

## Circulation/Accessibility

This section describes the overall condition and analysis of circulation patterns and features of the Devils Island cultural landscape. Detailed descriptions of individual features, the boat dock, tram tracks and concrete walks are included in the Structures and Small Scale Features sections.

### *Devils Island Circulation*

**Existing Condition.** Overall circulation on Devils Island is primarily related to the boat landing points, Boathouse and boat dock at the southern tip of the island, connecting trails and circulation features present on the light station grounds. Several island access points have been historically used throughout the development of the Devils Island Light Station and remain in use today. The landing point at the southern tip of the island includes a Boathouse, boat dock and jetty. Overall circulation on the light station and island is in fair condition.

Two sites are currently used for boat landings at the light station grounds, the east and west landings. The east landing is a flat rocky sandstone ledge east of the Tramway Engine Building. The west landing is also flat sandstone ledge accessed by trails leading west from the light station. The landings are in good condition.

Another landing exists at the North Landing, along the northern shoreline and below the Fog Signal Building. The landing is near a sheltered cliff that includes the concrete foundation remnants of the derrick system formerly used to unload boats. This landing included a covered wooden stairway during the period of significance. The North Landing is rarely used and is in poor condition.

A narrow cleared and graded road with galvanized steel culverts bisects the island, extending from the light station grounds to the Boathouse on the south end of the island. The one mile-long corridor is maintained as a trail and is within the designated Gaylord Wilson Wilderness.

**Analysis.** In general access and circulation routes on Devils Island are similar to the original access points and routes that were established during its early development. Primary transit to the island was historically by boat, with landings at any of four locations: the North Landing (at the Fog Signal Building); the West Landing; the East Landing (at the Tramway Engine Building); and at the southern Boathouse. Boats landed at the different locations depending on the size and type of the vessel, weather and water conditions. The cleared trail/road corridor bisecting the island and linking the light station to the Boathouse site was first established in 1901 and has been maintained in various widths and conditions to present day. Site Image DI-12 shows a staircase once existed from the Boathouse site to the cleared trail/road corridor. The island also contains other natural surface trails which are considered noncontributing, compatible features. At the East Landing, the tramway and wooden staircase are nonextant and the landing has limited access for visitors. At the North Landing, near the Fog Signal Building, the original covered stairs are nonextant and the landing is no longer readily accessible from the cliffs above.

The overall circulation system of the island includes the boat dock, landing sites, trails to the West and East Landings, tram tracks, concrete walks, and the north-south trail corridor; and is a contributing feature.

### *Light Station Circulation*

**Existing Condition.** Circulation within the light station grounds consists of the boat landings, tram system, natural surface trails, and concrete walks. Primary boat access to the light station grounds today is from the East and West Landings. The East Landing has a trail along the tram tracks that leads to the light

station grounds. The West Landing is connected to the light station grounds by two narrow trails (north and south from the station) through the forest.

The primary transit of materials on site historically was accomplished using the tram tracks that cross the light station grounds from north to south linking the Fog Signal Building, Keepers Quarters and Tramway Engine Building. The tracks are in fair to poor condition and are not fully functional.

Pedestrian circulation within the light station grounds is primarily along concrete walks, cleared trails and along the tram tracks. Many of the trails appear to follow an original alignment, extending from the light station grounds to the various landings. Historically, the north hiking trail to the West Landing followed the edge of the forest, but due to encroachment it is now bounded by forest on both sides. A hiking trail leads from the light station south into the surrounding forest terminating at the NPS Vault Toilet. Concrete sidewalks are placed in a rectilinear pattern connecting many of the buildings and structures on the grounds. This circulation system is in fair condition.

The boat dock, Tramway Engine Building and tram tracks are described in detail under the Structures in this document.

**Analysis.** Most of the circulation patterns and routes within the light station grounds remain as they were during the period of significance. The concrete walks, many of which were preceded by wooden plank walkways are intact and still connect to both extant and nonextant features. The walks were built of precast concrete pieces placed directly on the ground surface. This material and method is found on other light stations in the Apostle Islands. The tram tracks are extant in most places and the tram system, while not functional, can be interpreted as a circulation feature.

