
National Park Service
Cultural Landscapes Inventory

2020



Grand Marais USCG Lifesaving Station
Pictured Rocks National Lakeshore

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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: Grand Marais USCG Lifesaving Station

Resource Classification: Cultural Landscape

CLI Identification Number: 976172

Parent Landscape: 976172

Inventory Status: Complete

Park Information

Park Name: Pictured Rocks National Lakeshore

Alpha Code: PIRO

Park Organization Code: 6320

Park District: PIRO

Region: Midwest

Restricted: No

Landscape Description:

Grand Marais USCG Lifesaving Station originated as both a lifesaving station and a light station in the 1880s. The site was established as one of a series of stations along a treacherous stretch of Lake Superior known as the “graveyard of the Lakes” due to the number of vessels and lives lost. During the early years of station development throughout Lake Superior, Grand Marais represented the single station along the ninety-eight mile stretch between Deer Park and Marquette.

In the late 19th century the Great Lakes region experienced economic growth and Lake Superior became intensively used for transporting goods. The lake was difficult to navigate due to sudden and intense storms, forcing ships to hug the shorelines due to the limitations of early navigation systems and the frequent need to re-supply with fuel (generally, cordwood prior to the Civil War and coal after). The need for navigational aids was identified in the 1850s, particularly once the United States Army Corps of Engineers dredged a navigational access channel into Grand Marais Harbor authorized by the River and Harbor Act in 1880. This opened Grand Marais to increased lake traffic and assisted in the growth of the region’s ore and lumber industries.

Grand Marais was developed as a lifesaving station and light station through the work of two sister agencies—the U. S. Lighthouse Board and the United States Life-Saving Service (USLSS). Development began in 1900 when the United States Life-Saving Service (USLSS) built a lifesaving station. The building, structures and site were oriented toward Grand Marais Harbor’s West Bay as it enabled boats to be launched directly into the protected harbor during storms. The station dwelling was sited with clear sight lines from the watchtower to the channel, lake, and harbor with boat storage and living quarters under one roof. Soon afterwards, the United States Lighthouse Board built a beacon tower, light, bell, and light keeper’s dwelling on the outer end, and along a strip of land, along West Pier. The building and lights were set with clear sight lines to the Navigational Channel.

Staffing needs increased for the USLSS by the 1930s requiring an expanded facility. The station was designed and organized as a complex of separate buildings and spaces that provided specific functions—administration, living quarters, boathouses, garages, equipment sheds, and other purposes—essential for the efficient functionality of the station. Buildings and structures were connected visually and physically by walkways and a central loop road.

The role of actively staffed lifesaving light and lifesaving stations on Lake Superior began diminishing in the 1960s. By 1966 Grand Marais Station was one of only a few stations in operation. The USCG continued to invest in the study area through navigational upgrades, building repairs, and utility and infrastructure modifications. Many outbuildings and structures were removed sometime after 1966.

The study area is significant (under NRHP’s Criterion A, at the local level) for its association with the history of lighthouse and life saving activities on Lake Superior. It is also significant (under NRHP’s Criterion C) for embodying the distinctive characteristics of light station and United States Coast Guard station design from the late nineteenth century to the 1930s. The Inner and Outer Lights are listed in the NRHP (Criterion A and C) for their role as navigational aids embodying and exemplifying skeletal tower lighthouses of the late nineteenth century to the early twentieth century.”

(GRAND MARAIS USCG LIFESAVING STATION CLR 2020, 1-2 - 1-4)

Landscape Hierarchy Description:

Landscape Type:

Historic Vernacular Landscape

Grand Marais USCG Lifesaving Station
Pictured Rocks National Lakeshore

Other Names:

Other Name: Coast Guard Point

Other Name Type: Historic

Site Plan



study area map

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	10/15/2020

Completion Status Explanatory Narrative:

Information adapted from the 2020 Grand Marais USCG Lifesaving Station CLR by Martha Tack, SCA intern, in July 2021. Information entered by Tack was reviewed by Leah Edwards in July 2021. When the CLR was completed in December 2020 it had received concurrence from the park's Superintendent. A request for concurrence on eligibility was sent to the Michigan SHPO in August 2021. Concurrence from the SHPO was received in October 2021 and the CLI was deemed complete at that point.

Concurrence Graphic Information:

Attachment File Path

Grand Marais US Coast Guard Station
CULTURAL LANDSCAPE REPORT
Pictured Rocks National Lakeshore

Grand Marais, Michigan

Recommended: **DAVID HORNE** Digitally signed by DAVID HORNE
Date: 2020.10.15 13:23:35 -04'00' Date: _____
Superintendent,
Pictured Rocks National Lakeshore

Concurred: **ROBERT BRYSON** Digitally signed by ROBERT BRYSON
Date: 2020.10.15 14:07:00 -05'00' Date: _____
Associate Regional Director,
Cultural Resources, Interior Regions 3, 4, and 5

Approved: **HERBERT FROST** Digitally signed by HERBERT FROST
Date: 2020.10.16 16:49:19 -05'00' Date: _____
Regional Director,
Interior Regions 3, 4, and 5

NPS PMIS # 227908



PIRO Grand Marais Superintendent Concurrence

Grand Marais USCG Lifesaving Station Pictured Rocks National Lakeshore



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

October 22, 2021

LEAH EDWARDS
NATIONAL PARK SERVICE
INTERIOR REGIONS 3, 4, AND 5
601 RIVERFRONT DRIVE
OMAHA NE 68102

RE: ER21-1058 Grand Marais United States Coast Guard Life Saving Station Cultural
Landscape Inventory (CLI) Sec. 110, Pictured Rocks National Lakeshore (NPS)

Dear Ms. Edwards:

We have reviewed the 2020 Cultural Landscape Inventory for the Grand Marais USCG Lifesaving Station at Pictured Rocks National Lakeshore which was prepared and submitted in accordance with Sec. 110 of the National Historic Preservation Act of 1966. We concur with the determinations of eligibility made by the NPS in the report.

If you have any questions, please contact Brian Grennell, Cultural Resource Management Coordinator, at (517) 335-2721 or by email at grennellb@michigan.gov. Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian G. Grennell
Cultural Resource Management Coordinator

BGG:DRT



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Michigan SHPO Concurrence

Geographic Information

State and County:

State	County
Michigan	Alger County

Size (Acres): 4.16

Land Tract Number(s)

05-167, 05-168, 05-169

Boundary Description:

Pictured Rocks National Lakeshore (PIRO) is located along the south shore of Lake Superior within Michigan's Upper Peninsula. PIRO features backcountry and drive-in campgrounds and trails, miles of sand beaches, and several maritime navigational sites. Grand Marais USCG Lifesaving Station (the study area) is located within PIRO.

The boundary of the National Register Nomination was limited to the footprint of the two light tower structures, and the west pier on which the two structures sit. Due to multiple public agencies managing the Lifesaving Station, the NPS owns discontinuous land tracts and the USCG owning the rest. The NPS owns and manages the Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and the surrounding grounds. These three land tracts are 05-167, 05-169, and 05-168 (see latitude/longitude table). The NPS leases Harbor of Refuge Dwelling (HS-20) to Burt Township for a museum operated by Grand Marais Historical Society. The USCG owns the Equipment Building, Inner Range Light, Outer Range Light, and launchway to the west. NPS is in the process of acquiring the Equipment Building. The United States Army Corps of Engineers owns and manages East Pier, West Pier, and navigation channel. Burt Township owns and manages Agate Beach.

(Grand Marais CLR 2020, 1-7)

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	46.67769 2	-85.97307	
	Point	46.68031 8	- 85.973429	
	Point	46.68039 1	- 85.973048	
	Point	46.67760 9	- 85.972689	
	Point	46.67750 7	- 85.971623	
	Point	46.67758 5	- 85.971578	
	Point	46.67761	- 85.971483	
	Point	46.67750 6	- 85.971478	
	Point	46.67776 7	- 85.972387	
	Point	46.67786 9	- 85.972392	
	Point	46.67787	- 85.972256	
	Point	46.67777 3	- 85.972244	

Location Map:



Grand Marais USCG Lifesaving Station Boundary and Tract Map

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 01/26/2021

Management Category Explanatory Narrative:

This treatment guidance supports the rehabilitation of Grand Marais USCG Lifesaving Station through preservation and repair of contributing features and historic character, conservation of the natural landscape, and addition of appropriate compatible features.

Management Agreements:

Legal Interests:

Type of Interest: None - Other Federal Agency Owned

Narrative: The USGC owns the Equipment Building, Inner Range Light, Outer Range Light, and launchway to the west.

The Army Corps of Engineers owns and manages East Pier, West Pier, and the navigation channel.

