jennings 1890: 76; Dunlap 2015: 62)

In the mid-1840s the community featured the light station, salt works, several windmills, and a fishery. It also had its own post office (c.1830), school/church (1846), a bake house, general store, and numerous mostly one-story houses. The population numbered approximately 200 adults and 60 children, and included more than fifty buildings clustered around a T-shaped inlet known as Lobster Plain (Figure 3, see Figure 1). However, by late 1840s, the exhaustion of the fishing grounds and the devastation of the remaining fish by the non-native bluefish heralded the end of the community on Long Point. The lack of fresh water sources on Long Point also limited the community's growth and long-term sustainability. Plank and later concrete cisterns were built to collect rainwater, but drinking water had to be transported from Provincetown, especially during times of drought. Finally, land access between Provincetown and Long Point was across constantly shifting sand dunes west of the town and Herring Cove, portions of which were underwater twice each day with the high tide. In the 1850s residents began leaving "The Point" for Provincetown, but took their homes with them by floating them across the harbor on rafts. By the start of the Civil War only two houses and the school remained on Long Point. (Dunlap 2015: 51,62,72,75,102,175; Holmes et.al 1998: 34,78; Jennings 1890: 76-79,196)

Local fish and lobster populations were also likely diminished by man-made changes to the flow of water in and around Provincetown Harbor. On the eastern side of the harbor, an estuary known as East Harbor (now Pilgrim Lake) had become silted in by 1845. In 1854 a bridge was built across the East Harbor entrance, but after it was repeatedly damaged by ice and storms it was replaced with a dike in 1868-69, which ended tidal flow. In the waters off Long Point, however, lobstering continued, as observed by Henry David Thoreau in 1865:
"About Long Point in the summer you commonly see them catching lobsters for the New York market, from small boats just off the shore, or rather, the lobsters catch themselves, for they cling to the netting on which the bait is placed of their own accord, and thus are drawn up. They sell them fresh for two cents apiece." (Long Point NR draft 1996, Sec.7: 1 and Sec.8: 3, citing Thoreau 1987 [1865]: 205; Jennings 1890: 199)

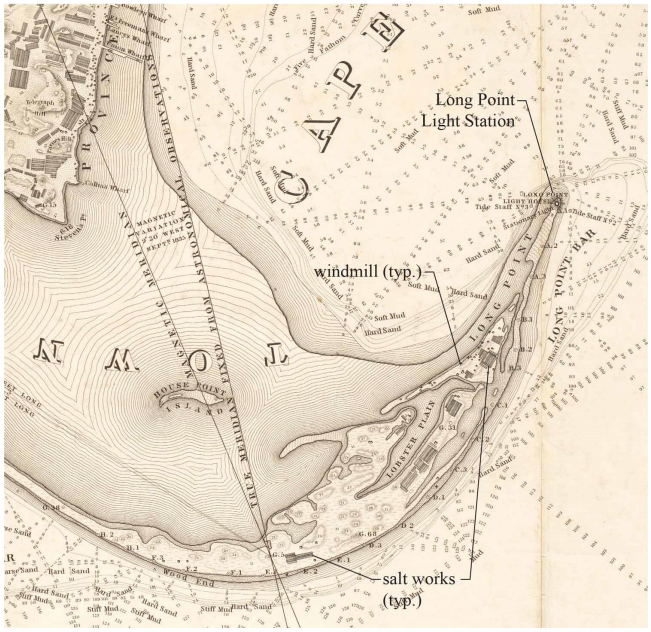



*Figure 1. Detail of 1835 map showing Long Point, by J.D. Graham. By this time there is little, if any, vegetation, including Wood End at the southernmost shoreline. Note the numerous salt works and windmills. (Boston Public Library, # 06-01-002650)*



*Figure 2. A c.1860 view of the 1827 Long Point Light Station, protected by a wood breakwall. The keeper's house and lantern were a combined structure until 1875. (U.S. Coast Guard, Historic Light Stations, www.uscg.mil/history/weblighthouses/LHMA.asp)*

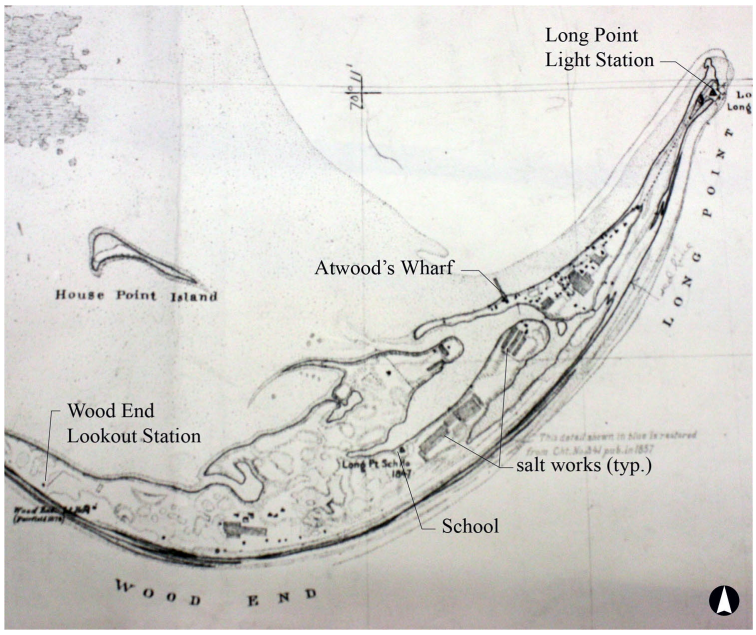



*Figure 3. Detail of U.S. Coast Survey map by A.D. Bache, 1848/1857, with later annotatations. (CACO Archives: "A Map of The Extremity of Cape Cod, Including Provincetown and Part of Truro," U.S. Coast Survey, 1848/1857)*

**MILITARY, MARITIME, AND INDUSTRIAL DEVELOPMENTS, 1863-1915**

Civil War Fortifications, 1863-1873:
The outbreak of the American Civil War in 1861 led to increased demand for fish and other supplies produced on Cape Cod. In 1865, thirty-six percent of Provincetown's population worked in the fishing industry, while the balance was engaged in the revived whaling industry. Although ship production in Provincetown peaked in 1845, several small-scale builders built vessels during the Civil War, and local forges produced anchors and chains. Provincetown's sail makers were known as the premier manufactures of sails on the Lower Cape. (Holmes et.al. 1998: 94)

Long Point's position and relationship to the shoreline, entrance to Provincetown Harbor, and proximity to Boston made it the ideal site for fortifications. Union forces built them to protect Provincetown Harbor, not specifically to guard against Confederate vessels but to thwart British or French intervention. The Union feared the British or French would recognize the Confederacy and aid in their secession. Over the course of the war, Confederate naval activity in the north was primarily limited to raiding and attacks on Provincetown whalers at sea. (Long Point NR draft 1996: Sec.8: 10)

The defenses on Long Point were constructed in 1863 under the supervision of Sargent John Rosenthal, who commanded the outpost for its entire operation. The earthen and sand defenses were known as eastern and western gun batteries, or outer and inner batteries, respectively (Figures 4, 5, and 6). The eastern battery, adjacent to the Long Point Light Station, was fitted with three thirty-two pound smoothbore guns on carriages and wood platforms. The larger western battery 1,650 feet to the west had positions for six thirty-two pound smoothbore guns on carriages and wood platforms. Each battery also included powder magazines, which were typically around six feet tall and wide with around three feet of earth covering the roof. A wood plank walkway connected the two batteries, while barracks and a stable were located adjacent to the western battery. Rosenthal and his officers were headquartered in the last house left on Long Point. (Jennings 1890: 61,79; Dunlap 2015: 63; Long Point NR draft, 1996: Sec.8: 9-10, citing Mahan 1968 [1836]: 89, Beach 1894: 90, and Blunt to Totton, 26 January 1864; Long Point Battery, DERP Site No:DO1MA0549)

In March 1864 the federal government acquired jurisdiction over Long Point, encompassing an area

south of an east-west line drawn from the northern portion of House Point Island to the eastern tip of Long Point. The batteries on Long Point were never fired in service and in 1873 were decommissioned. The origin of today's commonly used name for Long Point's defenses, "Fort Useless" and "Fort Ridiculous," is unclear, as is the exact timeframe during which the name became common. The batteries remained evident for many decades. At some point the barracks building was moved across the harbor to Provincetown for use as a residence. (Long Point NR draft, 1996: Sec.8: 10-11)

Wood End Lookout Station, 1864-1872:
Around the beginning of the military's occupation of Long Point, the federal government provided funds to build a second navigational aid at the Wood End Bar, on the southernmost shoreline of the landform's "arm." By this time, construction and maintenance of all lighthouses and navigation aids was undertaken by the U.S. Lighthouse Board, which earlier in 1852 had replaced the Lighthouse Establishment. The Lighthouse Board consisted of nine army engineers and naval personnel who oversaw twelve districts, each with its own inspector. Lighthouses were reclassified under the French model of six orders, with one to three designated as coastal lights and four through six as harbor lights.

Known as the Wood End Lookout Station, the wood pyramidal-shaped day beacon was constructed in 1864. However, shipwrecks still occurred in the area, and after the November 1871 sinking of the schooner William H. Atwood and the loss of all aboard, Congress approved construction of a lighthouse at Wood End the following year. In November 1872, the Lighthouse Board completed a sixteen-foot square-shaped wood signal building approximately fifty feet north of the wood beacon (Figure 7). In 1873 a brick lighthouse was constructed, rising thirty-eight-foot in height, painted brown and the top black. The tower's fifth-order Fresnel lens flashed red every fifteen seconds and was visible eleven nautical miles away. That same year, a one-and-a-half-story wood frame keeper's dwelling was built approximately fifty feet northeast of the lighthouse. (HSR Three Sisters 1986: 14-15; http://lighthousefriends.com/light.asp?ID=522)

Timber Dike at Long Point, 1871-1872:
While the Lighthouse Board was improving the Wood End Light Station, the U.S. Navy was implementing measures to prevent a permanent breach at Long Point that would isolate the landform and fill the western end of the Provincetown Harbor with sand from Lancy's Harbor (present day Herring Cove). To this end, the Navy constructed a timber dike in 1871-72 across a portion of the estuaries along the southwestern shoreline of Long Point. A decade later engineers proposed a longer dike to the west, running from Stevens Point in Provincetown to Wood End via House Point Island, thus enclosing the entire tidal marsh. This project was not initiated until the early 1910s. A map from 1909 shows the location of the 1871-72 dike (Figure 8). (Dunlap 2015: 62)

Long Point Light Station Improvements, 1875-1911:
A few years after the construction of the Wood End Lookout Station and the timber dike, the federal government began making improvements at the Long Point Light Station. Earlier, in 1856, the Lighthouse Board had replaced Long Point's oil lamps with a sixth-order Fresnel lens. In the meantime, the Lighthouse Board was working closely with the Army Corps of Engineers to upgrade existing lighthouses and build additional stations. One such project involved a new building complex at Long Point, which by the 1870s was in poor condition and increasingly threatened by shoreline erosion.