Visitor accessibility to the light station, including its buildings and structures, is limited due to the topography of the site and limited ABAAS compliant improvements. Major barriers to universal accessibility include: rocky cliffs at the boat landings near the light station; steps leading into and through buildings and structures; the lack of outdoor accessible routes; and the narrow width of existing site walks.

The circulation system consisting of boat landings, concrete walks, trails and tram tracks, contributes to the cultural landscape. The trails and footpaths built during the NPS period do not diminish the integrity of the cultural landscape.

**Accessibility (ABAAS).** Visitor accessibility to the light station is limited due to the rocky cliffs at the landing sites near the light station grounds and limited ABAAS compliant improvements on the light station. Visitor access to the island is by private or charter boat only. Access from the Boathouse site to the light station is along a natural surfaced trail (former road), approximately one mile long. Portions of this trail exceed acceptable slopes for outdoor accessible routes, including the route directly adjacent to the boat dock. The boat dock wood plank surfacing is in poor condition and does not comply with ABAAS. Barriers to universal accessibility on the light station include: elevation changes at landing sites; steps leading into and through buildings and structures; the narrow width of site walks; and lack of accessible walking surfaces on the light station grounds.

The light station grounds are relatively flat and present few physical barriers to improving accessibility other than those at the landing sites. The buildings present individual accessibility barriers and are discussed in the HSR.

1    **Circulation Photographs**



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3    *Site Image DI-28: Boathouse at south end of Devils Island, 2009 (Source: A&A Devils DSC01033.JPG)*

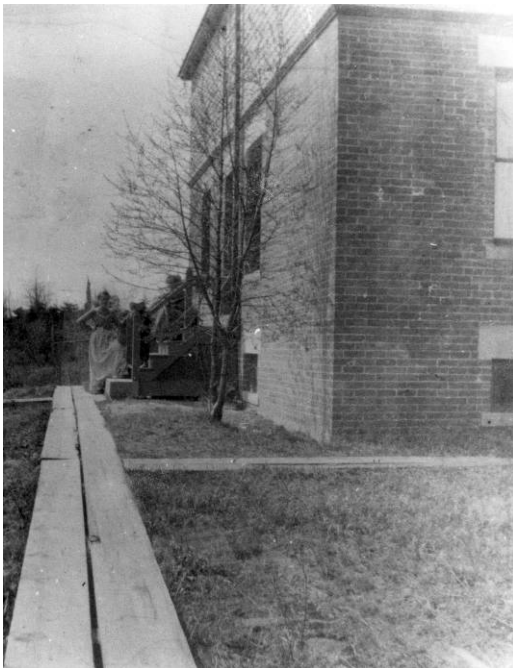


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6    *Site Image DI-29: Tram tracks between Fog Signal Building and Keepers Quarters, 2009 (Source: MBD Devils 072.jpg)*

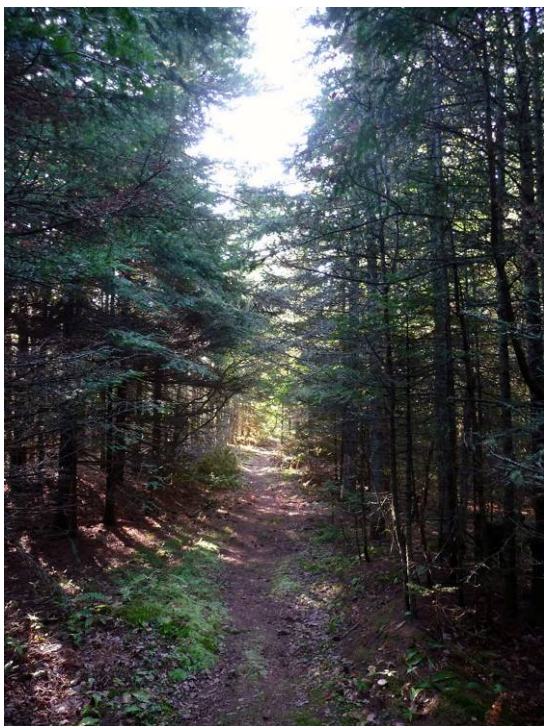




Site Image DI-30: Tram tracks at Tramway Engine Building, note extent of forest encroachment, 2009 (Source: MBD DSC\_0006.JPG)