(Grand Marais CLR 2020, 1-7)

Type of Interest: Fee Simple

Narrative: The NPS owns and manages Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and the surrounding grounds. NPS leases Harbor of Refuge Dwelling (HS-20) to Burt Township for a museum operated by Grand Marais Historical Society. (Grand Marais CLR 2020, 1-7)

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: Entered Inadequately Documented

Documentation Narrative Description:

Grand Marais Harbor of Refuge Inner and Outer Lights were listed in the National Register of Historic Places (NRHP) in 2012. However, the boundary of nomination was limited to the footprint of the two light tower structures, and the west pier on which the two structures sit. The towers were listed under Criterion A for their "association with local events in Alger County related to Federal efforts to provide for an integrated system of navigational aids throughout the United States" and under Criterion C as "embodying and exemplifying distinctive aspects of architectural design and engineering characteristic of skeletal tower lighthouses built on crib and pier foundations in the Great Lakes from the late nineteenth century to the early twentieth century."

In a letter dated November 15, 1990, the Acting State Historic Preservation Officer determined the "intact historic buildings" to be eligible for listing in the National Register of Historic Places.

Grand Marais USCG Lifesaving Station is potentially eligible for listing in the NRHP under the "U.S. Government Lifesaving Stations, Houses of Refuge, and Pre-1950 U.S. Coast Guard Lifeboat Stations" Multiple Property (MPDF) listing. Under this MPDF, certified by the Keeper of the National Register of Historic Place in 2013, the Grand Marais USCG Lifesaving Station meets requirements for this listing.

(Grand Marais CLR 2020, 2-3)

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 10/22/2021

Concurrence Narrative:

The Michigan SHPO provided consensus determination and concurrence on eligibility on October 22, 2021.

Significance Level: Local

Contributing: Contributing

Classification: Site

Statement of Significance for National Register of Historic Places:

Grand Marais USCG Lifesaving Station is significant under National Register Criterion A at the local level, for its association with the history of lighthouse and life saving activities on Lake Superior. Grand Marais was the only natural harbor along a ninety-mile stretch of shoreline between Grand Island and Whitefish Point. It served as a haven for the lake's original inhabitants, Ojibwe people, as well as French explorers in the eighteenth-century. The United States Government confirmed its strategic importance by reserving the land for a lighthouse in 1853, and then designating it as a Harbor of Refuge in 1880. The light station has guided mariners into the harbor for more than a hundred years, from the lumber industry of the turn of the twentieth century, through the commercial fishing industry of the early to mid-twentieth century, to the sport fishers and pleasure boaters of the late twentieth century and today. The United States Coast Guard (originally the Life Saving Service) monitored and protected ships and their crews for over eighty years, saving many lives in the process.

Grand Marais USCG Lifesaving Station is also significant under National Register Criterion C for embodying the distinctive characteristics of light station and Coast Guard station design from the late nineteenth century to the 1930s. Harbor of Refuge Dwelling (HS-20) is a good example of an early twentieth century dwelling built to facilitate the work of the station's keeper. Due to the relative isolation of the station and the harsh conditions at the exposed end of "Coast Guard Point," a sturdy, weather-tight dwelling was critical to the function of keeping the towers lit and the fog signal active. The building retains a moderate level of integrity with the most significant impacts being alterations to the upper level siding and the windows.

(Grand Marais CLR 2020, 2-3)

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

National Register Criteria Consideration:

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

Time Period: CE 1898 - CE 1961

Area of Significance:

Area of Significance Category: Architecture

Explanatory Narrative: Architectural design characteristic of skeletal tower lighthouses built on crib and pier foundations in the Great Lakes from the late nineteenth century to the early twentieth century.

Area of Significance Category: Engineering

Explanatory Narrative: Engineering characteristic of skeletal tower lighthouses built on crib and pier foundations in the Great Lakes from the late nineteenth century to the early twentieth century.

Area of Significance Category: Maritime History

Explanatory Narrative: Association with local events in Alger County related to Federal efforts to provide for an integrated system of navigational aids throughout the United States.

NRIS Information:

NRIS Name:	Grand Marais Harbor of Refuge, Inner & Outer Lights
NRIS ID:	12000254
NRIS URL:	https://catalog.archives.gov/id/75324931
Primary Certification Date:	05/02/2012

State Register Documentation:

National Historic Landmarks:

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1400 - 1600	Inhabited	Ethnographic resource studies suggest American Indians occupied the region during the late Woodland period. Seasonal villages along the coast gave rise to lakeshore fishing and inland mixed crop farming. (Grand Marais CLR 2020, 2-5)
CE 1600 - 1850	Inhabited	Ojibwe people used sheltered bays like the one at Grand Marais as camps during their seasonal travels along the lakeshore. French fur traders arrived on Lake Superior in the 17th century in search of beaver pelts. 2.6(Grand Marais CLR 2020, 2-5)
CE 1661	Explored	The shoreline along Lake Superior in the current-day Pictured Rocks National Lakeshore was documented and described by a French explorer. (Grand Marais CLR 2020, 2-5)
CE 1774	Explored	French traders drew a map of the area and identified the landmark of “le Grand Marais.” The French word “Marais” meaning “marsh,” referred to the landscape vegetation around the present-day Grand Marais Harbor and East Bay. (Grand Marais CLR 2020, 2-6)
CE 1800 - 1899	Explored	The Government Land Office of the Michigan Territory mapped land cover and vegetation of Grand Marais in the early to mid-1800s. This survey documented the Grand Marais landscape as sand dunes and a beech-maple-hemlock forest. The outlet of Sucker River near East Bay was a shrub swamp/emergent marsh surrounded by mixed conifer swamp. 2.13 Swamps consisted of mixed conifers including cedar, black spruce, and hemlock. (Grand Marais CLR 2020, 2-6)
CE 1820	Explored	A ship captain documented the Michigan Territory and described Grand Marais as a swamp that “opens about a mile on the lake between sandbanks of moderate height, but appears to spread to a great width back. It is filled with swampy growth and dead pines as far as the eyes can reach.” (Grand Marais CLR 2020, 2-6)
CE 1826	Abandoned	In July 1826 the United States Superintendent of Indian Affairs toured the Great Lakes and observed the remains of an Ojibwe encampment in Grand Marais Bay. He speculated the Ojibwe camped at Grand Marais on their way to Drummond Island. (Grand Marais CLR 2020, 2-6)
CE 1836 - 1837	Land Transfer	The Ojibwe relinquished lands in the Upper Peninsula to the United States Government following the Treaty of Washington between representatives of Ojibwe and Odawa tribes and the United States. 2.17 (Grand Marais CLR 2020, 2-6)
CE 1837	Established	Michigan was established as a state. (Grand Marais CLR 2020, 2-6)

Year	Event	Major Event Narrative
CE 1840 - 1849	Exploited	Michigan's Upper Peninsula experienced an industrial boom with large-scale extraction of ore, and development of the lumber and commercial fishing industries. 2.14 Commercial traffic and shipping became a major activity on Lake Superior. Dangerous cliffs, offshore reefs, and stormy seas imperiled mariners. 2.15(Grand Marais CLR 2020, 2-7)
CE 1848	Planned	The United States Congress appropriated funds to the United States Treasury Department's Revenue Marine Division to build and equip lifesaving boathouse stations along the New Jersey Coast. Funds were eventually appropriated to other states to build lifesaving stations. (Grand Marais CLR 2020, 2-7)
CE 1850	Eroded	A strip of land completely separated present-day Grand Marais Harbor from Lake Superior. Wave action eroded the strip of land and two spits formed, one to the east (Lonesome Point) and another to the west (to the east of present-day navigational channel to Grand Marais Harbor).(Grand Marais CLR 2020, 2-7)
CE 1853	Planned	The United States Government reserved ten-acres of land in Grand Marais for a lighthouse as this was the only natural harbor along a ninety-mile stretch of the Lake Superior shoreline between Grand Island and Whitefish Point. (Grand Marais CLR 2020, 2-7)
CE 1855	Retained	St. Mary's Falls Ship Canal opened at Sault Ste. Marie. This enabled ships to travel between Lake Superior and the lower Great Lakes. (Grand Marais CLR 2020, 2-7)
CE 1860 - 1869	Established	The first European American settlement was established at Grand Marais. Angus McDonald, an agent for the owner, Peter Barbeau of Sault Ste. Marie, established a trading post on East Bay.2.20 Conable and Sons established a fishery on the north side of Grand Marais Harbor.2.21 (Grand Marais CLR 2020, 2-7)
CE 1870 - 1879	Developed	Emil Endress settled in Grand Marais and expanded his family's commercial fishing business to include passenger and packet freight services for the south shore of Lake Superior. Lumber operations began in the early 1870s and the first sawmill began operating on West Bay in 1879.2.26 A small village engaged in fishing and lumbering established on the south side of the harbor. 2.27 (Grand Marais CLR 2020, 2-8)
CE 1871	Developed	The United States Congress appropriated funds to the United States Treasury Department's Revenue Marine Division to hire employees to staff its system of federally supported lifesaving stations. The number of lifesaving stations grew. 2.28 (Grand Marais CLR 2020, 2-8)