With a Congressional allocation of funds, the Lighthouse Board constructed a new brick tower in 1875, identical to the design of the tower at Wood End. The thirty-five-foot tall lighthouse was painted white with a black lantern and upgraded with a fifth-order Fresnel lens. At the same time, a new one-and-one-half-story keepers' house was constructed just to the west of the tower and a 1,200-pound fog bell was installed in a wood tower to the east (Figures 9, 10, and 11). Around this time, a stone bulkhead was present on the bay-side of the station and extended around the tip to minimize wave action. (Drawing, U.S. Engineer Office 1873)

By c.1900, a boat house was situated west of complex, from which a marine railway extended north into Provincetown Harbor, and in c.1904 there was a brick oil house for storage of flammable

materials situated near the abandoned eastern gun battery. The new keeper's house, light tower, and fog bell were eventually connected by a network of covered porches and walkways. A walks also led from the keeper's house to the boat house and to the harbor-side beach. By 1911 a curved stone jetty was built on the harbor-side, extending from the bulkhead into the harbor (see Figure 11). (Drawing, U.S. Engineer Office 1911)

Oil Works on Long Point, 1875:
At the end of the Civil War, Provincetown monopolized the whaling industry of the Lower Cape, but by this time the industry was in decline because the use of whale oil for lighting was being replaced by coal, gas, and petroleum fuels. Despite this trend, Jonathon Cook opened the Cape Cod Oil Works, which manufactured fish oils and fertilizer on Long Point in 1875. The operation was located west of the recently abandoned western gun battery and was centered around John Atwood's wharf on the north shoreline. It included several large factory buildings and multiple smaller structures housing a blacksmith shop, stable, guano house, tool shed, and a cistern (Figure 12). Part of the manufacturing process made use of a boat, the ruins of which can be seen on the beach at low tide today (Figure 13). (Long Point NR draft 2006, Sec.7: 3; Dunlap 2015: 63; Jennings 1890: 78-79; Holmes et.al. 1998: 96,254)

As the oil works extracted all usable materials from the carcasses and excreta of whales and fish, it was reported that, "the keeper [of the Wood End Lookout Station] was much annoyed by the stench and flies coming from the fish-oil works…" Although it is not clear how long the factory operated, the buildings and wharf were apparently gone by around 1919. (Long Point NR draft 2006, Sec.8: 7-9, citing quote in Clark 1992: 126; Dunlap 2015: 63)

Arrival of the Railroad in Provincetown:
The construction of the dike across East Harbor in 1868-69 made possible the extension of the Old Colony Railroad into Provincetown in 1873. Prior to the railroad's arrival, the town relied almost entirely upon the sea for its communication, travel, and commerce needs. Although the King's Highway connected to the town and a wood bridge had been erected across East Harbor, they were vulnerable to blowing sand and damage from ice and storms. In addition to improving access, the railroad also bolstered the local economy, which still relied heavily on fishing and trade. By 1880 more than forty-four wharves lined the shore of Provincetown Harbor and ships dotted the horizon. The town's population also increased: from 3,865 in 1870; to 4,346 in 1880; to 4,642 in 1890. (www.wikipedia.org/wiki/Provincetown, Massachusetts)

The Lower Cape's first freezing plant was built in Provincetown in 1893, allowing daily fish catches to be frozen and shipped. Despite this development of the new plant, an economic depression spanning much of 1893 and 1894, combined with the low price of whale oil, bankrupted many fishermen and whalers in Provincetown. By 1895 Provincetown was the only town on the Cape that continued to produce whale oil. The town faced additional hardship in 1898 when the Portland Gale destroyed about half of the wharves. Many of the wharves had already suffered from the neglect of disuse during the recent economic depression. In 1905 Provincetown was once again the only manufacturer of fish oil, producing over 20,000 gallons valued at nearly $9,000.

Wood End Life-Saving Station, 1896-1910:
Before the construction of navigational beacons and detailed maps, the tip of Cape Cod was particularly treacherous for sailing vessels because of the extensive offshore sandbars. Even sailors who were able to swim to shore after a shipwreck were likely to perish from exposure on the long stretches of uninhabited shoreline. The first organized relief for shipwrecked seafarers came with the establishment of the Humane Society of Massachusetts in 1786, which constructed huts and other places of refuge on the Lower Cape and Boston Harbor beginning in 1787. In 1801 the Humane Society began considering the purchase of lifesaving boats to be stationed along the coast. (Holmes et.al. 1998: 30; Long Point NR draft 1996, Sec.8: 3-4)

By the late 1830s life-saving huts of refuge dotted the seacoast and had saved numerous lives. The Massachusetts State Legislature appropriated $500 to the Humane Society to purchase additional lifeboats in 1840, and another $1,350 the following year. The first life-saving stations along the beaches of the Lower Cape were established in 1840, and by 1841 there were rescue boats

stationed at Race Point, Chatham, Nantucket, and the Boston Harbor area. Each rudimentary station included a boat house, measuring approximately twenty by twenty feet, launchway, and housing for the crew. Crews were comprised of ten volunteers, and those who were involved in a rescue were provided with a reward. The stations, however, were only located near the approaches to busy ports, leaving large gaps of coastline without life-saving equipment. There was also no inspection system to ensure that the men and equipment were up to standards. (Holmes 1998: 80; Long Point NR draft 1996, Sec.8: 3-4; Noble 2008: 2)

Despite the network of rescue huts and volunteers along the coast, the continued casualties from shipwrecks prompted the federal government to fund life-saving operations beginning in 1847. With federal funds for building life-saving boats and stations, the Humane Society improved its stations along the Massachusetts coast. The government also built stations, which were initially staffed by volunteers but by 1869 transitioned to salaried positions. (CLR 2011: 26-27; Noble 2008: 2)

The Civil War caused the neglect of the government's shore-based life-saving network, and by 1870 both the government and Humane Society buildings had fallen into disrepair. After a particularly vicious storm hit the east coast and many sailors died, the U.S. Revenue Marine upgraded facilities, equipment, and staff. In 1872 the federal government funded nine new life-saving stations on Cape Cod, including the Race Point and Peaked Hill Bars stations near Provincetown. In 1878, federal legislation made life-saving operations a branch of the Marine Reserve Service (within the Treasury Department) and created the U.S. Lifesaving Service (USLSS). (CLR 2011: 26-27; Noble 2008: 2)

In order to maintain its new outposts, the USLSS began offering full-time pay to crew members. Keepers and surfmen were mostly local men with long maritime histories, including a number of Portuguese immigrants. For ten months of the year, from August to June, the men spent all but one day a week living and working at the stations, taking on the additional responsibility of protecting any lost or wrecked property from the "wreckers" or beachcombers who constantly scoured the local beach for treasures. Walking beach patrols were set in place to locate new shipwrecks and people in distress, a measure that had the added benefit of discouraging smuggling. From 1883-1902, the USLSS built four additional stations on Cape Cod. (Kasparian 2008: 18; CLR 2011: 26)

The USLSS received funding for a life-saving station on Long Point at Wood End in 1882, but construction was not initiated until 1896. Located an eighth of a mile east of the Wood End Lookout Station, the station began operations in 1897. The main two-story building was designed in the "Duluth" style and included a central three-story tower, living quarters, two-bay boat room, and a covered porch, as well as a separate oil house and a shed (Figure 14). By c.1900 the station was connected to telegraph lines, and in 1910 improvements allowed the station to operate a motorized life-boat. (CLR 2011: 26-27; Long Point NR draft 1996: Sec.8: 4-5; Dunlap 2015: 66; www.uscg.mil/history/stations/StationIndex.asp)

Wood End Lookout Station Improvements, 1896-1911:
At the same time as the Wood End Life-Saving Station was under construction, the Lighthouse Board made improvements to the adjacent Wood End Lookout Station. The original keeper's house was replaced with a new wood frame keeper's house in 1896, along with a new storage shed and a new brick oil house (see Figure 7). In 1902 a 1,000-pound fog bell supported by a wooden support tower was added to the station, and in 1911 an addition was built onto the keeper's house. The addition was supervised by the U.S. Lighthouse Service, also known as the Bureau of Lighthouses, which took over management of lighthouses in 1910 from the Lighthouse Board. (Long Point NR draft 1996, Sec.8: 7)

Stone Breakwater at Long Point, 1910-1915:
Between 1910 and 1915, the U.S. Army Corps of Engineers rebuilt the Navy's 1871-72 timber dike to the east. Originally envisioned in the 1880s, the massive stone structure was nearly a mile-and-a-quarter long and comprised of approximately 1,200 granite blocks quarried in Quincy and brought to the site by scow (Figure 15, see also see Figure 8). More than 30,000 tons of stone were deposited annually. The first bend in the structure, now known as the West End Dike or West End Breakwater, occurred at House Point Island. The construction of the breakwater permanently cut off the estuary that had once supported the shoreline fishing community in the previous century. At the same time, it

provided direct access between Long Point and Provincetown at low tide, a significant improvement to the longer land route by way of Herring Cove and the sand dunes. (Dunlap 2015: 66; Long Point NR draft 1996, Sec.8: 7; Drawing, U.S. Engineer Office 1911)

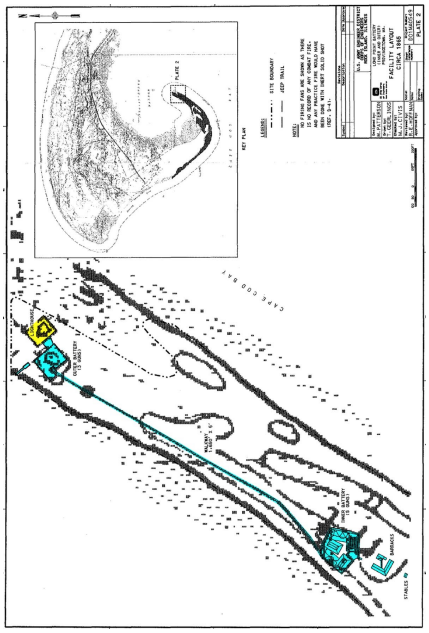


*Figure 4. Plan of the Civil War gun batteries on Long Point, 1865. Barracks were southwest of the western battery. (Wikipedia: "Long Point Battery (Inner and Outer), Provincetown, MA, Facility Layout, Circa 1865." U.S. Army Corps of Engineers, 1997)*

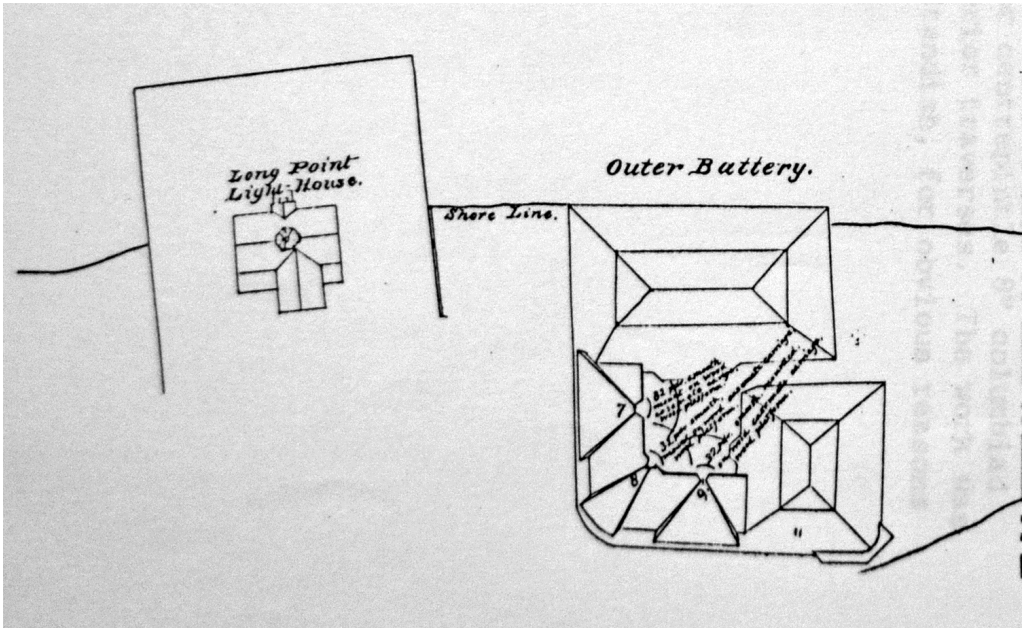



*Figure 5. Detail of sketch of the eastern gun battery, labeled "Outer Battery," 1869. (CACO Archives: "Sand Batteries on Long Point, Provincetown, Mass., Sketch showing Numbering, Armament and Positions of Gun Platforms," 1869)*