Site Image DI-31: Left - wood plank walk at Assistant Keepers Quarters, c. 1908 (Source: NPS APIS Archives); Right - concrete walk at Keepers Quarters, 2009 (Source: MBD Devils 021.jpg)



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- 2 *Site Image DI-32: Typical trail, 2009 (Source: MBD P1020020.JPG)*
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## Buildings

The Devils Island Light Station buildings include: the Light Tower, Keepers Quarters, Assistant Keepers Quarters, Fog Signal Building, Oil House # 1, Oil House # 2, Tramway Engine Building, and Boathouse. For more information refer to the Historic Structure Report.

## Structures

The structures on Devils Island provide a human scale and convey important history and use of the light station and Boathouse site. The structures at the light station include: the tram tracks, pump house, boat dock, radio antenna tower and NPS Vault Toilet. A physical description of each structure and its condition is presented first. An analysis of each structure follows and includes a determination of whether the structure is contributing or noncontributing. Structures are listed individually in Table DI-1.

### *Tram Tracks*

**Existing Condition.** The tram tracks on the light station run the length of the grounds (approximately 1600 linear feet) following a straight line that parallels the shoreline of the island and connect the Fog Signal Building to the Tramway Engine House. The tracks are cast iron 25 pound rails, spaced 36" on center and secured to timber and log ties set in a base material. The tracks as a system are intact and remain in place but are nonfunctional. The condition of the tram tracks is poor as the timbers beneath are rotted, the area between the tracks has become filled with soil and vegetation and portions of the rails have been damaged and bent. Overall the tram tracks are in poor condition.

**Analysis.** The tram tracks, one of the earliest features on the light station grounds, were built in 1892. At the East Landing, a wooden tramway (nonextant) was used to raise fuel and supplies from the sandstone outcroppings up to the top of the cliff north of the Tramway Engine Building. Tram tracks are a feature common to Devils, Michigan, Outer, and Raspberry islands, constructed to transport materials and fuel within each light station. This feature was an important technological feature for the day to day operations of the light station during the period of significance. Spatially, the tracks define the northeastern edge of the light station grounds and connect the buildings and structures on a northwest - southeast line. The tram tracks are an important contributing feature.

### *Pump House*

**Existing Condition.** The pump house is located directly northeast of the Keepers Quarters, and is built into the edge of the shoreline cliff, overhanging open water below. It is a board formed, cast-in-place, concrete structure, approximately 10'x10' in size, with a concrete stairway leading down to an access door on its north facade. The pump house has a square hatch with a metal cover on the roof. The stairway is in fair condition but lacks handrails and the guardrails along the cliff edge are not code compliant. The pump house is in poor condition and is nonfunctional.

**Analysis.** The concrete pump house was constructed during the Coast Guard period replacing a smaller, wooden framed structure that preceded it in the same location. The pump house was used to pump water from Lake Superior and deliver it to the residences and other parts of the grounds. The structure is notable for its cliff location and formed concrete construction.

*Radio Beacon Tower*

**Existing Condition.** The radio beacon tower is located directly west of the Fog Signal Building. The tower is a tripod shape, approximately 80' tall, constructed of a painted steel frame set on three concrete footings. The structural portions of the tower are in good condition although the tower no longer transmits signals.

**Analysis.** The tower represents an early technological improvement on the light station. This radio beacon was one of the first of its kind in the Great Lakes. Radio beacons eventually replaced steam powered fog signals, providing guidance for ships in conditions of low visibility. The radio beacon tower is an important contributing feature.

*Boathouse Site*

Structures at the Boathouse site include the boat dock and jetty/outer crib. The Boathouse is addressed in the Historic Structure Report. The grounds also include a stone wall that is described under Small Scale Features.

*Boat Dock*

**Existing Condition.** The boat dock is constructed of timber frame cribbing with a stone rubble infill and wood plank decking. The dock is approximately 120' in length by 15' wide and in conjunction with the stone jetty forms a small sheltered harbor. The dock is weather-battered with damage to the timber cribbing and wood decking readily apparent. The boat dock is in fair to poor condition.