Year	Event	Major Event Narrative
CE 1878	Developed	The United States Life-Saving Service (USLSS) was established as a separate agency within the Treasury Department. The USLSS developed a network of professionally-staffed lifesaving stations across the nation's coasts in the following decades. Facilities at a typical USLSS station included a building with living quarters and boat storage, a flagpole, wreck pole, lookout tower, equipment storage shed, privies, and water collection systems. 2.29 (Grand Marais CLR 2020, 2-8)
CE 1880	Established	Grand Marais Harbor was established as a harbor of refuge by the River and Harbors Act of 1880. 2.30 The Act also authorized the 'Federal Navigation Project at Grand Marais Harbor' for the dredging of a deep channel bisecting the peninsula. Two parallel timber crib jetties set 500-feet apart supported the navigational channel, opening Grand Marais Harbor to Lake Superior and increased lake traffic. 2.31 (Grand Marais CLR 2020, 2-8)
CE 1882	Established	Burt Township was established. (Grand Marais CLR 2020, 2-8)
CE 1883	Platted	Town of West Grand Marais, Michigan was platted by Wellington Burt. The plat noted the 'Government Land Reserved for a Lighthouse' on the peninsula at the west end of the harbor. (Grand Marais CLR 2020, 2-8)
CE 1883 - 1885	Built	East and West Piers were built. The piers were 700-feet long by 20.5-feet wide timber crib structures, spaced 500-feet apart, and built on a blanket of stone. (Grand Marais CLR 2020, 2-8)
CE 1883 - 1903	Built	Two parallel timber crib jetties were built to follow the 20-foot contour on Lake Superior. The jetties were cut through the west spit. The tip of the west spit created Gull Island. (Grand Marais CLR 2020, 2-9)
CE 1885 - 1903	Built	West Pier was extended by 1,112-feet. The extension structure was built on a blanket of stone and reinforced with riprap. (Grand Marais CLR 2020, 2-9)
CE 1890 - 1899	Farmed/Harvested	Grand Marais became an important center for the lumber industry with five mills on East Bay, 400 vessels arriving in the harbor annually, and nearly 150,000-tons of lumber shipped per year. (Grand Marais CLR 2020, 2-9)
CE 1891 - 1895	Planned	The U. S. Lighthouse Board requested an appropriation to build a light at Grand Marais beginning in 1891 and repeated this request for the next several years. The War Department, which had gained authority over the lands, granted permission for the light in 1893, but funds were not appropriated until 1895. (Grand Marais CLR 2020, 2-9)
CE 1892	Altered	East Pier was extended by 250-feet. West Pier was extended by 100-feet. Extensions were wood-pile structures filled with sand and stone. (Grand Marais CLR 2020, 2-9)
CE 1893	Developed	A rail line was established in 1893 between Grand Marais and Seney. The line facilitated movement of lumber from the interior of the peninsula to the sawmills of Grand Marais. (Grand Marais CLR 2020, 2-9)

Year	Event	Major Event Narrative
CE 1895	Built	Funds were appropriated to the United States Lighthouse Board to build a light at Grand Marais. The United States Lighthouse Board was granted permission to occupy the outer end of West Pier. A beacon tower equipped with a light and bell was built, and a 200-foot wide strip was reserved for the light-keeper's dwelling. 2.41 The United States Lighthouse Board built a fog horn and Outer Range Light on the northern most point of West Pier. The 34-foot tall steel tower assisted ships in navigating dangerous shoals, sand bars, reefs, and other potential hazards within shipping terminals. (Grand Marais CLR 2020, 2-11)
CE 1895 - 1897	Engineered	The River and Harbor Act was amended to construct a 5770-foot long timber pile dike on the east peninsula of Grand Marais Harbor. The pile dike prevented waves from forming in the harbor and hitting logging ships. The diffracted waves eroded the south shoreline directly across from the entrance to the channel and the shoreline to the west of the pier. (Grand Marais CLR 2020, 2-11)
CE 1896	Built	The first keeper's dwelling was built. The United States Lighthouse Board described the building as "a shanty erected under the lee of a pile of driftwood." The population of Grand Marais reached 2000 residents where increased logging had improved the economy. A single mill could produce 40-million-board-feet in one year. (Grand Marais CLR 2020, 2-11)
CE 1897	Purchased/Sold	In December 1897 the Secretary of the United States Treasury purchased four lots from the Marais Lumber Company in West Grand Marais for use as a lifesaving station. The lots were adjacent to the United States Lighthouse Board property. (Grand Marais CLR 2020, 2-11)
CE 1897 - 1899	Designed	Inner Range Light, sited on the southern terminus of West Pier, was designed and built by the Office of L.H. Engineer, 11th Dist., Detroit. 2.47 A wood boardwalk connected Inner Range Light with Outer Range Light. (Grand Marais CLR 2020, 2-11)
CE 1899 - 1900	Purchased/Sold	Construction of the USLSS Life-Saving Service Station began in 1899 on the four lots purchased in 1897, adjacent to the United States Lighthouse Board lands. The USLSS completed the lifesaving station in 1900. The station building followed the USLSS's standard designs employed for all its buildings. The building at Grand Marais was based on a Shingle style building, and was one of twenty-eight stations built with this design across the nation. It was an "integral station" with boat storage and living quarters under one roof. A four-story watch tower provided views to Lake Superior and Grand Marais Harbor. The site included a flagpole along with a platform and launchway that extended from the station dwelling to Grand Marais Harbor. A seawall lined the harbor edge. Outbuildings were located north of the station dwelling and included a storehouse, pump, shop and privy. Wood decking provided connecting walks around the building and between structures... (Grand Marais CLR 2020, 2-14)

Year	Event	Major Event Narrative
CE 1899 - 1900	Purchased/Sold	...(CONT) A powerboat slip was just west of the launchway. (Grand Marais CLR 2020, 2-14)
CE 1901 - 1902	Built	An elevated trestle and platform were built to provide keeper access to the Outer Range Light when waves washed over West Pier. United States Department of Agriculture built a weather signal tower at USLSS station. (Grand Marais CLR 2020, 2-14)
CE 1905 - 1907	Stabilized	Stone reinforcement was added along the timber pile dike. (Grand Marais CLR 2020, 2-14)
CE 1907	Retained	The War Department appropriated funds to the United States Lighthouse Board for construction of a new keepers dwelling, and granted formal permission for the board to occupy a 5,000 square foot parcel of land near the inner end of West Pier. (Grand Marais CLR 2020, 2-14)
CE 1908	Built	The United States Lighthouse Board completed construction of the keeper's dwelling—Harbor of Refuge Dwelling. The building was built from plans duplicated from the Munising Range Lights keeper's dwelling. The rectangular two-story building included brick walls on the basement and first floor, stucco on metal lath on the second floor, steam heating, and a metal slate roof. The construction included a well, cistern, tile drain that extended to the navigational channel, privy, powerhouse, oil house, and flagpole. (Grand Marais CLR 2020, 2-14)
CE 1909 - 1910	Abandoned	The last of the white pine in the region was cut. Grand Marais' largest sawmill, the Marais Lumber Co. closed. The railroad spur was abandoned the following year. (Grand Marais CLR 2020, 2-14)
CE 1914	Restored	West Pier timber crib structures were repaired. Crib-fill stone were installed in outer portion of pier. (Grand Marais CLR 2020, 2-14)
CE 1915	Maintained	The "Act to Create the Coast Guard" was signed by President Woodrow Wilson. This merged the United States Life-Saving Service (USLSS) with the Revenue Cutter Service and created the United States Coast Guard (USCG). The USLSS station was redesignated as a USCG station with maritime life saving continuing as an important USCG duty. Many USLSS stations became USCG lifeboat stations. (Grand Marais CLR 2020, 2-20)
CE 1920 - 1929	Built	USCG Officer in Charge Dwelling (HS-19) was completed. Date of construction is unknown. An oilhouse, garage, concrete platform, drainage field (septic), connecting walks, and lawn were installed at the same time. (Grand Marais CLR 2020, 2-20)
CE 1922	Developed	The installation of the Type 'C' Diaphone to the Outer Range Light was completed. (Grand Marais CLR 2020, 2-20)