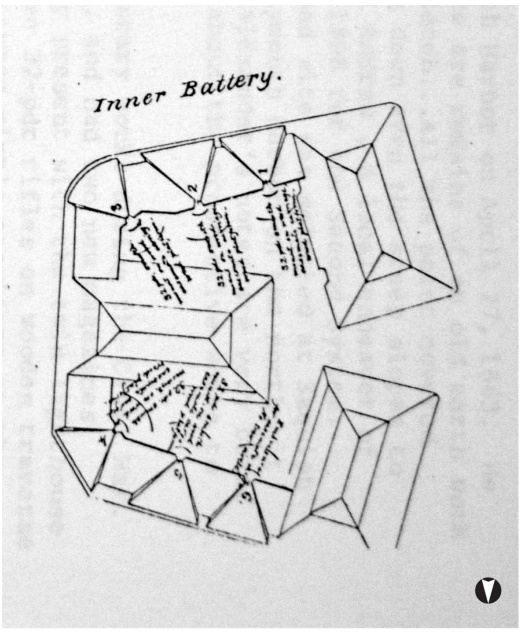



*Figure 6. Detail of sketch of the western gun battery, labeled "Inner Battery," 1869. (CACO Archives: "Sand Batteries on Long Point, Provincetown, Mass., Sketch showing Numbering, Armament and Positions of Gun Platforms," 1869)*



*Figure 7. Undated view looking north at the Wood End Lookout Station, including the 1873 tower and 1896 keeper's house, all surrounded by patches of beach grass. (U.S. Coast Guard, Historic Light Stations, www.uscg.mil/history/weblighthouses/LHMA.asp)*

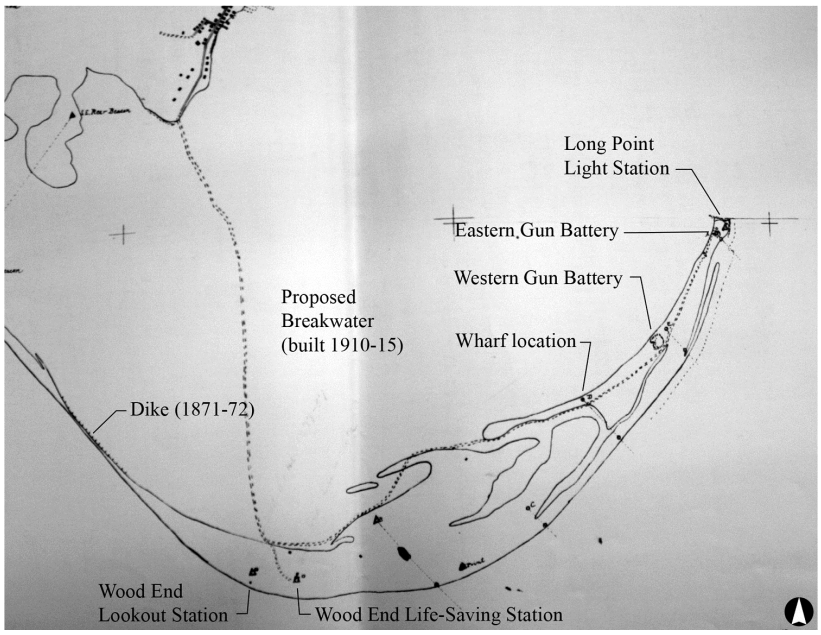



*Figure 8. Detail of 1909 map of the proposed granite breakwater and paths to the Life-Saving Station and the Light Station. (CACO Archives: "Tracing showing topographic changes on original sheets, Top. No. 616 and Hyd. No. 2019," 1909. (CACO Archives)*

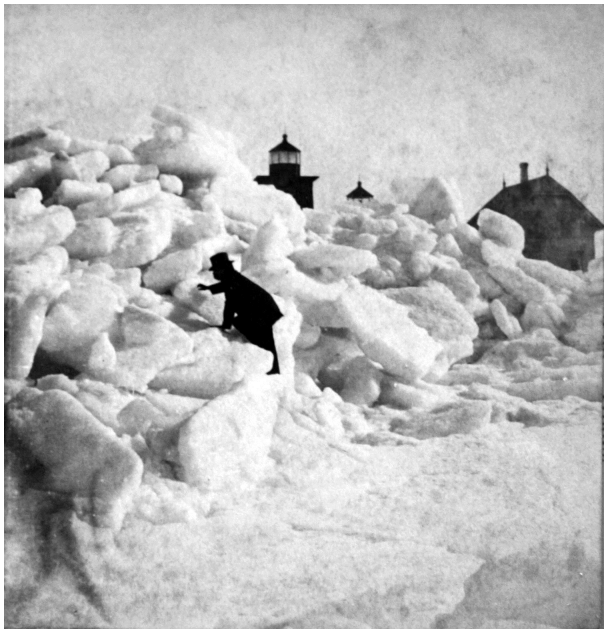


*Figure 9. View of Long Point Light in winter, c.1875 by G. H. Nicherson. The original 1827 lantern atop the old keeper's house is visible in the center behind the ice floes. The 1875 light and keepers house are at left and right. (CACO Archives, H14-145)*



*Figure 10. View of Long Point Light Station, c.1900. From left are the bell tower, lighthouse, keeper's house, remains of the Civil War-era eastern battery, unknown building, and boat house/marine railway. (CACO Archives, H14-24)*



*Figure 11. Long Point Light Station, undated. A driveway loop circles the site of the 1827 station. Stone jetty is at image right, boat house at image left. (U.S. Coast Guard, Historic Light Stations, www.uscg.mil/history/weblighthouses/LHMA.asp)*

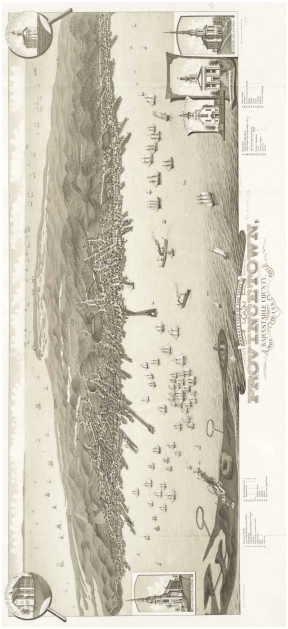



*Figure 12. Detail of 1882 view of Long Point and Provincetown, depicting Cape Cod Oil Works by Atwood's wharf, fishing weirs, the Civil War gun batteries, and the Light Station. (Boston Public Library, Leventhal Map Center, Call #G3764.P78A3 1882 .P6)*

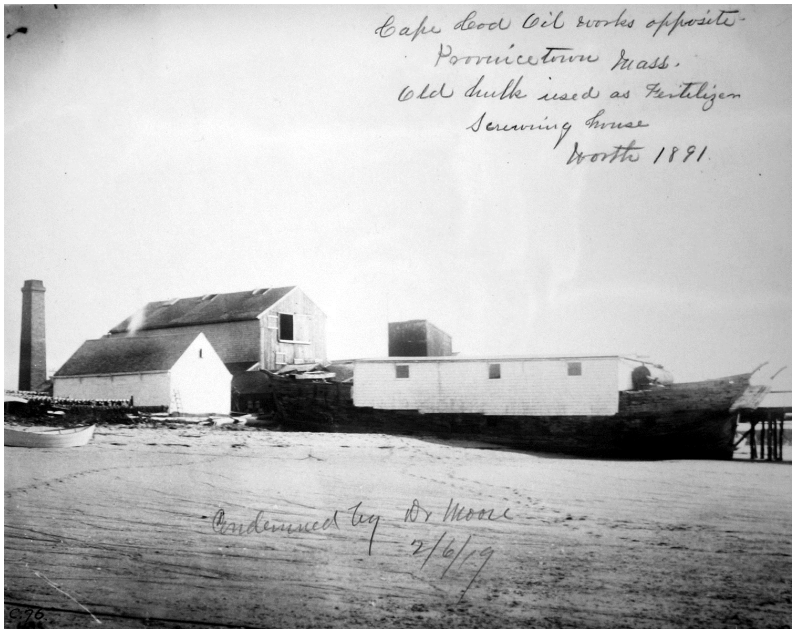



*Figure 13. Cape Cod Oil Works, 1891, on Long Point north beach in old wooded ship hull used as fertilizer screening house. (NOAA, Fisheries Heritage Digital Collection, www.lib.noaa.gov/collections/imgdocmaps/fisheries_heritage.html)*



*Figure 14. Postcard from c.1902 of the Wood End Life-Saving Station. Note the scrubby character of the vegetation, similar to conditions today. (CACO archives, H16-151)*




*Figure 15. Postcard c.1920 of the granite breakwater/dike built in 1910-15. In the distance is the Wood End Life Saving Station, and to the right is the Wood End Lookout Station. (Boston Public Library online, # 06-10-001349)*

**GROWTH OF TOURISM AND MODERNIZATION OF THE LIGHTHOUSES (1915-1961)**

Early twentieth century innovations in transportation, communication, and industry dramatically changed the Cape Cod landscape. In 1915 the majority of local roads remained unpaved, but by 1926 Route 6 (now 6A) extended east from Truro into Provincetown, following the alignment of

Commercial Street into the center of town. In the mid-1930s Bradford Street was paved and a scenic paved route looped through the Province Lands State Reservation with a branch leading to Race Point. Similarly, vehicular bridges were built across Cape Cod Canal in 1935, and with over sixty miles of new and improved concrete and macadam roads, artists, writers, tourists, and tradespeople enjoyed relatively easy access to Provincetown. In the 1940s, federal economic recovery programs resulted in the construction of the Provincetown Airport south of the Race Point Coast Guard Station. (MHC 1985: 21)

The small communities strung along the remote sand spit became more accessible, and were perceived as offering an escape from the negative aspects of industrialization and urbanization. By the early 1900s tourism played an important role in the Provincetown economy, with summer populations swelling to upwards of 5,000 people. The quality of light, distinctive landforms and vegetation, and vast landscape resulted in the establishment of five painting schools in Provincetown by 1916. Long Point at this time remained a relatively isolated landscape, its sandy shorelines and lighthouses the subject of artist's paintings. (CLR 2011; 43-47)

The two light stations and the life-saving station continued operations on Long Point into the 1940s, but their management changed during this period. In 1915 the USLSS became part of the U.S. Coast Guard, and in 1939 the Lighthouse Service was merged with the Coast Guard, thereafter consolidating the management of navigation aids and life-saving operations under one branch of the country's armed forces (the Wood End Life-Saving Station was renamed the Wood End Coast Guard Station). In the 1920s the Coast Guard installed additional telegraph lines on Long Point to improve communication. Such improvements were invaluable on December 17, 1927, when the U.S.S. S-4 submarine undergoing sea trials was hit by the U.S.C.G. destroyer Paulding on patrol, about one-half mile south of Wood End. The sub sank more than 100 feet and forty-two men died in the disaster. The S-4 was raised three months later and was used to help devise greater safety measures for future submarines, which were likely tested in the submarine proving grounds off Wood End. (Holmes et.al 1998: 109,130; www.newenglandlighthouses; www.uscg.mil/history/weblighthouses; Dunlap 2015: 66)

Light Station and Coast Guard Station Developments:
In 1927 the Lighthouse Service reduced the candlepower of the tower at the Long Point Light Station, and in 1952 the Coast Guard automated its tower, replacing the Fresnel lens with a modern optic. Except for the tower and oil house, the keeper's house and other buildings were sold. However, they were not demolished at this time. (www.uscg.mil/history/weblighthouses/LHMA.asp; Dunlap 2015: 62)