**Analysis.** The Boathouse and dock has served as a boat landing since the beginning of the light station's development on Devils Island. Like most of the docks of the Apostle Islands the dock has been periodically damaged from wave action, storms and ice and substantially modified and repaired several times. Historic drawings indicate that the existing dock is in the location of the original dock (c. 1906) and is of a similar shape and size to the dock work completed in 1947 by the USCG. The boat dock is a contributing feature.

Boat dock planning work is currently under study by the NPS under separate but related projects, including the Great Lakes Restoration Initiative.

*Jetty/Seawall*

**Existing Condition.** A stone jetty or seawall is located to the east of the boat dock, generally oriented in a north-south direction, enclosing the boat harbor. The jetty is approximately 90' long, and is in fair condition.

**Analysis.** The jetty was first constructed in the Early Light Station period and has been repaired, modified and added to several times during the period of significance. The location of the jetty has remained the same, originally built in c.1906 and underwent repairs by the USCG in 1947. The jetty is a contributing feature.



1 **Table DI-1: Structures**

Feature	Site Image #	Description	Condition	Contributing? /Rationale
Tram Tracks c. 1891 - 1893	DI-33	see above	Poor	Contributing; see text
Pump House 1940s	DI-34	see above	Poor	Contributing; see text
Radio Beacon Tower c. 1925	DI-35	see above	Good	Contributing; see text
Boat Dock at Boathouse Site c. 1906/1947	DI-37	see above	Fair - Poor	Contributing; see text
Jetty/Outer Crib c. 1906/1947	DI-37	see above	Fair	Contributing; see text
NPS Vault Toilet	DI-36	Wood frame, raised, NPS outhouse with concrete base/vault, accessed by a wooden staircase, located southeast of Keeper Quarters in forest	Good	Noncontributing - contemporary Compatible

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4 **Site Structure Photographs**

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6 *Site Image DI-33: Tram tracks near Fog Signal Building with radio beacon tower in background, 2009 (Source: MBD Devils*  
 7 *066.jpg)*

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Site Image DI-34: Pump house at cliff edge, 2009 (Source: MBD Devils 085.jpg)



Site Image DI-35: Radio beacon tower near Fog Signal Building, 2009 (Source: MBD Devils 041.jpg)





Site Image DI-36: NPS Vault Toilet, 2009 (Source: MBD DSC\_0015.JPG)



Site Image DI-37: Boat dock at Boathouse site – south end of Devils Island; jetty in background, 2009 (Source: A&A Devils 041.jpg)

## Small Scale Features

The small scale features at the Devils Island Light Station include concrete walks, flagpoles, concrete footings, concrete well basin, piping, fuel tanks and basins, chain link fences and a stone masonry wall at the Boathouse site. The small scale features range in condition from poor to good. The following describes the contributing small scale features that are important to the light station's history of navigation. They are the features that convey the development of navigational technology at the light station and influenced the manner in which the station operated. Descriptions of the remaining individual features, many of which are contributing and their respective condition are included in table DI-2.

### *Concrete Walks*

**Existing Condition.** Typical to several of the Apostle Islands light stations, the concrete walks appear to be constructed of precast units 2.5'×4'×4" thick with some smaller units also installed. The walk sections have a fine aggregate finish and tooled edges. Historic photographs indicate that the concrete units were placed on top of the ground surface rather than excavated and placed. Other portions of the concrete walks appear to have been poured in place to infill odd shapes and address building edges. Overall the concrete walks are in good condition with only a few slabs requiring replacement due to severe cracking.

**Analysis.** The majority of the concrete walks on the grounds were installed in 1909 during the Light Tower period (1894–1938) many of them followed the previous layout of wood planks that was typical of the Apostle Islands light stations. The concrete walks were installed during the period when the light station was most vibrant. The walks are notable because of their precast fabrication and surface-laid installation. This material and installation method is common to other APIS light stations and helps to depict the related story of light stations. The concrete walks are an important contributing feature.