Year	Event	Major Event Narrative
CE 1931 - 1932	Built	USCG boathouse and launchway were built on a spit of land pointing into West Bay. The site was separate from the USLSS station, located to the southwest, and south of Canal Street on the north shore of West Bay. (Grand Marais CLR 2020, 2-20)
CE 1936 - 1942	Repaired	East and West Pier repairs were completed. Repairs included deck planking and crib-fill stone replacement. (Grand Marais CLR 2020, 2-20)
CE 1938	Planned	Plans were completed for Grand Marais USCG Lifesaving Station. Proposed improvements included two buildings, infrastructure and connecting walks / slabs, and retention of existing buildings and infrastructure. (Grand Marais CLR 2020, 2-20)
CE 1939	Built	USCG Station Dwelling (HS-18) with associated infrastructure and site features were built north of Canal Street, set west of USCG Officer in Charge Dwelling (HS-19) and north of USLSS station building. The building combined dormitory, office, and watch tower functions. It was prominently sited along Canal Street with clear sight lines to Lake Superior from the upper level watch tower. The building was set in a formal space surrounded by a symmetrical oval walk and lawn. Concrete walks connected to the adjacent buildings, parking, and Canal Street. The setting was defined by a curb on the south and low concrete perimeter walls on the east, west, and north. A row of balsam poplar trees lined the west concrete wall. Infrastructure included a septic tank and leaching field and a storm warning tower. USCG Equipment Building and a concrete approach slab pad were built south of Canal Street. 2.64 Both buildings were designed in the "1934 Roosevelt Design," ... (Grand Marais CLR 2020, 25)
CE 1939	Built	...(CONT) a style of the 1930s and 1940s not attributed to any single architect. They were built to the USCG's standard architectural plans, and the study area was developed as a standard station complex where functions were dispersed. The USLSS station building remained in place as did its associated outbuildings and infrastructure—storehouse, old workshop, old building, walks, wood crib and concrete retaining walls at the shoreline, cess pool, power and light, telephone cable, and 'grove of poplars.' Concrete retaining walls and shore were noted to be in "poor condition - somewhat undermined." USCG Harbor of Refuge Dwelling (HS-20) remained in place as did its oil house, garage, privy, fence, gate and infrastructure. (Grand Marais CLR 2020, 2-25)
CE 1939	Retained	The pile dike began to deteriorate. Gull Island remained in place. (Grand Marais CLR 2020, 2-25)

Year	Event	Major Event Narrative
CE 1940	Developed	Grand Marais USCG Lifesaving Station was an active functioning site with extensive infrastructure and a developed setting. Underground gas tanks and two gas pumps were adjacent to USCG Equipment Building. Six trees lined the concrete retaining at USCG Station Dwelling (HS-18). No evidence of the cedar hedge and flower beds noted on the 1940s Plot Plan have been identified. Shrubs were set within the lawn. A gravel drive extended from Canal Street between the two buildings, ending at a concrete pad at USCG Officer in Charge Dwelling's (HS-19) garage and oilhouse. Concrete sidewalks connected the buildings. A wood post with wire mesh fence defined the setting of Harbor of Refuge Dwelling (HS-20), which included a garage, drive and oil house. An aerial identification platform was north of the building. Overhead and underground lines and cabling connected to all buildings. (Grand Marais CLR 2020, 2-29)
CE 1942	Developed	A well point connection and line were installed to service Harbor of Refuge Dwelling (HS-20). The well point was just north of the building. (Grand Marais CLR 2020, 2-29)
CE 1943	Abandoned	USLSS station building was razed. It is assumed the adjacent storehouse, old workshop, and old building along West Bay were also razed and infrastructure associated with all buildings was abandoned. 2.72 A well point connection, located to the north on the adjacent property, and line were installed to service USCG Station Dwelling (HS-19). (Grand Marais CLR 2020, 2-29)
CE 1950	Abandoned	The River and Harbor Act funded an 802-foot extension of West Pier. The commercial fishing industry on Lake Superior collapsed. USCG decommissioned stations across the Great Lakes. (Grand Marais CLR 2020, 2-29)
CE 1950 - 1953	Altered	Concrete cap superstructure was installed on East Pier. This extended the pier's elevation to six-feet above the low water datum. (Grand Marais CLR 2020, 2-29)
CE 1953	Developed	Catwalk added between the two platforms of the launchway. (Grand Marais CLR 2020, 2-29)
CE 1960	Eroded	The timber pile dike disintegrated after years of erosion. Loss of the dike caused material that had deposited along it to disperse into the East Bay and the southern shore of the Grand Marais Harbor. Gull Island (Lost Island/Seagull Island) began to erode and was completely submerged by 1973. (Grand Marais CLR 2020, 2-31)
CE 1960	Built	An 802-foot long cellular sheet-pile breakwater extension was built at the lake ward end of West Pier. The breakwater was filled with dredged material and capped with cover stone. Riprap stone was placed at toes of cells. West Pier's crest elevation extended to eight-feet above the low water datum. (Grand Marais CLR 2020, 2-31)

Year	Event	Major Event Narrative
CE 1961	Built	United States Army Corps of Engineers rebuilt West Pier. Inner and Outer Range Lights were placed in their current positions. (Grand Marais CLR 2020, 2-31)
CE 1962 - 1970	Repaired	Building repairs included window and door replacement, and re-siding of Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Equipment Building. 2.82 A trailer, noted as being "facilities privately maintained," was located south of USCG Equipment Building. A paint locker was located adjacent to West Pier, north of Harbor of Refuge Dwelling. (Grand Marais CLR 2020, 2-32)
CE 1963	Altered	An 80-foot antenna tower and radial ground system were installed north of USCG Station Dwelling (HS-18). This included a wood picket fence around the ground anchor—five foot height by ten-foot square. The system was connected to the building two pull boxes (one at the building) and a four-inch duct. (Grand Marais CLR 2020, 2-32)
CE 1964	Altered	USCG lifeboat launch was remodeled to include a motorized carriage to launch a forty-foot boat. (Grand Marais CLR 2020, 2-32)
CE 1965	Planned	A VHF tower was proposed at the southwest corner of USCG Station Dwelling but was not built. A new 3/4" water supply to USCG Officer in Charge Dwelling was proposed. (Grand Marais CLR 2020, 2-32)
CE 1966	Established	Pictured Rocks National Lakeshore was established. (Grand Marais CLR 2020, 2-32)
CE 1966 - 1975	Retained	By 1966, Grand Marais was one of only a handful of stations operating on Lake Superior. USCG repaired and modified the site to improve function and lifesaving duties. No major construction occurred after the antenna tower installation, other than additional propane tanks and service. Propane tanks and service were added. A 'drained field' and four-inch septic line were added to service Harbor of Refuge Dwelling (HS-20) by 1970 likely replacing the original septic line that daylighted into Lake Superior. 2.88 Outbuildings and structures likely removed after 1966 include the oil house, garage, and underground grease rack at Officer in Charge Dwelling (HS-19). Harbor of Refuge Dwelling's (HS-20) oil house, powerhouse, privy, and garage were removed. (Grand Marais CLR 2020, 2-32)
CE 1969 - 1973	Engineered	Portions of East and West Piers were capped with concrete. Crest elevations were extended to seven-feet above the low water datum. (Grand Marais CLR 2020, 2-36)
CE 1974	Abandoned	USCG's 1975 Plot Plan documented the as built septic system. The 1964 system included a buried 1000-GAL precast septic tank, line, and absorption field north of USCG Officer in Charge Dwelling. The previous leaching pool was abandoned and filled with sand. (Grand Marais CLR 2020, 2-36)