In 1938 the Lighthouse Service built an addition to the keeper's house at the Wood End Lookout Station and constructed a new concrete shed for a generator. The Coast Guard automated the lighthouse in 1961, replacing the fifth-order Fresnel lens with an aero-beacon. At the same time all of the station's buildings and structures were razed, except for the oil house that was retained for use as a generator shed. (www.uscg.mil/history/weblighthouses; www.lighthousefoundation.org/lighthouses/wood-end-light/; Long Point NR draft 1996, Sec.8: 7)

According to Coast Guard records, the Wood End Coast Guard Station was in operation through 1945, but by 1948 was closed. The Coast Guard transferred the property to the General Service Administration in 1957, and then it was sold to American Legion Post 23 in 1960. The station was demolished sometime in the 1960s. (www.uscg.mil/history/stations/StationIndex.asp; Dunlap 2015: 66)

Charles Darby Memorial:
In the early 1960s members of the Provincetown community relocated a memorial for Charles S. Darby from its location outside the Provincetown Art Association to the top of the eastern battery on Long Point. Killed while serving as a bombardier during World War II, Darby had started painting in Provincetown in 1928 and was a well-regarded member of the Beachcombers Club, a male fellowship of artists. Club member William Booger created the memorial consisting of a cross fashioned from wooden railroad ties with an attached American flag. A metal plate reads: Charles S. Darby "Gallant Soldier Killed In Action Oct. 17 1944." (www.provincetown-ma/gov; Dunlap 2015: 62)

**CAPE COD NATIONAL SEASHORE AND LIGHTHOUSE MODERNIZATION (1961-2016)**

Sparked by increased tourism and commercial development, a growing interest in preserving the Lower Cape as a national treasure resulted in the authorization of Cape Cod National Seashore through the National Seashore Act (Public Law 87-126) on August 7, 1961. The purpose of park is to "preserve the nationally significant and special cultural and natural features, distinctive patterns of human activity, and ambience that characterize the Outer Cape, along with the associated scenic, cultural, historic, scientific, and recreational values," and to "provide opportunities for current and future generations to experience, enjoy, and understand these features and values." At this time the park covered 26,000 acres encompassing six Cape Cod towns, including the hook of land known as Long Point. In 1963 the Commonwealth of Massachusetts transferred the lands comprising the Province Lands State Reservation, including Long Point (exclusive of the lighthouses), to the National Park Service. Cape Cod National Seashore was formally established on June 1, 1966. (CLR 2011: 77-78; GMP 1998: 9)

Cape Cod National Seashore was envisioned as a new type of national park, and National Park Service leadership took a new approach, developing relationships with local governments and private landowners regarding zoning, ownership, and land uses such as hunting, fishing, and shellfishing within the park boundaries. Development of visitor facilities was overseen by high-ranking National Park Service leadership, but at Long Point no such construction occurred due to its remoteness and inaccessibility, as well as a lack of ownership of the two lighthouses. (CLR 2011: 77-78; HSR Salt Pond Visitor Center, draft 1999: 6)

In 1979 the Coast Guard considered converting the Wood End Lookout Station to solar power, but no action was taken because the station, as well as the life-saving station at Herring Cove Beach, were transferred to the U.S. Navy. However, the conversion was completed in 1981, making it the first Massachusetts lighthouse to use solar energy to power the light and fog signal equipment. In 1982, Long Point Light Station became the second lighthouse in Massachusetts to be equipped with solar panels. At this time, the abandoned keeper's house, fog bell tower, and boat house were demolished. Today, Wood End Light and Long Point Light continue to serve as active aids to navigation and are owned by the Coast Guard. The lighthouses and oil houses are maintained by the American Lighthouse Foundation. (Lighthouses of Massachusetts NR 1987, Sec.8: 5; www.uscg.mil/history/weblighthouses/LHMA.asp; www.nps.gov/nr/travel/maritime/lpt)

Cape Cod National Seashore now covers over 43,000 acres and Long Point remains a remote area within the park. Day-use visitors continue to access the area via the granite block breakwater that extends from Provincetown. The National Park Service warns visitors of the tidal nature of this passage, which is often submerged at high tide. A shuttle boat provides access from Provincetown to the Long Point Light Station area in the summer months. Vegetation management on Long Point is limited, as the area is dominated by sand, beach grasses, and some poison ivy. Long Point contains nesting habitat for gulls and other shorebirds. The park's 1998 General Management Plan provides guidance to ensure the long term protection and preservation of natural and cultural resources within the Long Point area.

# Uses

### Functions and Uses:

| Major Category | Category | Use/Function | Historic | Current | Primary |
|---|---|---|---|---|---|
| Defense | Fortification | Battery (Defense) | Yes | No | No |
| Transportation | Water-Related | Boat Launching Area | Yes | Yes | No |
| Defense | Coast Guard Facility | Coast Guard Facility | Yes | Yes | No |
| Transportation | Water-Related | Lighthouse | Yes | No | Yes |
| Defense | Military Facility (Post) | Military Facility (Post) | Yes | No | No |
| Transportation | Water-Related | Navigational | Yes | Yes | No |
| Recreation/Culture | Outdoor Recreation | Outdoor Recreation | No | Yes | Yes |
| Government | Post Office | Post Office | Yes | No | No |
| Agriculture/Subsistence | Processing | Processing | Yes | No | No |
| Industrial/Processing/Extraction | Processing Site | Processing Site | Yes | No | No |
| Education | School | School | Yes | No | No |
| Landscape | Scenic Landscape | View | Yes | Yes | No |
| Domestic (Residential) | Village Site | Village Site | Yes | No | No |

### Public Access:

**Public Access:** Other Restrictions

**Public Access Narrative:**

The ground and beaches, social trails, and breakwater at Long Point are accessible to the public 24 hours/day, 7 days a week. Extreme high tides can restrict access to the site, making the breakwater impassable. The lighthouses and oil houses are not open to the public. A seasonal boat shuttle provides access to the eastern end of Long Point.

### Associated Ethnographic Group

**Ethnographic Study Status:** No Survey Conducted

**Ethnographic Narrative:**

# Analysis & Evaluation of Integrity

**Analysis and Evaluation of Integrity Narrative Summary:**

Landscape characteristics identified for Long Point are natural systems and features, land use, topography, vegetation, cluster arrangement, circulation, buildings and structures, views and visas, and small-scale features. Of these, the most important landscape characteristics are natural systems and features, land use, topography, buildings and structures, and views. The features that contribute were either present during the period of significance or are in-kind replacements of historic features.

INTEGRITY

The National Register of Historic Places identifies seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association). Retention of these qualities is essential for a property to convey its significance; however, not all seven qualities of integrity need to be present to suggest a sense of past time and place. The cultural landscape of Long Point retains overall integrity of location, design, setting, materials, workmanship, feeling, and association.

Location:
Location is defined by the National Register as the place where the historic property was constructed, or the place where the historic event occurred. The extant historic features of Long Point remain in their original location, including the Long Point Light Station, Wood End Lookout Station, and their associated oil houses. Remnants of the historic stone jetty and fog bell tower are visible. Remains of other possibly historic features (Civil War batteries, Atwood's wharf, boat hull, wooden pier, cistern) also remain unmoved, except for the marine railway stanchions that do not appear to be in their historic location and possibly the stone marker.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The designs of lighthouses and oil houses at the Long Point Light Station and Wood End Light Lookout Station remains evident, despite the loss of both keeper's houses, fog bell towers, and other support buildings and connecting boardwalks. The relationship of the light stations to the sea and the role of the lights as beacons in a larger navigational network remain evident. The detached relationship between each light, and their associated oil house, which stored flammable material, is also clear. The design intent of the stone jetty is evident, despite its current landlocked condition. However, the loss of the Wood End Life-Saving Station detracts from the site's historic character. The form and design of the Civil War defense batteries is increasingly diminished from ongoing erosion and weathering.

Setting:
Setting is the physical environment of a property and the general character of the place. The historic setting of Long Point remains a sand and grass-covered projection of land surrounded by Provincetown Harbor and Cape Cod Bay. Early settlers recognized the strategic setting of Long Point and valued its proximity to extensive maritime resources and critical location at the mouth of Provincetown Harbor. The prominent setting of Long Point and its importance to navigation continues to be recognized and used today. Protection of much of the Lower Cape as part of Cape Cod National Seashore has helped to preserve the character of the historic setting and views to and from Long Point.

Materials:
Materials are the physical elements that were combined or deposited during the period of significance in a particular pattern or configuration to give from to the property. Much original fabric remains in the Long Point landscape, primarily at the lighthouses, oil houses, and stone jetty. Repairs to the lighthouse structures have been made in kind. Native grasses and low shrubs continue to thrive on this windswept and exposed landform. Non-historic materials include the solar panels and non-native vegetation.

Workmanship:
Workmanship is the physical evidence of the crafts and methods of construction used during the specified historic period of significance. Workmanship of the historic period is evident in the extant Long Point Light Station, Wood End Light Lookout Station, and oil houses that accompany each structure. The craftsmanship

and skilled construction of the stone breakwater remains evident. Intermittent maintenance has been beneficial in preserving workmanship. Evidence of the workmanship of the Civil War-era fortifications has been diminished by erosion and other natural processes.

Feeling:
Feeling is the expression of the aesthetic or historic sense of a particular time resulting from the presence of physical features that, taken together, convey a property's historic character. The Long Point landscape generally retains the feeling consistent with the final decades of the historic period. The site retains its physical and visual relationship to Cape Cod Bay and Provincetown Harbor, open wind-swept character, and sense of isolation.

Association:
Association is the direct link between the property and an important historic event or person. Long Point continues to be associated with the region's history of navigation and life-saving. Although lesser known to many visitors, the Long Point Civil War batteries continue to represent the site's association with the Civil War and the importance of coastal defenses and Union control over Provincetown Harbor. Remnants of the wharf, boat hull, pier, cistern, and stone marker may reflect the site's association with Long Point's settlement and industrial past related to whale oil, fisheries, and salt.

**Landscape Characteristic:**

This section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures (LCS) and Facility Maintenance Software System (FMSS) names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the primary historic period (1826-1963) is noncontributing "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape); is undetermined; or is managed as a cultural resource.

**Landscape Characteristic: Natural Systems and Features**

Historic Condition (to 1963):
The present Cape Cod was formed by the action of the Laurentide Ice Sheet, the last glacier to cover the northeastern part of North America. The ice sheet began to melt and retreat approximately18,000 years ago, leaving behind plains of glacial outwash, kettle hole ponds formed by large blocks of ice, and hollows shaped by meltwater channels. The tip of the Cape was made from deposits of shore drifting sand extending westerly from the glacial plain deposits in the High Head/Pilgrim Heights area of North Truro. Wind raised the drifting sands into dunes, and in areas protected from the open ocean by barrier beaches, salt marshes developed and offered a habitat to a wide range of migratory waterfowl and marine life.

The narrow hook of land known as Long Point represents the tip of Cape Cod peninsula, and separates Provincetown Harbor to the north from the larger Cape Cod Bay to the south and west. A thin strip of land and salt marsh estuaries connect the point to Provincetown. Part of Long Point, like most of Cape Cod, was once wooded until European settlements were established in the 1600s. From then on, Long Point's exposed location provided control of Provincetown Harbor, and easy access to the marine resource of Cape Cod Bay and George's Bank. A low area within Long Point, called Lobster Plain, was often inundated with water and provided an excellent area for shore fishing and lobstering.

The natural systems in the vicinity of Long Point were altered in 1871-72 when a timber dike was built at the thin land strip between Long Point to Provincetown, at the far eastern side of the salt marsh estuaries. By 1915 a second and much longer stone breakwater was constructed on the eastern side of the estuaries, extending from Provincetown to House Point Island to Long Point, to prevent the inundation of Provincetown Harbor with silt and sand. The eastern tip of Long Point slowly accreted sand, and constant wind formed a series of small dunes along the peninsula. The tip, near Long Point Light Station, was also prone to inundation, and the station was initially protected with a wooden sea wall and later with a stone bulkhead and stone jetty. Unlike other areas of Cape Cod, there were no freshwater ponds on Long Point, which ultimately limited the development and the carrying capacity of the Long Point community during the historic period.