### *Stone Tram Terminal*

**Existing Condition.** The stone masonry tram terminal is located at the northwest end of the tram tracks. The trapezoidal shaped raised platform is approximately 24'×8'×5' wide and the terminal is constructed directly on the exposed bedrock of the site. The tram tracks have been removed from the top of the terminal and brush vegetation has encroached at the base and top of the structure. The tram terminal is in fair condition.

**Analysis.** The tram terminal was associated with the Fog Signal Building and landing area below including the nonextant derrick assembly. This landing area was used for the unloading of goods and fuel from boats to the terminal which were then transported to the light station on tram carts. This group of structures represents an important activity, and unique feature that occurred during the period of significance on the light station. The stone masonry construction of the terminal is the only of its kind on the light station grounds and is similar to the stone masonry wall adjacent to the Boathouse at the southern tip of the island. The tram terminal is a contributing feature.

### *Derrick Footings*

**Existing Condition.** Four extant, concrete footings remain from the nonextant derrick assembly near the Fog Signal Building. The footings are cast-in-place, concrete with stone masonry and steel rod/bolt imbeds. The footings vary in size but are approximately 3'×3'×3'. The footings are in fair condition; however two of the footings have tipped over and are in danger of falling into the water.

**Analysis.** These footings are remnants of the derrick assembly formerly located in this area. The footings represent the unique system of unloading and moving goods to the light station that is described above. The footings are contributing features.

#### *Stone Wall at Boathouse*

**Existing Condition.** A stone masonry wall is located adjacent to the Boathouse and boat dock. The trapezoidal shaped wall is approximately 20'×2'× 4' and constructed of native stone, hand placed and mortared. The wall is in good condition.

**Analysis.** The stone wall supports the boat dock and protects boat dock and trail from shoreline wave action. The wall is similar in character and construction to the stone tram terminal near the Fog Signal Building. The specific date of the wall is unknown but it is thought to be from the Light Tower period (1894–1938). The stone wall is a contributing feature.

**Table DI-2: Small Scale Features**

Feature	Site Image #	Description	Condition	Contributing? /Rationale
Concrete Sidewalks (1909 - 1938)	DI-38, D-39	See above	Good	Contributing; see text
Tram Terminal (1904-1938)	DI-42	See above	Fair	Contributing; see text
Derrick Footings (1904-1938)	DI-43	See above	Fair	Contributing; see text
Stone Wall at Boathouse (1904-1938)	DI-46	See above	Good	Contributing; see text
Flagpole (c. 1918)	DI-40	Painted steel flagpole set on 18" square concrete base	Good	Contributing ; from the period of significance
Concrete Tramway Anchor (1891-1938)	DI-41	Cast in place concrete with steel anchors in location of nonextant tramway on East Landing	Fair	Contributing; from the period of significance, remnant of nonextant wood tramway
Supply Line (1930s)	DI-44	Galvanized supply line for (water) laid on surface	Fair	Contributing; from the period of significance
Witness Post (1938-1978)	DI-45	Steel post with sign, marking site of survey marker, text reads "witness post – please do not disturb nearby survey marker – for information write to the director, national geodetic survey, department of commerce, Washington DC, 20230"	Good	Contributing; from the period of significance
Fuel Tank Stand (1940s)	DI-47	Concrete fuel tanks stand adjacent to Oil House - 1	Good	Contributing; related to light station operation, from the period of significance.
Rock Etching - Devil at East Landing (c. 1925)	DI-48	Hand-carved devil in sandstone at East Landing	Fair	Contributing; from the period of significance