Grand Marais USCG Lifesaving Station
Pictured Rocks National Lakeshore

Year	Event	Major Event Narrative
CE 1975	Retained	USCG Grand Marais Lifesaving Station was receiving few emergency calls by the mid 1970s. The station was the last land-based contact with the freighter the Edmund Fitzgerald before it sank in 1975 near Whitefish Point. (Grand Marais CLR 2020, 2-36)
CE 1978	Developed	USCG completed the new boathouse and launchway. (Grand Marais CLR 2020, 2-36)
CE 1979	Retained	USCG Commander visited the Grand Marais Lifesaving Station to evaluate the feasibility of closing the station. The station was described as “beautifully clean and well maintained.” USCG announced its intention to decommission the station the following year. The local community objected and Michigan Governor, William Millikin, requested USCG operate the station on a seasonal basis. (Grand Marais CLR 2020, 2-36)
CE 1981	Abandoned	Grand Marais USCG Lifesaving Station was deactivated. Command and operations were transferred to United States Coast Guard Auxiliary Flotilla 28-12 9(CR). (Grand Marais CLR 2020, 2-37)
CE 1980 - 1985	Altered	The USCG renovated USCG Equipment Building for use as offices, meeting spaces and garage spaces for the USCG Auxiliary Flotilla. The building's two east garage bays were enclosed and renovated as office space, which included removal of the garage doors. The side door and windows were relocated to the east elevation, and a new entry door was installed. (Grand Marais CLR 2020, 2-37)
CE 1985	Rehabilitated	NPS began the renovation of Station Dwelling (HS-18) and Officer in Charge Dwelling (HS 19). Roofs on both buildings were removed and cedar shingles installed and stained. (Grand Marais CLR 2020, 2-37)
CE 1986	Rehabilitated	The USCG dismantled the radial ground system. East and West Piers were repaired by the U.S. Army Corps of Engineers. The timber pile dike was classified as deteriorated and in ruins. (Grand Marais CLR 2020, 2-37)
CE 1990	Land Transfer	The transfer of the USCG owned buildings to the NPS was initiated. The transfer was complicated by the ownership history of the land. Harbor of Refuge Dwelling (HS-20) and Officer in Charge Dwelling (HS-19) were in “custody” of the USCG but built on land owned by the U.S. Army Corps of Engineers. This required the Corps to issue a ten-year lease to the NPS for the land. All buildings were outside PIRO’s official boundaries, resulting in the NPS negotiating a 99-year lease on the property. Michigan’s State Historic Preservation Office (SHPO) determined four historic buildings— Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Equipment Building (Station Garage)— to be eligible for listing in the NRHP under Criterion A and C. (Grand Marais CLR 2020, 2-37)

Year	Event	Major Event Narrative
CE 1996	Land Transfer	Legislation enabling acquisition of the USCG owned buildings by the NPS was signed. (Grand Marais CLR 2020, 2-37)
CE 1997	Land Transfer	The lease for Harbor of Refuge Dwelling (HS-20) was transferred to the NPS. USCG retained Equipment Building and 4.16 acres of land. 2 (Grand Marais CLR 2020, 2-37)
CE 2000 - 2005	Rehabilitated	GMHS and NPS executed a new operating agreement for Harbor of Refuge Dwelling (HS-20) with GMHS responsible for minor and routine maintenance, and the NPS responsible for exterior and major building and structural work and oversight and clearances for work. Harbor of Refuge Dwelling (HS-20) was rehabilitated with interior repairs, e.g., wallpaper and non-historic trim removal, new drywall, wainscoting, and paint/wallpaper, and electrical and lighting upgrades. The NPS installed a new roof, painted and repaired the porch and exterior trim, and replaced windows and aluminum siding. 2 (Grand Marais CLR 2020, 2-38)
CE 2001 - 2002	Rehabilitated	Officer in Charge Dwelling (HS-19) was rehabilitated as park housing. Interior repairs included replacement of doors and windows (ca. 1960s) with replicative historic units, removal of aluminum siding, installation of insulation, and replacement of fixture and heating system. Exterior repairs included replacement of drop siding and rafter tails and replacement of non-historic concrete porch front steps to match historic steps. Station Dwelling (HS-18) was rehabilitated with interior painting, porch roof and watchtower deck membrane roofs removal and replacement, and electrical system upgrades. (Grand Marais CLR 2020, 2-38)
CE 2011	Altered	Harbor of Refuge Dwelling (HS-20) porch was replaced. (Grand Marais CLR 2020, 2-38)
CE 2012	Rehabilitated	Inner and Outer Range Lights were listed in the NRHP with a period of significance of 1898 to 1961—the date of the oldest extant light to fifty years prior to the date of the listing. This also represented the rebuilding of West Pier. Station Dwelling (HS-18) boiler was replaced. The NPS issued an emergency scope of work for replacement of the roof of Harbor of Refuge Dwelling (HS-20). The asphalt roof installed in 2005 failed and water damage was detected in 2012. Work included rebuilding the entire west dormer and rotted rafters. (Grand Marais CLR 2020, 2-38)
CE 2012	Engineered	Remnants of the timber pile dike breakwater along East Pier were removed. A new stone breakwater was constructed. (Grand Marais CLR 2020, 2-38)
CE 2019	Maintained	The process was initiated for the NPS to acquire Equipment Building from United States Coast Guard (USCG). (Grand Marais CLR 2020, 2-38)

Physical History:

Indigenous Occupation to ca. 1839

Small groups of indigenous peoples used the southern shore of Lake Superior for hundreds of years on a seasonal basis. Archeological studies reveal a subsistence pattern of spring and fall fishing with hunting and plant collecting as complementary winter and summer activities. 2.4

The natural harbor at Grand Marais has long been a haven for travelers along the southern shore of Lake Superior. Ojibwe people used sheltered bays like the one at Grand Marais as camps during their seasonal travels along the lakeshore. Maps of eighteenth century French explorers and traders identified the harbor as “Le Grand Marais” which translates to “The Great Marsh.” It could also be a mistranslation for “Le Grand Mare” or “Great Pond” as the Ojibwe called the harbor “Kitch-bitobig,” or “Great Pond.” (Grand Marais CLR 2020, 2-5)

Shipping and Navigation (ca. 1840 to 1894)

Shipping became a major activity on Lake Superior in the 1840s. To aid in navigation, the United States Government appropriated funds, reserved land, and planned for the development of navigational aids and a lifesaving station in Grand Marais between the 1850s and mid-1890s. This strategic location was the only natural harbor along a ninety-mile stretch of the Lake Superior shoreline between Grand Island and Whitefish Point. During this period land was reserved for a lighthouse, Grand Marais Harbor was established as a harbor of refuge, a navigational channel was built to open Grand Marais Harbor to Lake Superior, Burt Township was established, and the United States Life-Saving Service (USLSS) became a separate agency developing a network of lifesaving stations. (Grand Marais CLR 2020, 2-7)

Early Lifesaving Station and Light Station (1895 to 1914)

The study area was developed as a lifesaving station and light station through the work of two sister agencies—the U. S. Lighthouse Board and the United States Life-Saving Service (USLSS). The USLSS developed two parcels for the lifesaving station siting the station dwelling and associated outbuildings and features adjacent to West Bay with clear sight lines to Lake Superior. The sheltered location enabled the professionally staffed USLSS to launch boats directly into the protected harbor during storms.

The United States Lighthouse Board occupied the outer end and a strip of land along West Pier where a light tower and a dwelling for the keeper were built. The building and associated outbuildings and features were set along West Pier with clear sight lines to the Navigational Channel and lights. (Grand Marais CLR 2020, 2-11)

United States Coast Guard Lifesaving Station (1915 to 1961)

For five decades the study area was an active United States Coast Guard lifesaving station, eventually being known as "Coast Guard Point." The initial lifesaving station and Harbor of Refuge (HS-20) were expanded with the addition of Officer in Charge Dwelling (HS-18) in the 1920s. Facilities expanded again in the late 1930s. The station was designed and organized as a complex of buildings and spaces providing specific functions—administration, living quarters, boathouses, launchways, garages, equipment sheds, etc.

The station's layout and aesthetic followed the USCG's standard designs for settings, arrangement of buildings and functions for efficiency and visibility, and standard architectural plans. The overall appearance reflected a formal unified aesthetic of trimmed lawns, orthogonal organization, and clear lines of sight. A separate site for the launchway and boathouse was on a point oriented towards West Bay.

USLSS station building and associated shops, garages, site features, and infrastructure were razed in 1943. Officer in Charge Dwelling (HS-19), Station Dwelling (HS-18), USCG boathouse and launchway, and associated infrastructure and site features remained in place. (Grand Marais CLR 2020, 2-20)

United States Coast Guard Lifesaving Station Closure (1962 to 1980)

The role of light and life saving stations on Lake Superior began diminishing in the 1960s. By 1966 Grand Marais USCG Lifesaving Station was one of only a few stations in operation. The USCG continued to invest in the study area through navigational upgrades, building repairs, and utility and infrastructure modifications. These included new gas and propane tanks and service, and septic system additions. The only major installation was antenna tower, anchor and pull boxes. Outbuildings and structures were likely removed after 1966. (Grand Marais CLR 2020, 2-32)

NPS Development (1981 to present)

Following the USCG'S 1979 command, Grand Marais USCG Lifesaving Station was decommissioned in 1981. Operations were transferred to a United States Coast Guard Auxiliary unit. The transition of three buildings—Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), and Harbor of Refuge Dwelling (HS-20)—to the NPS for inclusion in Pictured Rocks National Lakeshore was initiated in 1990. The NPS currently uses two buildings and the site for administration and operational purposes. The NPS, in partnership with the GMHS, manages Harbor of Refuge Dwelling (HS-20) for interpretation. (Grand Marais CLR 2020, 2-37)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Transportation	Water-Related	Lighthouse	Yes	No	Yes

Public Access:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The cultural landscape retains integrity in location, setting, materials, workmanship, and association. • Grand Marais USCG Lifesaving Station retains integrity in location and setting. The physical environment associated with the development of the study area as a lifesaving station remains in the original location. The building complex and its relationship to Lake Superior, Grand Marais Harbor and navigational channel remain from the period of significance. • Grand Marais USCG Lifesaving Station retains integrity in materials and workmanship. Contributing features associated with the cultural landscape retain the original simple material palette and workmanship aesthetic of the USLSS and USCG. Buildings, structures, and circulation retain materials from original construction. These include a simple material palette of wood, brick, and concrete used in both buildings and circulation routes. Contemporary fencing, benches, signs, trash receptacles, and memorials contrast the historic material palette and workmanship. • Grand Marais USCG Lifesaving Station retains integrity of association as a station through the extant designed landscape and buildings. The extant Station Dwelling (HS-18), Office in Charge Dwelling (HS-19), and Equipment Building retain association by their continued use.