Post-Historic and Existing Conditions:
Changes in sea level and the movement of the ocean's waters continue to sculpt Cape Cod. At Long Point, the natural systems and features exist largely as they did during the historic period, with few alterations. The hook-shaped landform still separates Provincetown Harbor and Cape Cod Bay, and remains connected to Provincetown by a thin strip of beach and the salt marshes. The stone breakwater remains in place and continues to collect sediment (Figure 16). The eastern tip of Long Point accumulates sand at rate of two to ten inches a year, and has grown northeasterly around 200 feet since the historic period. A portion of the stone jetty built on the harbor-side of the Long Point Light Station remains today, but is landlocked, a testament of the accretion of sand. The landscape remains primarily open, characterized by low-laying vegetation and sand (Figure 17).

Flooding of the inland portion of Long Point, including the Lobster Plain area, typically occurs only during supertides and storm events (Figure 18). House Point Island, no longer visible above the surface of the water, can be seen from the breakwater below the surface of the water at low tide. The built features associated with the natural systems of Long Point, the breakwater and jetty, are described in greater detail in the Buildings and Structures section.

**Landscape Characteristic Graphics:**




*Figure 16. View looking south at the breakwater that connects Provincetown to Long Point. The curving peninsula of Long Point is visible in the background beyond Provincetown Harbor. (OCLP 2014, DSC_0369)*



*Figure 17. View looking northeast toward the Long Point Light Station and the scrubby character of the low vegetation growing on the sand dunes. (OCLP 2014, DSC_0321)*



*Figure 18. View looking west at a now sandy portion of the Lobster Plain, which was the center of the Long Point community in the mid-1800s. (OCLP, 2014, DSC_0335)*

**Landscape Characteristic:** **Land Use**

Historic Condition (to 1963):
During the historic period, the narrow and isolated Long Point landform functioned in a wide variety of capacities, primarily government-sponsored navigation and life-saving facilities, but also for military and industrial uses. The Long Point Light Station and the Wood End Lookout Station, developed in 1826 and 1864, respectively, aided countless vessels to successfully navigate Cape Cod Bay and locate Provincetown Harbor. Each light tower had accompanying infrastructure, which provided housing for a light keeper and storage for lamp oil, boats, and other equipment. The Wood End Life-Saving Station was opened in 1897, and also included housing and storage, but was closed in the late 1940s and demolished in the early 1960s. The three stations were supervised by different federal departments and agencies (Lighthouse Establishment, Lighthouse Board, Lighthouse Service, Life-Saving Service) until 1939 when management of aids to navigation and life-saving operations was consolidated under the U.S. Coast Guard. The lighthouses were automated by the Coast Guard in 1952 and 1961.

From the time of settlement in Provincetown, communities of seasonal fishermen intermittently occupied Long Point. A year-round community locally called “The Point” developed on Long Point between 1818 and the 1840s, but in the 1850s most of the houses of the Long Point community were floated across Provincetown Harbor to Provincetown. At its peak The Point had a general store, post office, bakery, and a school/church, and residents primarily engaged in working at the salt works or on-shore fishing. The federal government constructed two earthen defense batteries and a barracks building on Long Point during the Civil War, although the fortifications never saw any action. Shortly after the batteries were decommissioned, the J. Cook Oil Factory was established on Long Point. This fish and whale oil processing plant operated until the 1910s. Around the turn of the twentieth century, Provincetown became a destination for tourists as well as painters and other artists. Long Point’s sandy shorelines and singular lighthouses became the subject of many paintings.

Post-Historic and Existing Conditions:
The Province Lands, the vast area surrounding Provincetown and including Long Point, were conveyed from the Commonwealth of Massachusetts to the National Park Service on April 2, 1963, as part of Cape Cod National Seashore. The land transfer did not include the two light stations, which today continue to serve as active aids to navigation owned by the Coast Guard and maintained by the American Lighthouse Foundation (Figures 19 and 20). The park owns the oil houses near the lighthouses, the only support structures that remain from the larger station complexes. The stone breakwater connecting Long Point and Provincetown is a popular place for walking and picnicking in the warm weather. Long Point is primarily used for day-use visitor recreation.

**Landscape Characteristic Graphics:**



*Figure 19. View looking southwest (left to right) at the Long Point Light Station, eastern gun battery and Charles S. Darby Memorial, and oil house. The profile of the western gun battery is visible in the background at image right. (OCLP 2014, DSC_0386)*



*Figure 20. View looking southwest at the Wood End Lookout Station and oil house. A social trail in the foreground leads to the light station before continuing to the ocean. (OCLP 2014, IMG_9242)*

**Landscape Characteristic: Topography**

Historic Condition (to 1963):
For the Long Point landscape, topography refers to the manipulated landforms, such as earthworks that altered the natural topography of the area. The federal government constructed earthen gun batteries on Long Point during the Civil War to defend Provincetown Harbor. The defenses at Long Point were part of a larger defense network along the eastern seaboard developed specifically to thwart attacks of Confederate sympathizers from England or France. Long Point's position and relationship to the shoreline, entrance to Provincetown Harbor, and proximity to Boston made it the ideal site for fortifications. The two defenses were constructed between early 1863 and December of that year under Sargent John Rosenthal, who commanded the outpost for twelve years.

The defenses were known as the eastern and western batteries, and also as the outer and inner batteries, respectively. The eastern battery was adjacent to Long Point Light Station and fitted with three thirty-two pound smoothbore guns on carriages and a magazine. The larger western battery had positions for six thirty-two pound smoothbore guns on carriages. Both batteries had a powder house and were connected by a wood plank road or path. Additionally, a barracks, stable, and a house were near the western battery. After decommissioning in 1873, the earthworks remained intact despite extensive development of the oil works and the Long Point Light Station in the vicinity.

Post-Historic and Existing Conditions:
Long Point remains a low-lying area surrounded by water on three sides. Extensive erosion of the Civil War fortifications has occurred, and their form today resembles that of sand dunes (Figures 21, 22, and 23). The western and eastern gun batteries are among the only remnants of military operations in Massachusetts that date to the Civil War era. These structures remain in their original location, although they have been impacted by natural factors and visitation. In both instances, a trained eye is necessary to discern their remains, especially regarding the eastern gun battery, which has been less preserved than the western gun battery.

For the purposes of this report, evaluations for the two gun batteries are "Undetermined" pending a future update and finalization of the 1996 draft National Register documentation for the Long Point Archeological District. In 1996 the Massachusetts State Historic Preservation Office cited the need for additional information to determine the eligibility of the batteries for listing on the National Register. The batteries are currently in the shadow database of the List of Classified Structures, which notes that they survive only as archeological features and have yet to be evaluated.

Western Gun Battery.
According to the 1996 draft National Register documentation, the western gun battery has dimensions of 177 feet northeast to southwest, by 144 feet northwest to southeast. The remains of the western gun battery consist primarily of three wide and high sand mounds. The mound on the northeastern half measures approximately 110 feet northeast to southwest by sixty-six feet northwest to southeast. The exterior of this earthwork forms the northeast wall of the battery and extends into the interior of the battery, dividing the battery into two sections, and separating the gun emplacements. The earthwork mound in the southwest third of the battery is approximately 100 feet northwest to southeast by 80 feet northeast to southwest. The southwest side of this mound forms the exterior wall of the battery. Toward the center of the northwest half of this mound is an oblong depression and a linear depression. The linear depression extends toward the interior of the battery. These two depressions likely represent a collapsed magazine or bombproof and entrance tunnel. The remains of the earthwork mound at the northeast corner of the battery measures approximately seventy-five feet northeast to southwest by fifty feet northwest to southeast. The southwest side of this earthwork forms an exterior wall of the battery. Extensive erosion has occurred on the northwest side of this mound. There is a thirteen-foot gap between the southwestern and northwestern mounds of the western gun battery, likely representing an entrance. About sixty feet from the opening of the entrance the passage divides. The right-hand path leads to the gun emplacements on the southeast side of the battery. The path to the left leads to the gun

emplacements on the northwest side. The southeastern gun emplacement is approximately seventy feet long and consists of three embrasures. Each embrasure is separated by a low sand mound, known as “merlons,” which functioned to protect soldiers if one of the guns exploded. During the historic period a gun was located at each embrasure, however today the defenses are unarmed. This emplacement faced Cape Cod Bay, and covered the approach to Provincetown Harbor. The gun emplacement on the northwest has eroded substantially. No embrasures are visible, and only the rear portion of the emplacement remains, measuring approximately seventy feet in length. It is possible that as many as three artillery pieces could have been stationed here, although maps indicate two. The northwestern emplacement faces the harbor, and it would have likely served to deny anchorage to ships. To the southwest of the battery, approximately forty feet away, a large shallow rectangular depression is visible. The depression measures approximately thirty feet northeast to southwest by fifty feet northwest to southeast and parallels the battery. It is likely that this depression represents the location of the barracks used during the Civil War. (Long Point NR draft 1996, Sec.7: 1-2)

Eastern Gun Battery.
While erosion has affected both batteries, the effects of wind, water, foot traffic, and exposure has severely impacted the eastern gun battery. The Darby Memorial remains on top of the battery, and is accessed by a social trail. According to the 1996 draft National Register documentation, the mound of the battery is oval shaped, measuring approximately 130 feet from northeast to southwest and seventy feet northwest to southeast. A smaller sand mound is located about fifteen feet from the northwestern corner of the larger mound. The placement, orientation, and length of this passage are similar to that of the entrance passage to the western gun battery. To the north are three low sand berms, just over three feet in width. They encompass an area northeast of the large sand mound. The openings between the berms, ranging from approximately fifteen to thirty feet wide are possible gun emplacements. A set of contemporary concrete steps cut across the western low berm. (Long Point NR draft 1996, Sec.7: 1-2)

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Eastern Gun Battery | 176426 | Undetermined | | | | | No |
| Western Gun Battery | 176428 | Undetermined | | | | | No |

**Landscape Characteristic Graphics:**



*Figure 21. Close up view of western gun battery looking east. Note the vague eroded forms of the battery, which are now covered by vegetation. (OCLP 2014, DSC_0349)*



*Figure 22. View looking northeast at remains of the eastern gun battery, with Long Point Light Station in the background. The Charles S. Darby Memorial (cross) is on top the battery. A social trail leads to the top of the battery. (OCLP 2014, DSC_0360)*



*Figure 23. View looking northeast from the harbor-side beach to Long Point Light Station. Remains of the earthen walls of the Civil War-era western gun battery are visible at image right. (OCLP 2014, DSC_0285)*

**Landscape Characteristic: Vegetation**

Historic Condition (to 1963):
When early European explorers and the Pilgrims arrived in the early 1600s the majority of Cape Cod, including Long Point, was mostly wooded. The name Wood End likely reflected the character of the landscape at this time. Over time the area's trees were cleared for shipbuilding, firewood, and construction. The first laws to prevent deforestation of the Lower Cape were passed in 1714, but trees continued to be cleared until the dunes were denuded. By the mid-1700s the landscape of Long Point consisted primarily of low-laying drought and salt-tolerant species. Historic photographs from the late 1800s and early 1900s depict a thin cover of dune grasses and low shrubs.

Post-Historic and Existing Conditions:
The small dunes of the exposed Long Point landscape are stabilized by beach grass, salt spray rose, bayberry, and poison ivy. Wetland areas include salt marsh hay. The non-native salt spray rose has naturalized in clusters throughout Long Point, and the invasive plant, Oriental bittersweet, grows in several areas (see Figure 22). The native vegetation stabilizes the Long Point landform and contributes to the character of the landscape. Social trails crisscross portions of the Long Point landscape, creating linear barren strips.

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Native Grasses and Low Shrubs | 176430 | Contributing | | | | | No |

**Landscape Characteristic: Cluster Arrangement**

Historic Condition (to 1963):
Lighthouses and life-saving stations that dotted the Cape's sea coast during the historic period were specifically sited and designed to work as part of a larger system. On Long Point, the Long Point Light Station and Wood End Lookout Station functioned as a pair and were visually connected. Each lighthouse was part of a cluster of buildings and support structures that included keeper's dwellings, oil houses, storage sheds, and boat houses. All were built relatively close together and connected by covered porches and walkways.

Long Point was an isolated landscape characterized by harsh weather conditions and a real sense of solitude. Located across Provincetown Harbor from the developing town of Provincetown, it was easily accessible by boat but difficult to access via land. The Long Point community, present between 1818 and the 1840s, primarily developed around a wharf built by John Atwood and an area known as the Lobster Plain. A decline in the fishing industry and the lack of fresh water caused most residents to leave Long Point in the 1850s, and by the start of the Civil War there were only a few homes left. At this time, two gun batteries were constructed near the Lobster Plain and near the Long Point Light Station. Part of a larger defense network developed along the east coast, the batteries were strategically designed to work as a pair to defend Provincetown Harbor and Cape Cod Bay. The larger western gun battery had a cluster of support structures, included a barrack, stable, and officers' housing. Around the time the batteries were decommissioned, the Cape Cod Oil Works developed an oil processing facility next to Atwood's wharf and the Lobster Plain.

Post-Historic and Existing Conditions:
Long Point remains a place of isolation, harsh conditions, and solitude. Access by boat continues to be the easiest method, although able-bodied and hearty visitors can walk across the breakwater. Long Point Light Station and Wood End Lookout Station retain the visual connection present during the historic period. With the exception of the oil houses, all other supporting structures have been removed. The location of the Civil War batteries on Long Point remains evident, although their exact arrangement and the location of supporting infrastructure is not readily apparent to the untrained eye (see Figures 21 and 22).

**Landscape Characteristic: Circulation**

Historic Condition (to 1963):
The earliest circulation systems on the Lower Cape predate European settlement in the 1620s. Intermittent seasonal use by Native Americans and early European explorers for fishing led to the development of foot trails, likely following natural features like shorelines and harbors, connecting to freshwater sources, and shifting in response to chances in the shoreline and natural topography. The foot trails developed by Native Americans were also used by transient Europeans during this time period. Early Europeans vessels took shelter in Provincetown Harbor, where they came ashore, explored the area and gathered resources including food, fresh water, and firewood. European fishermen likely lived in temporary settlements near the shoreline and used coastal trails throughout the Cape. (MHC 1985: 5)

As the European settlement in Provincetown grew, the network of roads and trails expanded. In Provincetown, a coastal trail, generally aligning with present day Commercial Street, gradually developed into a cart path to Truro. By 1727 the "King's Highway," also known as the "County Road," extended the length of the Cape and reached Provincetown, but the constantly shifting sands across the road made water transport the most reliable means for travel and trade. Transportation to and from Provincetown improved dramatically with the extension of the Old Colony Railroad in 1873 and the completion of U.S. Route 6 in 1926.

The most reliable method of travel from Provincetown to Long Point was by boat because of the sand dunes just west of the town and the tides that would cover the narrow strip of land extending from Herring Cove Beach to the east end of Long Point. Conditions along this route improved in 1871-72 when a timber dike was built to prevent sand from migrating into Provincetown Harbor, which at the same time helped stabilize the strip. In 1910-15 a flat-topped stone breakwater constructed between Provincetown and Wood End provided a more reliable means of access to Long Point.

Boats typically beached directly on Long Island's beaches until 1818 when John Atwood constructed a wharf on the harbor-side shoreline. Primitive roads and paths were likely laid out in this area to serve the salt works and the Long Point community, and later the oil works. A 1835 map by A.D. Bache, an 1882 birds eye view by A.F. Poole, and a 1909 map by O.B. French each suggest bridges or crossings at different locations across the Lobster Plain, but no specific documentation on them has been found (see Figures 3, 8, and 12). It is also likely that primitive roads and paths provided access to the two light stations and the life-saving station. Historic photographs show boardwalks and covered porches connected the keeper's houses to various outbuildings at the light stations, and show a primitive driveway loop on the south side of the keeper's house at the Long Point Light Station. There is documentation that a wood walkway connected the western and eastern gun batteries during the Civil War. (MHC 1985: 9)

Post-Historic and Existing Conditions:
Today, the majority of visitors access Long Point via boat or on foot. A small flat-bottomed pontoon boat shuttles visitors across Provincetown Harbor in the summer months to a beach landing. By foot, visitors walk along breakwater or walk south along the beach from Herring Cove (see Figure 16). The thin strip of beach connecting Herring Cove Beach and Long Point provides authorized National Park Service and U.S. Coast Guard vehicles with limited access to Long Point, but the route is dependent on tides and beach conditions. A network of social trails crisscross Long Point, primarily connecting to the lighthouse, batteries, and the beaches (see Figure 20).

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Social Trails | 176434 | Noncontributing – Compatible | | | | | No |

**Landscape Characteristic: Buildings and Structures**

Historic Condition (to 1963):
During the historic period, Long Point was home to an early nineteenth-century fishing community, two lighthouses and associated buildings, a life-saving station, salt works, fish oil processing plant, and two Civil War-era gun batteries.

Long Point Light Station.
The Long Point Light Station was built on a four-acre parcel on the extreme eastern tip of Long Point in 1826-27. The complex consisted of a keeper's house with a lantern built on top and a nearby oil house and shed, all developed under the supervision of the newly established Lighthouse Establishment. Subsequent improvements included the addition of pilings around the lighthouse to reduce the erosion of sand in 1845, and replacement of the original oil lamp by a sixth-order Fresnel lens in 1856. Due to the station's poor condition, the Lighthouse Board rebuilt the complex in 1875. The new thirty-five foot tall lighthouse, constructed of brick and steel, was a tapering white-painted square tower with a black lantern lit with a new fifth-order Fresnel lens. A covered porch connected the tower to a new one-and-one-half-story wood frame keepers' house. Just to the east was a 1875 wood tower that supported a fog bell, which was struck by machinery in alternating single and double blows during heavy fog. To the west was a c.1900 wood frame boat house with a marine railway that held a cradle for a boat, and a c.1904 brick oil house to store flammable materials.

A historic map from 1873 shows a stone bulkhead had been built on the bay-side of the station by 1873, which extended around the point to the harbor side to protect the station from wave action. According to a 1911 map, a curved stone jetty was built on the harbor-side of the station, extending from the stone bulkhead into the water. In 1927 the Lighthouse Service reduced the tower's candlepower, and in 1952 the Coast Guard automated the tower, replacing the Fresnel lens with a modern optic. Except for the tower and oil house, the keeper's house and other buildings were sold.

Atwood's Wharf.
Design details regarding John Atwoods's wharf, built in 1818 on the harbor-side of Long Point, are not known. The structure appears on maps from c.1835 by A.D. Bache and 1882 by A.F. Poole, and in a photograph from 1891 (see Figures 3, 12, and 13). It was used by the Cape Cod Oil Works beginning in 1875, which closed in the 1910s. The wharf does not appear on an aerial photograph from 1938.

Salt Works and Windmills.
Several historic maps show the locations of numerous salt works and windmills on Long Point. Although specific details regarding the facilities are not known, most salt works at this time consisted of a series of shallow wooden vats, filled with seawater by manual labor and a bucket or by windmills that pumped the seawater into wooden pipes carved out of pine or cedar logs. Wood or canvas roofs covered the vats from rain and could be rolled open to allow evaporation in good weather. The salt works were presumably dismantled or abandoned in the 1850s. One windmill appears on 1883 map by A.F. Poole, but after that point it is gone (see Figure 12). (Gaines and York 2007: 12-14)

Buildings associated with "The Point."
At its peak in the 1840s, the Long Point community, known locally as "The Point," included more than fifty buildings clustered around the Lobster Plain, but the exhaustion of the fishing grounds and lack of fresh water saw many residents leave and relocate their homes to Provincetown in the 1850s. Approximately 40 buildings were floated over on scows to their new locations. Today, buildings in Provincetown that were relocated from Long Point feature a white-on-blue plaque that depicts a house aboard a scow. (Dunlap 2015: 33,51,75)

Wood End Lookout Station.

The Wood End Lookout Station was originally a white pyramidal-shaped wooden navigation beacon, built on the southern shoreline of Long Point in 1864. In 1872, Congress authorized the Lighthouse Board to erect a new wood signal building measuring 16 feet square and an undocumented height. A year later in 1873, a new tapered square brick tower on a concrete foundation was constructed. The thirty-eight-foot tall tower was painted white, had a black lantern, and contained a fourth-order Fresnel lens. A one-and-a-half-story wood frame keeper's house was built around the same time approximately fifty feet from the tower, but in 1896 it was replaced with a new wood frame keeper's house. A storage shed and brick oil house were added at this time, and in 1902 a fog bell tower was constructed. The Lighthouse Service constructed an addition to the keeper's house in 1911, and another addition in 1938 as well a concrete generator shed. The Coast Guard automated the lighthouse in 1961, replacing the fifth-order Fresnel lens with an aero-beacon. At the same time all of the station's buildings and structures were razed, except for the oil house that was retained for use as a generator shed.

Buildings associated with the Gun Batteries.
The eastern and western gun batteries on Long Point included powder magazines, which were typically around six feet tall and wide with around three feet of earth covering the roof. A barracks building and a stable were located adjacent to the western battery, while officers were headquartered in the last house left on Long Point. According to a U.S. Army Corps of Engineer's drawing, the barracks featured two ninety by twenty-foot wings at right angles to each other, while the stable measured around twenty-five by fifteen feet. The layout of the officers' dwelling is not known. At some point, the all or part of the barracks were relocated to Provincetown. (Dunlap 2015: 63,117)

Wood End Life-Saving Station.
The U.S. Life-Saving Service constructed the Wood End Life-Saving Station in 1896, approximately one-eighth mile east of the Wood End Lookout Station. The station was built in the "Duluth" style similar to the Old Harbor Life Saving Station in Chatham, which is now at Race Point. The two-story frame building provided quarters for the keeper and crew, and included a large two-bay boat room, a covered porch, and a central three-story lookout tower. Nearby there was a separate oil house and a shed. By c.1900 the station was connected to telegraph lines, and in 1910 improvements allowed the station to operate a motorized life-boat. The station was operational from 1897 through c.1948, after which it was sold and then demolished in the 1960s.

Dike and Breakwater.
In 1871-72 the U.S. Navy constructed a timber dike across a portion of the estuaries along the western side of Long Point to block the flow of sand from Lancy's Harbor (present-day Herring Cove) into Provincetown Harbor. In 1910-15, the Army Corps of Engineers replaced the timber dike with a longer granite breakwater to the east, stretching from Stevens Point to Wood End, via House Point Island. Like the earlier dike, the breakwater was constructed to prevent sand and silt from migrating into Provincetown Harbor. The mile-and-a-quarter long structure enclosed the entire tidal marsh, and when completed was comprised of approximately 1,200 granite blocks quarried in Quincy and delivered to the site by scows.

Oil Works and Boat.
Jonathon Cook opened the Cape Cod Oil Works for the manufacture of fish oils and fertilizer in 1875. The complex was located west of the western gun battery and included several large factory buildings and multiple smaller structures housing a blacksmith shop, stable, guano house, tool shed, and a cistern. The operation made use of John Atwood's wharf, along which was moored a boat that was used as a fertilizer screening house.