The cultural landscape has diminished integrity in design and feeling. • Grand Marais USCG Lifesaving Station has diminished integrity in design. The cultural landscape retains its original arrangement of buildings and structures arranged around Canal Street and orientation to Lake Superior and Grand Marais Harbor. The design of the study area is modified by the introduction of new patterns in the cultural landscape. Adjacent development, mature vegetation, and the addition of gravel parking areas and small scale features—memorials, benches, trash receptacles, and signs—throughout the study area diminishes the design of the station's historically open landscape. The planting design of the study area was minimal and remains visible in today's landscape but is diminished by the loss of uniform tree plantings. Tree allees were established to delineate boundaries at Station Dwelling (HS 18) and USLSS Station Building (non-extant). The planting design is diminished by gaps in allees where trees have died or been removed. The loss of trees at USLSS Station Building modifies the uniformity of allees and contributes to the appearance of scattered tree plantings. • Grand Marais USCG Lifesaving Station has diminished integrity in feeling. The study area is no longer an active lifesaving station and the feeling of an active, working landscape no longer remains. (Grand Marais CLR 2020, 3 -2,3)

Landscape Characteristic: Spatial Organization

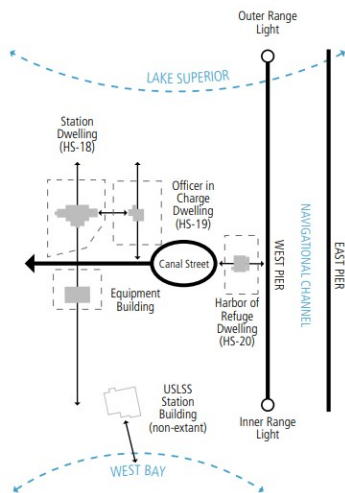
The spatial organization of the cultural landscape is arranged around a central loop road (Canal Street) with buildings oriented to Lake Superior, West Bay, and navigational channel. East and West Piers were built to establish a navigational channel to Grand Marais Harbor. Inner and Outer Range Lights were erected on the lake and harbor ends of West Pier. The United States Life-Saving Service (USLSS) sited the non-extant station building along West Bay with clear sight lines to West Bay. The sheltered West Bay location enabled the USLSS to launch boats directly into the protected harbor during storms. The United States Lighthouse Board sited Harbor of Refuge Dwelling (HS-20) along the West Pier with clear sight lines to the navigational channel. USCG expanded the established infrastructure when staffing needs exceeded facility capacity. USCG facilities, in place today, were designed and organized as a complex of separate buildings providing specific functions—administration, living quarters, boathouses, garages, equipment sheds, and other purposes.^{3.6} The spaces were essential for the efficient functionality of the station and were connected visually and physically by walkways and a central loop road. The Station Dwelling (HS-18) is prominently set in a formally arranged space with symmetrical walks and lawn enclosed by curb to the south and east, low wall to the north, and low wall and allée of balsam poplar trees to the west. The Officer in Charge Dwelling (HS-19) and Equipment Building were sited adjacent to Station Dwelling (HS-18) and oriented to Canal Street and the water. The overall appearance of the cultural landscape reflects a formal military aesthetic of trimmed lawns, orthogonal organization, and clear lines of site.^{3.7} The topography is primarily level, with sand dunes creating ridges north of the study area. The low, level topography of the site provided easy access to West Bay. Harbor of Refuge Dwelling (HS-20) is slightly elevated above the native topography and constructed West Pier. Sand accumulation west of the jetties has expanded the beach lakeward 600 feet since the 1880s.^{3.8} A series of historic photographs indicate nominal shoreline change between 1939 to 1953. Extension of the west jetty in the 1960s resulted in further trapping of sediment and subsequent beach growth to its present size.^{3.9} Coastal processes continue to modify the shoreline and dune topography between Station Dwelling (HS-18) and Officer in Charge Dwelling (HS-19). Primary viewsheds from the study area include views to Lake Superior and views across West Bay, views from the Station Dwelling (HS-18) lookout tower, views to and from Inner and Outer Range Lights, and views between buildings. Mature vegetation and adjacent development obscures views from Canal Street to the study area. Dune topography and chain link fences obscure views to and from Lake Superior and navigational channel. (Grand Marais CLR 2020, 3-14, 15)

Landscape Features:

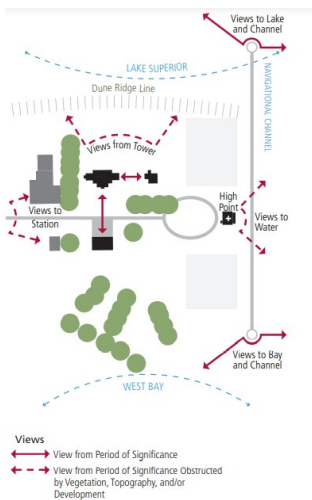
Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Relationship between the buildings—Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), Station Garage—and Lake Superior and Grand Marais Harbor	190706	Contributing					No
The settings of Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Station Garage	190707	Contributing					No
Historic setting and spaces of USLSS station (buildings are non-extant)	190708	Contributing					No
Views to and from Lake Superior, Grand Marais Harbor, and views between buildings and structures	190709	Contributing					No
Views towards Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Station Garage from Canal Street and Burt Township	190710	Contributing					No
Views to/from Inner and Outer Range Lights	190711	Contributing					No

Landscape Characteristic Graphics:

Grand Marais USCG Lifesaving Station Pictured Rocks National Lakeshore



The cultural landscape is arranged around a central loop road (Canal Street) and buildings are oriented to Lake Superior, West Bay, and navigational channel. USCG facilities were designed and organized as a complex of separate buildings providing specific functions. Spaces were connected visually and physically by walkways and a central loop road (source: Mundus Bishop, 2020).



Mature vegetation, topography, and adjacent development alters views from the period of significance (source: Mundus Bishop, 2020).



The orientation of Harbor of Refuge Dwelling (HS-20) to the navigational channel remains similar to the period of significance. A fence parallel to West Pier obscures views to the water (source: Mundus Bishop, 2019).

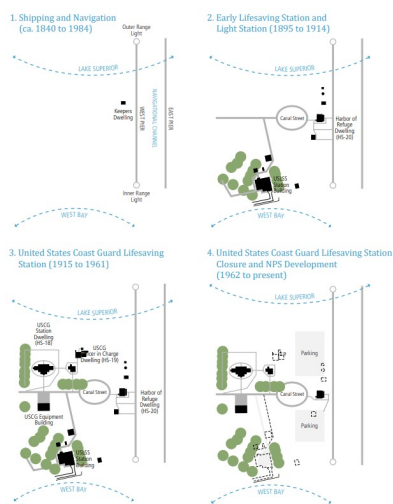


Adjacent development obscures views to the study area (source: Mundus Bishop, 2019).

Grand Marais USCG Lifesaving Station
Pictured Rocks National Lakeshore



Topographic changes resulting from dune process diminishes the visual relationship between Agate Beach and buildings (source: Mundus Bishop, 2019).



The arrangement of buildings and structures remains similar to the period of significance. Buildings and structures extant during the periods of development are indicated in solid black. Non-extant buildings and structures are indicated in black dashed outlines (source: Mundus Bishop, 2020).



The cultural landscape was arranged around Canal Street and buildings were oriented to Lake Superior, West Bay, and navigational channel (source: Grand Marais Historical Society).



Spatial organization from the period of significance is modified by the addition of gravel parking areas and associated visitor amenities (source: Mundus Bishop, 2019).