Post-Historic and Existing Conditions:
Two lighthouses and their accompanying oil houses remain on Long Point, but there are no buildings or structures associated with the Civil War gun batteries (see Topography for information on the fortifications). A few ruins of industrial development on Long Point remain today.

Long Point Light and Oil House.
In 1982, Long Point Light Station became the second lighthouse in Massachusetts to be equipped

with solar panels. At this time, the abandoned keeper's house, fog bell tower, and boat house were demolished, but the oil house was retained. Today, the lighthouse is an active aid to navigation owned by the U.S. Coast Guard and licensed to the American Lighthouse Foundation (see Figures 19 and 22). The tower is currently painted white and flashes an occulting green light every four seconds. The light station is also equipped with a fog horn that sounds one blast every fifteen seconds. The National Park Service owns the oil house, but it is maintained by the Lighthouse Foundation. The small rectangular brick structure features a shingled gable roof, a narrow doorway, and a gable vent. In the List of Classified Structures, the condition of the oil house was listed as "fair" in 2011.

Fog Bell Tower Remains.
One of the concrete foundations associated with the wood tower that supported the fog bell is visible east of the Long Point lighthouse. The footing is around three feet square and rises up to one foot above the ground. Rusting remnants of anchoring hardware are visible on the top. The other footings are likely buried under the sand and beach grass (Figure 24).

Marine Railway Remains.
Two pieces of steel, likely stanchions from the marine railway associated with the former boat house at the Long Point Light Station, are located on the harbor-side of Long Point, approximately sixty feet west of the pier remnants (Figure 25). However, they are well west of their original location near the station, and have been moved either by visitors or by storm events. A historic photograph shows the marine railway extending into the harbor from the boat house, which was located north of the oil house (see Figure 11). The remains are identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. For the purposes of this report, evaluation of the railway remains is "Undetermined" pending a future update and finalization of the draft. (Dunlap 2015: 63; Long Point NR draft 1996, Sec.7: 3-4)

Stone Jetty Remains.
Located north of the Long Point Light Station on the harbor-side, the stone jetty consists of cut randomly stacked large stones. Since the end of the historic period, the tip of Long Point has migrated northeasterly approximately 200 feet, and both sides of the jetty are now mostly landlocked (Figure 26). Although portions of the structure are buried, approximately eighty linear feet of its curved shape is visible above the sand. The longer stone bulkhead that the jetty was attached to (which extended around the point to the bay-side) is no longer visible, but is likely buried under the sand.

Wooden Pier Remains.
Approximately thirty-six wooden pilings are located on the harbor-side beach of Long Point and south of the Long Point Light Station and north of Atwood's wharf remains. The pilings are 8-9 inches in diameter with 1" rebar in the center, and rise 6-24 inches above the sand. They are presumably associated with an old pier, but the date of its construction or purpose is not known (see Figure 25). The remains are identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. For the purposes of this report, evaluation of the pier remains is "Undetermined" pending a future update and finalization of the draft. (Long Point NR draft 1996, Sec.7: 3)

Atwood's Wharf Remains.
A few of the remaining pilings of the wharf can be seen at low tide, next to the boat hull. Two wood pilings around eight inches in diameter rise 8-12 inches above the sand, while others are presumably buried or in the water. The remains are identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. For the purposes of this report, evaluation of the wharf remains is "Undetermined" pending a future update and finalization of the draft. (Dunlap 2015: 63; Long Point NR draft 1996, Sec.7: 3)

Wood End Light and Oil House.
In 1981 the Coast Guard converted the Wood End Lookout Station to solar power, making it the first

Massachusetts lighthouse to use solar energy to run the light and fog signal equipment. Today, the lighthouse is an active aid to navigation owned by the U.S. Coast Guard and licensed to the American Lighthouse Foundation (see Figure 20). The tower is painted white and flashes a red light every ten seconds. The light station is equipped with a fog horn that sounds one blast every thirty seconds. The National Park Service owns the oil house, but it is maintained by the Lighthouse Foundation. The small rectangular brick structure features a slate gable roof, a narrow doorway, and a gable vent. The door has been removed and the floor is covered in debris and trash, and several pieces of broken concrete slab are located in close nearby (Figure 27). In the List of Classified Structures, the condition of the oil house was listed as “fair” in 2011.

Breakwater.
The stone breakwater remains in its original location. The breakwater has a relatively horizontal surface on the top that provides visitor access to Long Point. Visitors are also commonly seen picnicking and sitting along the length of the breakwater (Figure 28). The Town of Provincetown owns the rocks that comprise the breakwater, but the National Park Service owns the land on which it sits; about two-thirds of the length of the structure is within the park boundary. As the park does not own the structure, it is not evaluated in this report. The Army Corps of Engineers will soon be undertaking an ecological restoration project on the breakwater. (email, Burke to Killion, 19 July 2016)

Boat Hull Remains.
The only known remains of the Cape Cod Oil Works is the hull remnants of the boat that was used as a part of the manufacturing process, which can still be seen on the beach at low tide (Figure 29). The remains are identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. For the purposes of this report, evaluation of the boat hull is “Undetermined” pending a future update and finalization of the draft. (Dunlap 2015: 63; Long Point NR draft 1996, Sec.7: 3)

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Long Point Light Station - Oil House | 176436 | Contributing | 40441 | | | | No |
| Fog Bell Tower Remains | 176438 | Contributing | | | | | No |
| Marine Railway Remains | 176440 | Undetermined | | | | | No |
| Stone Jetty Remains | 176442 | Contributing | | | | | No |
| Wooden Pier Remains | 176444 | Undetermined | | | | | No |
| Atwood’s Wharf Remains | 176446 | Undetermined | | | | | No |
| Wood End Light Lookout Station - Oil House | 176448 | Contributing | 40439 | | | | No |
| Boat Hull Remains | 176450 | Undetermined | | | | | No |

**Landscape Characteristic Graphics:**



*Figure 24. View looking northeast at one of the footings, in the foreground, from the wood frame bell tower at the Long Point Light Station. (OCLP 2014, DSC_0377)*



*Figure 25. View looking east at remains of the marine railway, which are no longer in their original location. In the background are pilings of an old pier. (OCLP 2014, DSC_0392)*



*Figure 26. View looking northwest at the landlocked remains of the stone jetty that once protected the Long Point Light Station. (OCLP 2014, IMG_9187)*



*Figure 27. View looking east at the oil house at the Wood End Lookout Station. (OCLP 2014, DSC_0422)*



*Figure 28. View looking south at the stone breakwater constructed in 1910-15 to prevent the deposit of sand in Provincetown Harbor. The structure connects Provincetown to Long Point. (OCLP 2014, IMG_9053).*



*Figure 29. View looking southeast, at low tide, at the boat hull associated with the Cape Cod Oil Works. (OCLP 2014, DSC_0314)*

**Landscape Characteristic: Views and Vistas**

Historic Condition (to 1963):
Long Point's location at the mouth of Provincetown Harbor offered strategically important views of Provincetown Harbor and Cape Cod Bay. The open character of the landscape, low-laying vegetation, and relatively flat topography provided nearly 360-degree views of the surrounding landscape and water. The uninterrupted views made Long Point the ideal location to construct defensive gun batteries during the Civil War. Open views of the surrounding water also made Long Point a suitable location to develop navigation beacons and life-saving stations. The clear views between Long Point Light Station and Wood End Light station, designed to work as a pair, contributed to the larger system of navigation and life-saving developed along the Lower Cape. The views between Long Point to Provincetown illustrated the close relationship between the two locations.

Post-Historic and Existing Conditions:
The historic views between Long Point and Provincetown and between the Long Point and Wood End lighthouses remain relatively intact. The nearly 360 degree views on Long Point of Cape Cod Bay and Provincetown Harbor remain. No longer used for defense, the sweeping panoramic views are now enjoyed by visitors. Uninterrupted views continue to make Long Point the ideal location for the Wood End Light and Long Point lighthouses, both actively used navigation aids. Although Provincetown has continued to develop since the historic period, the open views between the town and Long Point are intact, in part because much of the Lower Cape is protected as part of Cape Cod National Seashore that has helped to preserve the setting and views.

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Panoramic Views of Cape Cod Bay and Provincetown Harbor from Long Point | 176452 | Contributing | | | | | No |
| Views between Long Point Light Station and Wood End Light Lookout Station | 176458 | Contributing | | | | | No |
| Views between Long Point and Provincetow | 176456 | Contributing | | | | | No |

**Landscape Characteristic: Small Scale Features**

Historic and Existing Conditions:
Information regarding small-scale features at Long Point is limited to historic photographs. Telegraph poles were installed around the turn of the twentieth century to link the life-saving station and light stations to Provincetown. Several postcards depict fences around some of the complexes, but the extent of these features is not known. There was a flagpole at the Wood End Life-Saving Station and several ladders were positioned between the boat house and keeper's house at Long Point. None of these features are extant today.

Several small-scale features survive from the historic period, but their histories are unclear. The lack of fresh water sources on Long Point in the mid-1800s forced residents to build wood and concrete cisterns to collect rainwater. Several maps indicate cisterns, and a wood barrel for collection of rainwater is visible in one historic photograph (see Figure 11). Today, a concrete cistern measuring four feet square and around two feet deep is located near the wooden pier remains. It is likely associated with the Long Point community, but additional research is needed (Figure 30). The cistern is identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. For the purposes of this report, evaluation of the cistern is "Undetermined" pending a future update and finalization of the draft. (Dunlap 2015: 63; Long Point NR draft 1996, Sec.7: 3)

Another feature from the historic period is a square granite post located just southwest of the western gun battery (Figure 31). The marker is inscribed with "H.L." on its east face and "A" on its north face. The marker is similar in design to the granite markers erected in 1893 in Provincetown, which included an inscribed letter designation to mark the town's boundaries. It is also similar in design to the granite marker at the Nauset Light Area, which is inscribed with "USLHE" on its top. However, the meaning of the marker's inscriptions and its present location has not been determined. If it is in its original location, the marker may indicate the location of a tide line. If not in its original location, the letter "A" may correspond to points labeled with the letters "A" through "E" on a 1909 map by O.B. French (see Figure 8). On that map, the letter A appears near the Long Point Light Station, and in an undated photograph of the station there appears to be a granite marker on the south side of the keepers house (see Figure 11). If the existing granite marker can be linked to the French map and 1909 photograph, it would suggest the marker was moved, possibly when the keeper's house was razed in the early 1980s.

A memorial for Charles S. Darby is located on top of the eastern gun battery. Darby was a Provincetown resident and a well-regarded painter who was killed during World War II. The memorial consists of a cross constructed with railroad ties with an attached American flag (see Figure 22). Originally located outside the Provincetown Art Association, the memorial was moved to the top of the battery in the early 1960s. (Dunlap 2015, 62) The memorial is visually incongruent with the historic character of the landscape, as it does not relate to the areas and period of historical significance and potential Civil War-era significance of the eastern gun battery.

Long Point includes several other non-historic features. The Coast Guard installed solar panels at Wood End Lookout Station in 1981 and Long Point Light Station in 1982, which provide power to the automated lights. At Wood End the solar panel is attached to the observation deck on the lighthouse near the lantern, while at Long Point the solar panel is located immediately adjacent to the southeast corner of the lighthouse.

**Landscape Features:**

| Feature Name | CLI Feature ID | Feature Contribution | CRIS-HS Resource ID | Associated CRIS-AR ID | FMSS Record Type | FMSS Record Number | FMSS Exact Match |
|---|---|---|---|---|---|---|---|
| Cistern | 176460 | Undetermined | | | | | No |
| Stone Marker | 176462 | Undetermined | | | | | No |
| Charles S. Darby Memorial | 176464 | Noncontributing – Incompatible | | | | | No |
| Solar Panel at Wood End Light | 176466 | Noncontributing – Compatible | | | | | No |
| Solar Panel at Long Point Light | 176468 | Noncontributing – Compatible | | | | | No |

**Landscape Characteristic Graphics:**

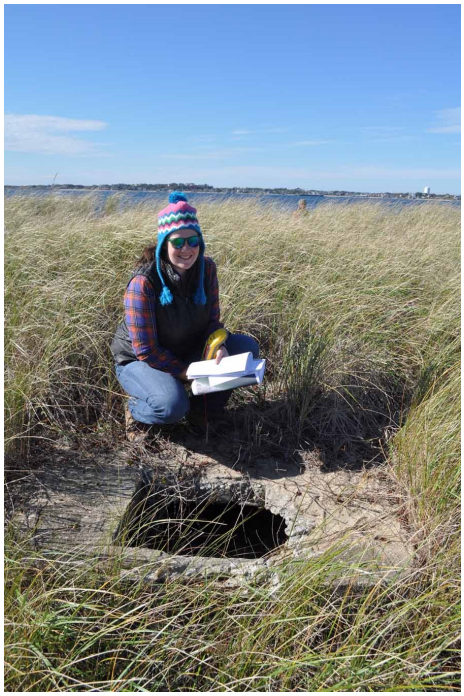


*Figure 30. View looking northwest at the concrete cistern. (OCLP 2014, DSC_0400)*



*Figure 31. This inscribed granite marker is located in the Long Point dunes. The marker reads "H.L." on its east face and "A" on its north face. (OCLP 2014, DSC_0348)*

**Landscape Characteristic: Archeological Sites**

As noted earlier in this chapter, the eastern gun battery, western gun battery, cistern, and remains of the marine railway, wooden pier, Atwood's wharf, and the boat hull are identified in the 1996 draft National Register documentation for the Long Point Archeological District as having the potential to contain archeological information. The draft has not been finalized or received concurrence from the State Historic Preservation Office or the Keeper of the National Register.

# Condition

**Assessment Interval (Years):** 9

**Next Assessment Due Date:** 06/02/2034

**Condition Assessment and Impacts**

**Condition Assessment:** Fair

**Assessment Date:** 06/02/2025

**Condition Assessment Explanatory Narrative:**

The natural forces of erosion and wave action promote accretion of sand on the tip of Long Point, extending the landform northeasterly. The shifting sand is providing
additional protection for the Long Point Light Station but at the same time altering its historic position relative to the harbor-side and bay-side shorelines. Sea level rise, storm events, and continual wave action threaten potential archeological resources along the harbor-side beach, while wind and storms continue to erode the remnants of the Civil War-era gun batteries. Grasses and low-growing shrubs are helping protect the earthen batteries, but invasive species such as Oriental bittersweet and salt spray rose require management to preserve the native plant communities throughout Long Point. Although visitation at Long Point is relatively low, social trails and the accompanying foot traffic is threatening vegetation and exacerbating erosion, particularly on the batteries.

**Condition Assessment:** Fair

**Assessment Date:** 09/01/2016

**Condition Assessment Explanatory Narrative:**

Long Point is in fair condition. The natural forces of erosion and wave action are causing accretion of sand on the tip of Long Point, extending the landform northeasterly. The shifting sand is providing additional protection for the Long Point Light Station but at the same time altering its historic position relative to the harbor-side and bay-side shorelines. Sea level rise, storm events, and continual wave action threaten potential archeological resources along the harbor-side beach, while wind and storms continue to erode the remnants of the Civil War-era gun batteries. Grasses and low-growing shrubs are helping protect the earthen batteries, but invasive species such as Oriental bittersweet and salt spray rose require management to preserve the native plant communities throughout Long Point. Although visitation at Long Point is relatively low, social trails and the accompanying foot traffic is threatening vegetation and exacerbating erosion, particularly on the batteries.

A “fair” condition assessment indicates the property shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the property to degrade to a poor condition.

## Impacts

**Type of Impact:** Erosion

**Other Impact:** n/a

**External or Internal:** Internal

**Impact Narrative:** The lack of a designated trail network has led visitors to establish social trails, which bisect areas of sensitive vegetation. Foot traffic has resulted in erosion in dune areas and has affected the vegetation that holds the dune sand. To date, visitors have explored Long Point without a marked trail network. Elsewhere in the park, heavily visited dune and shore landscapes require boardwalks and hardened, well-marked trails. Due to the remote nature of Long Point and low use, development of a formal trail system is a low priority.

**Date Identified:** 09/06/2016

**Type of Impact:** Exposure to Elements

**Other Impact:** n/a

**External or Internal:** Internal

**Impact Narrative:** The two light stations and the two remnant earthen gun batteries are impacted by severe storms and wind.

**Date Identified:** 09/06/2016

**Type of Impact:** Impending Development

**Other Impact:** n/a

**External or Internal:** Both Internal and External

**Impact Narrative:** 2016: Recently the National Park Service dismissed a proposal to rebuild the light keeper’s house at Long Point as a bed and breakfast.

2025: There is a proposal by the U. S. Coast Guard to transfer Wood End and Long Point light stations and associated structures to the NPS that are captured in PEPC 131234 and PEPC 131233. Transfer would potentially have impacts to the maintenance and levels of use of these structures and possibly their appearance and function.

**Date Identified:** 06/02/2025

**Type of Impact:** Inundation/Sea Level Rise

**Other Impact:** n/a

**External or Internal:** Both Internal and External

**Impact Narrative:** The landform of Long Point is constantly changing in response to erosion caused by wave action and wind, especially during storm events. Low-lying inland channels are flooded by severe high tides and storms. Potential archeological resources, such as the remains of Atwood's wharf, the wooden pier, and the boat hull are continually subjected tides, coastal erosion, and wave action.

**Date Identified:** 09/06/2016

**Type of Impact:** Neglect

**Other Impact:** n/a

**External or Internal:** Internal

**Impact Narrative:** Concrete slabs, the only extant remains of the Long Point Light Station fog bell tower, are gradually being consumed by vegetation and shifting sand. The Civil War batteries are unmaintained, although the naturally growing vegetation on them slows the rate of erosion and camouflages the inner batteries from most visitors.

**Date Identified:** 09/06/2016

**Type of Impact:** Vandalism/Theft/Arson

**Other Impact:** n/a

**External or Internal:** Internal

**Impact Narrative:** The oil house at Wood End Lookout Station is in need of repair. The door has been damaged, allowing visitor access to the interior of the structure, which has been filled with trash and debris.

**Date Identified:** 09/06/2016

**Type of Impact:** Vegetation/Invasive Plants

**Other Impact:** n/a

**External or Internal:** Both Internal and External

**Impact Narrative:** Oriental bittersweet is an invasive plant species that requires control throughout Long Point. The area should be monitored for invasive Japanese knotweed, which has established in other dune areas within the park. Non-native salt spray rose grows throughout the site. Poison ivy requires control along visitor paths throughout Long Point.

**Date Identified:** 09/06/2016

**Type of Impact:** Visitation

**Other Impact:** n/a

**External or Internal:** Internal

**Impact Narrative:** 2016: Increased visitation has led to more people exploring the area of the Civil War gun batteries. The Charles S. Darby World War II memorial on the eastern gun battery entices visitors to climb on and thereby damage the earthen structure. There are currently no designated or maintained trails on Long Point, and visitors either walk on the beach or use a network of social trails that twist through the sandy dunes and potentially damage sensitive plants.

2025: There is increased visitation to the resource via a 10-minute boat shuttle service offered by Flyer's Boat Rentals from Provincetown from mid-June to mid-September. No analysis has been done as to the impacts of this shuttle on the resources and visitation levels.

**Date Identified:** 06/02/2025

**Type of Impact:** Inundation/Storm Surge

**Other Impact:**

**External or Internal:** External

**Impact Narrative:** Deterioration from water temporarily covering land along coasts that are seasonally or traditionally dry-land, as a result of amplified tides during severe low pressure weather systems.

**Date Identified:** 06/02/2025

# Treatment

### Stabilization Measures

## Treatment Documents

| | |
|---|---|
| **Treatment Type:** | Preservation |
| **Treatment Completed:** | No |
| **Document Type:** | General Management Plan |
| **Document Date:** | 1998-04-07 |
| **Title:** | |
| **IRMA Link:** | |
| **Narrative:** | |

As outlined in the park's 1998 General Management Plan (GMP), the purposes of Cape Cod National Seashore are to "preserve the national significant and special cultural and natural features, distinctive patterns of human activity, and ambience that characterize the Outer Cape, along with the associated scenic, cultural, historic, scientific, and recreational values" and to "provide opportunities for current and future generations to experience, enjoy, and understand these features and values." The GMP outlined management goals and objectives for cultural resources, including cultural heritage and ethnographic resources, museum collections, archeological resources (including submerged resources), cultural landscapes, and historic architecture. (GMP 1998: 8,42-59)

For cultural landscapes, the stated goal in the GMP was to "identify, manage, and maintain cultural landscapes that are on or eligible for listing on the National Register of Historic Places." Plans would be prepared to preserve or maintain significant landscapes, to maintain site integrity, and to support interpretive and resource management programs. For historic architecture, the stated goal was to "manage and maintain buildings and structures on or eligible for listing on the National Register of Historic Places." "The lighthouses on Long Point are owned by the U.S. Coast Guard. The park would continue to encourage the consistent use and treatment of the structures by the Coast Guard and its cooperators." (GMP 1998: 46-50)

The GMP does not prescribe a specific treatment approach for Long Point, although the document provides general guidance through the delineation of management zones, which are based on the park's purpose, significance, management philosophy and objectives, and natural and cultural resources. The GMP includes Long Point in the Historic Zone-Natural Settings Subzone.
Historic Zone: Includes areas with archeological remains, historically significant districts, sites, and cultural landscapes.
Natural Settings Subzone: Includes historical areas surrounded primarily by a natural setting, such as isolated dune shacks or archeological remains in a forest. Access to parking and other visitor facilities is infrequent or unavailable. The zoning boundaries for such areas are often defined by the natural resources within the viewshed (see glossary) of the structures, which may change over time. Boundaries may also change as nominations for the National Register of Historic Places are refined. All of the sites/districts are either national landmarks or are listed on or are eligible for nomination to the national register. Individual historic sites may also be included under other subzones and will be managed consistently with surrounding lands. (GMP 1998: 109,113-114)

The desired experience in the Historic Zone-Natural Settings Subzone is to provide reminders of the historic and prehistoric activities that shaped the character and local culture of the Cape. The experience will depend primarily on the character of the natural resources surrounding each site and the character of the site itself, such as the structural remains of Civil War batteries at Long Point. Such areas are often isolated and generally have low visitation, with limited access to support facilities or contact with other individuals, groups, or park staff. Visiting these areas will require varying amounts of time and physical exertion. A variety of interpretive programs may be provided both at visitor contact points and at the individual sites, often at scheduled times. (GMP 1998: 113)

Within the Historic Zone-Natural Resources Subzone, the primary management objective is to protect natural and cultural resources. Modifications will be restricted to those necessary to protect the resources from human impact, manage visitation, and provide for public safety. Modifications must harmonize with historic and natural surroundings. (GMP 1998: 113)

The management zones described above align with a "Preservation" treatment approach. Long Point does not have a Cultural Landscape Report or Treatment Plan with in-depth information regarding landscape treatment philosophy, strategies, or tasks. The growing availability of digital geospatial data, including LIDAR point-cloud data and aerial photo data, has assisted in the documentation of the cultural landscape's physical attributes over the past several years. Cape Cod National Seashore has no upcoming projects related to cultural landscape preservation and maintenance within the Long Point property.

**Approved Treatment Costs**

**Cost Narrative:**

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**Landscape Documents:**

| File Name | Date | Attachment Type |
|---|---|---|
| CACO_Long Point-Nauset Light Area_CLI Updates Notes_2025.pdf | | |

| Source |
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