Landscape Characteristic: Circulation

Circulation includes vehicular, pedestrian, and water routes. Canal Street provides the single vehicular route between Grand Marais and the study area. Pedestrian walkways are arranged symmetrically around buildings and connect buildings in an efficient institutional fashion. Vehicular, pedestrian, and water routes were essential for the efficient functionality of the study area. Vehicular circulation includes Canal Street, gravel access drives, and parking areas. Canal Street bisects the study area and provides direct access to Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), Equipment Building, and two gravel parking areas. Canal Street terminates as a circular route west of Harbor of Refuge Dwelling (HS-20). A gravel parking area south of Harbor of Refuge Dwelling (HS-20) provides museum and visitor parking. A gravel parking area north of Harbor of Refuge Dwelling (HS-20) provides visitor parking. Staff parking areas include gravel pull-in spaces south of Station Dwelling (HS-18), gravel access drive west of Officer in Charge Dwelling (HS-19), and concrete slab north of the Equipment Building. A non-extant filling station was built east of the Equipment Building concrete slab. A native surface road trace west of the Equipment Building provides administrative access from Canal Street to the location of the non-extant lifesaving station along West Bay. Pedestrian circulation is primarily comprised of building access routes. Orthogonal walkways at Station Dwelling (HS-18) and at the Officer in Charge Dwelling (HS-19) provide access between buildings, parking areas, and building entrances. The walkways parallel building facades and reinforce the formality of the cultural landscape. Walkways at Harbor of Refuge Dwelling (HS-20) are less formal, providing access from the gravel parking directly to the front and back entrances. A narrow walkway comprised of boardwalk and concrete surfacing connects the gravel parking area south of Harbor of Refuge Dwelling (HS-20) to the building. Two native surface pedestrian trails connect the northern parking lot to Agate Beach. The West Pier provides an informal north-south pedestrian route from the Inner Range Light to the Outer Range Light. Water circulation includes the navigation channel and access points along West Pier and at the launchway west of the study area. The launchway is not publicly accessible. (Grand Marais CLR 2020, 3-20)

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
Canal Street	190712	Contributing					No
Station Dwelling (HS-18) Vehicular and Pedestrian Circulation— Walkways, Parking	190713	Contributing					No
Officer in Charge Dwelling (HS-19) Vehicular and Pedestrian Circulation—Walkways, Parking, Access Drive	190714	Contributing					No
Equipment Building Concrete Parking	190715	Contributing					No
Road Trace (east of Equipment Building)	190716	Non contributing					No
Navigational Channel	190717	Contributing					No
West Pier	190718	Contributing					No
East Pier	190719	Contributing					No
Pile Dike	190720	Contributing					No
West Bay Crib Ruins	190721	Contributing					No
Harbor of Refuge Dwelling (HS-20) East/South Walkway and Stairs	190722	Contributing					No
Harbor of Refuge Dwelling (HS-20) West Walkway and Stairs	190723	Non contributing					No
Launchway	190724	Non contributing					No
Burt Township Gravel Parking (north and south)	190725	Non contributing					No
Dune Trails	190726	Non contributing					No

Landscape Characteristic Graphics:

Grand Marais USCG Lifesaving Station Pictured Rocks National Lakeshore



Circulation remains from the period of significance with additions facilitating contemporary uses (source: Mundus Bishop, 2020).



Gravel parking at Station Dwelling (HS-18) dates to the period of significance (source: Mundus Bishop, 2019).



A road trace east of the Equipment Building provides administrative access from Canal Street to the location of the non-extant lifesaving station along West Bay (source: Mundus Bishop, 2019).



The gravel parking area north of Harbor of Refuge Dwelling (HS-20) alter the cultural landscape (source: Mundus Bishop, 2019).



Stormwater flows and collects at a low point south of Canal Street (source: Mundus Bishop, 2019).



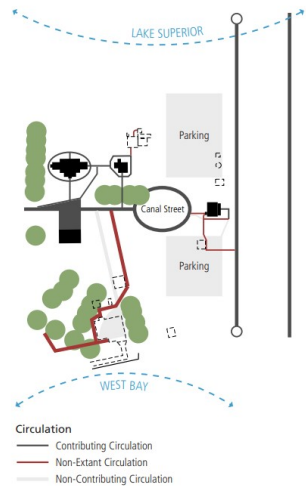
Two native surface pedestrian trails connect the northern parking lot to Agate Beach (source: Mundus Bishop, 2019).



Pedestrian walks arranged symmetrically around Station Dwelling (HS-18) remain from the period of significance (source: Mundus Bishop, 2019)



The Launchway to the west of the study area is in poor condition (source: Mundus Bishop, 2019)



Circulation remains similar to the period of significance with modifications to walkways and the addition of parking areas (source: Mundus Bishop, 2020).

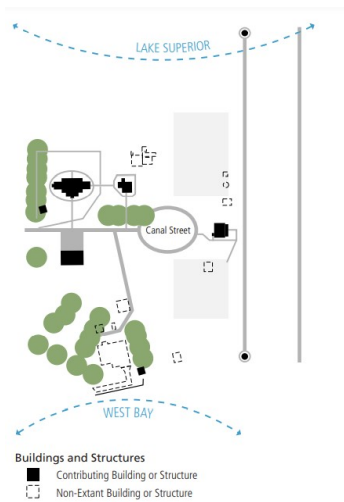
Landscape Characteristic: Buildings and Structures

The cultural landscape includes four buildings, several structures, and foundations of non-extant structures. Prominent buildings include Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Equipment Building. The Historic Structures Report (HSR), written in conjunction with this CLR, provides a detailed building chronology and analysis. Remnant concrete pads mark the location of non-extant structures. The non-extant lifesaving station was critical to early United States Life-Saving Service operations and is marked by several concrete pads, a concrete retaining wall (along West Bay shoreline), and balsam poplar trees south of the Equipment Building. Concrete blocks and metal vaults mark the location of antenna tower and radial ground system components located to the west and north of Station Dwelling (HS 18). Concrete pads mark the location of the garage, grease rack, and oil house associated with the Officer in Charge Dwelling (HS-19) and power house and oil house associated with Harbor of Refuge Dwelling (HS-20). Structures include East Pier and West Pier. The piers parallel the navigational channel and are constructed of cellular steel sheet-pile and concrete. Outer Range Light, a 34-foot tall steel tower, is located at the northern end of West Pier. Inner Range Light, a 55-foot tall cast iron tower, is located at the southern end of West Pier. The lights are owned by USCG and operated as automated federal aids to navigation. Additional structures critical to the function of an active lifesaving station include storm warning towers at Station Dwelling (HS-18) and Equipment Building. (Grand Marais CLR 2020, 3-26)

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
Station Dwelling (HS-18)	190727	Contributing					No
Station Dwelling (HS-18) Storm Warning Tower	190728	Contributing					No
Officer in Charge Dwelling (HS-19)	190729	Contributing					No
Officer in Charge Dwelling (HS-19) Shed	190730	Non contributing					No
Harbor of Refuge Dwelling (HS-20)	190731	Contributing					No
Equipment Building	190732	Contributing					No
Equipment Building Storm Warning Tower	190733	Contributing					No
Outer Range Light	190734	Contributing					No
Inner Range Light	190735	Contributing					No
Concrete Retaining Wall (along West Bay shoreline)	190736	Contributing					No

Landscape Characteristic Graphics:



The overall arrangement of buildings and structures retains integrity but is modified by the removal of the USLSS station building and additional structures key to the operations of a working station (source: Mundus Bishop, 2020).

Grand Marais USCG Lifesaving Station Pictured Rocks National Lakeshore



Buildings and structures contribute to the significance of the cultural landscape (source: Mundus Bishop, 2020)



Station Dwelling (HS-18) (source: Mundus Bishop, 2019).



Equipment Building (source: Mundus Bishop, 2019).



Officer in Charge Dwelling (HS-19) (source: Mundus Bishop, 2019).



Inner Range Light (source: Mundus Bishop, 2019).



Harbor of Refuge Dwelling (HS-20) (source: Mundus Bishop, 2019).



Outer Range Light (HS-20) (source: Mundus Bishop, 2019).

Landscape Characteristic: Small Scale Features

Small scale features include those extant during the period of significance and additions from after the period of significance. Contributing small scale features consist of a concrete wall, concrete curbs, and pull boxes dating from the period of significance. The curb to the south and east and wall to the north and west define the area of lawn at Station Dwelling (HS-18). Extant pull boxes and several concrete blocks north of Station Dwelling (HS-18) were components of the 80- foot antenna tower and radial ground system. Non-contributing contemporary small scale features serve visitor and administrative functions. Features include signs, chain link fences, picnic tables, grills, benches, and utility infrastructure (propane, fire hydrants, etc.). A memorial centered in the gravel parking area south of Harbor of Refuge Dwelling (HS-20) commemorates Grand Marais commercial fisherman. The memorial includes a stone marker, flagpole, and benches. ((Grand Marais CLR 2020, 3-30)

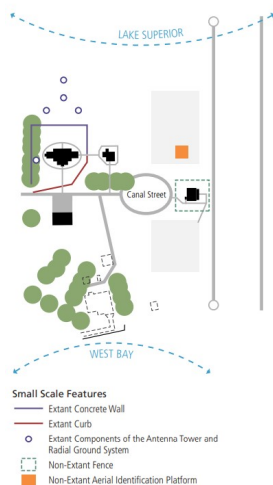
Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Study Area Utility Poles (6)	190737	Non contributing					No
Study Area Regulatory Signage (13)	190738	Non contributing					No
Study Area Interpretive Signage (1)	190739	Non contributing					No
Study Area Picnic Tables	190740	Non contributing					No
Study Area Fire Hydrants	190741	Non contributing					No
Study Area Parking Boulders (43)	190742	Non contributing					No
Study Area "Grand Marais Commercial Fishermen's Memorial" Marker	190743	Non contributing					No
Study Area "Grand Marais Commercial Fishermen's Memorial" Flagpole	190744	Non contributing					No
Study Area "Grand Marais Commercial Fishermen's Memorial" Benches	190745	Non contributing					No
Station Dwelling (HS-18) Perimeter Wall	190746	Contributing					No
Station Dwelling (HS-18) Curb	190747	Contributing					No
Station Dwelling (HS-18) Pull Box 1	190748	Contributing					No
Station Dwelling (HS-18) Pull Box 2	190749	Contributing					No
Station Dwelling (HS-18) Antenna Tower and Radial Ground System Concrete Blocks	190750	Contributing					No
Station Dwelling (HS-18) Park ID Sign	190751	Non contributing					No
Station Dwelling (HS-18) Propane Tank	190752	Non contributing					No

Grand Marais USCG Lifesaving Station
Pictured Rocks National Lakeshore

Station Dwelling (HS-18) Grill	190753	Non contributing					No
Station Dwelling (HS-18) Picnic Table	190754	Non contributing					No
Officer in Charge Dwelling (HS-19) Propane Tank	190755	Non contributing					No
Officer in Charge Dwelling (HS-19) Propane Tank Picket Fence	190756	Non contributing					No
Officer in Charge Dwelling (HS-19) Chain Link Fence	190757	Non contributing					No
Officer in Charge Dwelling (HS-19) Picnic Table	190758	Non contributing					No
Officer in Charge Dwelling (HS-19) Satellite Dish	190759	Non contributing					No
Officer in Charge Dwelling (HS-19) Raised Garden Beds	190760	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Trash Can	190761	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Granite Slab	190762	Non contributing					No
Harbor of Refuge Dwelling (HS-20) "Light Keepers Museum" Sign	190763	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Garden Marker and Memorial Bench	190764	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Chain Link Fence	190765	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Farm Equipment	190766	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Trash Can	190767	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Granite Slab	190768	Non contributing					No
Equipment Building Picnic Table	190769	Non contributing					No
Equipment Building Garbage Can	190770	Non contributing					No
Equipment Building "Property of the US Coast Guard" ID Signs	190771	Non contributing					No
Equipment Building "US Coast Guard" ID Sign	190772	Non contributing					No
Equipment Building Riprap along Concrete Retaining Wall	190773	Non contributing					No

Landscape Characteristic Graphics:



Extant small scale features from the period of significance include the concrete wall and curb and features supporting USCG operations (source: Mundus Bishop, 2020).



Non-contributing small scale features include benches, memorials, boulders, and a flagpole (source: Mundus Bishop, 2019).



Contributing small scale features at Station Dwelling (HS-18) include a concrete wall. The propane tank, grill, and picnic table are non-contributing (source: Mundus Bishop, 2019).



Non-contributing small scale features—picnic tables, trash cans, markers, and signage—accommodate visitor use (source: Mundus Bishop, 2019).

Landscape Characteristic: Vegetation

Vegetation includes lawn, mature allees, canopy trees, ornamental plantings, and dune vegetation. Lawn surrounds Station Dwelling (HS-18), Officer in Charge Dwelling (HS-19), Harbor of Refuge Dwelling (HS-20), and Equipment Building. An allee of mature balsam poplar trees line the wall west of Station Dwelling (HS-18) and define the site of the non-extant lifesaving station. Mature balsam poplar trees define the front lawn of Officer in Charge Dwelling (HS-19). Ornamental plantings are sparse, consisting of a mature lilac shrub and annual plantings at the foundation of Harbor of Refuge Dwelling (HS-20), and goldenrods along West Pier. Dune vegetation occurs south of Agate Beach. Agate Beach consists of sand, pebbles, and cobble near the shoreline with a backbeach area consisting of embryo dunes and more mature dunes further inland. A population of Pitcher's thistle is within in the study area. The plant is found only in the dunes and shoreline along Lakes Superior, Lake Michigan, and Lake Huron. Pitcher's thistle is protected by the Endangered Species Act and listed as a federally threatened species. (Grand Marais CLR 2020, 3-34)

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
Study Area Lawn	190774	Contributing					No
Study Area Dune Vegetation	190775	Contributing					No
Station Dwelling (HS-18) Lawn	190776	Contributing					No
Station Dwelling (HS-18) Balsam Poplar Tree Allee (17)	190777	Contributing					No
Station Dwelling (HS-18) Evergreen Tree (1)	190778	Contributing					No
Officer in Charge Dwelling (HS-19) Lawn	190779	Contributing					No
Officer in Charge Dwelling (HS-19) Balsam Poplar Tree Allee (4)	190780	Contributing					No
Officer in Charge Dwelling (HS-19) Evergreen Tree (1)	190781	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Lawn	190782	Contributing					No
Harbor of Refuge Dwelling (HS-20) Lilac Shrub	190783	Non contributing					No
Harbor of Refuge Dwelling (HS-20) Ornamental Foundation Plantings	190784	Non contributing					No
Equipment Building Lawn	190785	Contributing					No
Equipment Building Balsam Poplar Trees (17)	190786	Contributing					No

Landscape Characteristic Graphics:



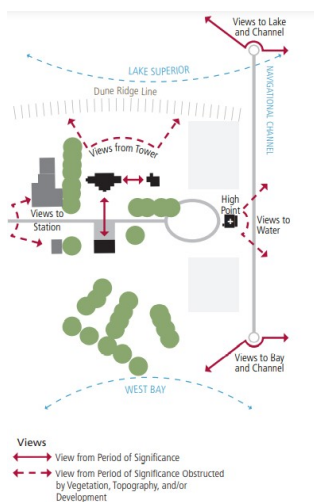
Dune vegetation south of Agate Beach (source: Mundus Bishop, 2019).



Ornamental plantings at Harbor of Refuge Dwelling (HS-20) (source: Mundus Bishop, 2019).



Mature trees mark the edge of non-extant USLSS station (source: Mundus Bishop, 2019).



Allees of balsam poplar trees, open lawn, and dune vegetation contributes to the significance of the cultural landscape (source: Mundus Bishop, 2020).

Grand Marais USCG Lifesaving Station Pictured Rocks National Lakeshore



Contributing vegetation includes manicured lawn and allees of balsam poplar trees (source: Mundus Bishop, 2020).



The USCG established manicured lawn in the immediate vicinity of buildings. Lawn transitioned to native grasses outside walks, walls, and fences (source: Mundus Bishop, 2020).



Extant allees of balsam poplar trees line the front of Officer in Charge Dwelling (HS-19) (source: Grand Marais Historical Society)



Early photographs of Harbor of Refuge Dwelling (HS-20) indicate an allee of trees planted along West Pier (source: Grand Marais Historical Society)

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 01/26/2027

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 01/26/2021

Condition Assessment Explanatory Narrative:

Impacts

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: Both Internal and External

Impact Narrative:

Date Identified: 07/07/2021

Type of Impact: Inundation/Flooding

Other Impact:

External or Internal: Both Internal and External

Impact Narrative:

Date Identified: 07/07/2021

Type of Impact: Visitation

Other Impact:

External or Internal: Internal

Impact Narrative:

Date Identified: 07/07/2021

Treatment

Stabilization Measures

Approved Treatment

Treatment Type: Rehabilitation

Completed: No

Approved Treatment Document: Cultural Landscape Report

Document Date: 2020-10-15

Narrative:

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
Mundus Bishop	Grand Marais USCG Lifesaving Station, Pictured Rocks National Lakeshore Cultural Landscape Report	2020	National Park Service			