Feature	Site Image #	Description	Condition	Contributing? /Rationale
Rock Etching – Children’s names (1904-1938)		Etching of keeper James Bard’s children’s names appear at the East Landing near the devil carving	Fair	Contributing; from the period of significance
Rock Etching – USCG Crest (1939-1978)	DI-49	Etching of USCG crest on sandstone outcrop near derrick footings	Good	Contributing; related to USCG presence on island, from the period of significance
Fog Signal Frame (1939-1969)	DI-50	Steel frame for nonextant fog signal	Good	Contributing; aid to navigation from the period of significance
Fuel Tank Basin (1981)	DI-51	Concrete basin with ‘rubber’ liner, 30’x30’x3’, two fuel tanks located inside basin. Concrete fuel tanks stand attached to the north side.	Fair	Noncontributing; constructed outside of the period of significance Compatible
USCG Painting on side of fuel tank	DI-52	USCG Painting on side of fuel tank north of Light Tower	Poor	Contributing; from the period of significance
Well Head (1939-1978)	DI-53	Concrete pad with steel cover, located between residences	Good	Contributing; related to the Keepers Quarters, from the period of significance
Light Pole with Concrete Base (1939-1978)	DI-54	Galvanized steel light pole on concrete base with five light fixtures	Fair - Poor	Contributing; related to light station operation from the period of significance
Water Line Base (1904-1938)	DI-55	Concrete footing for water line that ran from the original Pump House to dwellings	Fair	Contributing; related to light station operation from the period of significance
Wood Marker (contemporary)	DI-56	Vertical wood timber – may mark site of original wood light tower	Fair	Noncontributing Compatible
Septic Tanks (buried) (contemporary)	DI-57	Buried septic system	Good	Noncontributing Compatible
Concrete Paving (1939-1969)	DI-58	Remnant concrete paving at north side of concrete footings near Light Tower	Fair	Contributing; from the period of significance
Concrete Footings (1970-1977)	DI-58	Series of 12 ‘sonotube’ concrete footings, with threaded rebar imbeds – may have been for nonextant Utility Units	Fair	Contributing; from the period of significance
Chain Link Fencing and Gate (contemporary)	DI-59	Galvanized chain link fence and gate	Poor	Noncontributing, Noncompatible
Solar Panel (contemporary)	DI-60	Solar panel on steel post with electric line	Good	Noncontributing Compatible
Park Sign (contemporary)	DI-61	NPS wooden park sign	Fair	Noncontributing Compatible
Fire Pit (contemporary)	DI-62	Steel fire pit	Good	Noncontributing Compatible

1 ***Small Scale Feature Photographs***



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3 Site Image DI-38: Concrete walk at Keepers Quarters – precast slab construction, 2009 (Source: MBD P1020148.JPG)  
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6 Site Image DI-39: Concrete walk to Pump House – precast slab construction, 2009 (Source: MBD Devils 088.jpg)





Site Image DI-40: Tram terminal, 2009 (Source: MBD Devils 050.jpg)



Site Image DI-41: Derrick footing, 2009 (Source: MBD Devils 060.jpg)





Site Image DI-42: Stone wall at Boathouse, 2009 (Source: A&A DSC01075.jpg)



Site Image DI-43: Flagpole, 2009 (Source: MBD P1020108.JPG)





Site Image DI-44: Concrete tramway anchor at East Landing, 2009 (Source: MBD DSC\_0084.jpg)



Site Image DI-45: Water supply line near Keepers Quarters, 2009 (Source: MBD P1020135.JPG)

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Site Image DI-48: Devil carving at East Landing, c. 2000 (Source: Photo courtesy of Susan Mackreth)



Site Image DI-49: Rock etching of USCG crest at derrick site, 2009 (Source: MBD Devils 057.jpg)



← Fog Signal Removed

*Site Image DI-50: Fog Signal Frame; top (1977) (Source: NPS APIS Archives); bottom (2009) Fog signal frame with fog signal removed, note extent of forest encroachment (Source: MBD Devils 045.jpg)*





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Fuel Tank Basin

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Site Image DI-51: Fuel tanks; top, (c. 1977) (Source: NPS APIS Archives); Fuel tanks with added concrete basin (constructed 1981); below (c. 2009) (Source: MBD Devils 035.jpg)



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Remnant of "Devils Island  
U.S.C.G." painted sign

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*Site Image DI-52: Remnant of "Devils Island U.S.C.G." painted sign on side of Fuel Tank; top (c. 1977) (Source: NPS APIS Archives); Fuel Tanks; below (c. 2009) (Source: A&A DSCN1735.JPG)*





Site Image DI-53: Well head, 2009 (Source: MBD P1020100.JPG)



Site Image DI-54: Steel light post with concrete base, 2009 (Source: MBD P1020119.JPG)



Site Image DI-55: Concrete base for water line from Pump House to dwellings, 2009 (Source: MBD Devils 087.jpg)

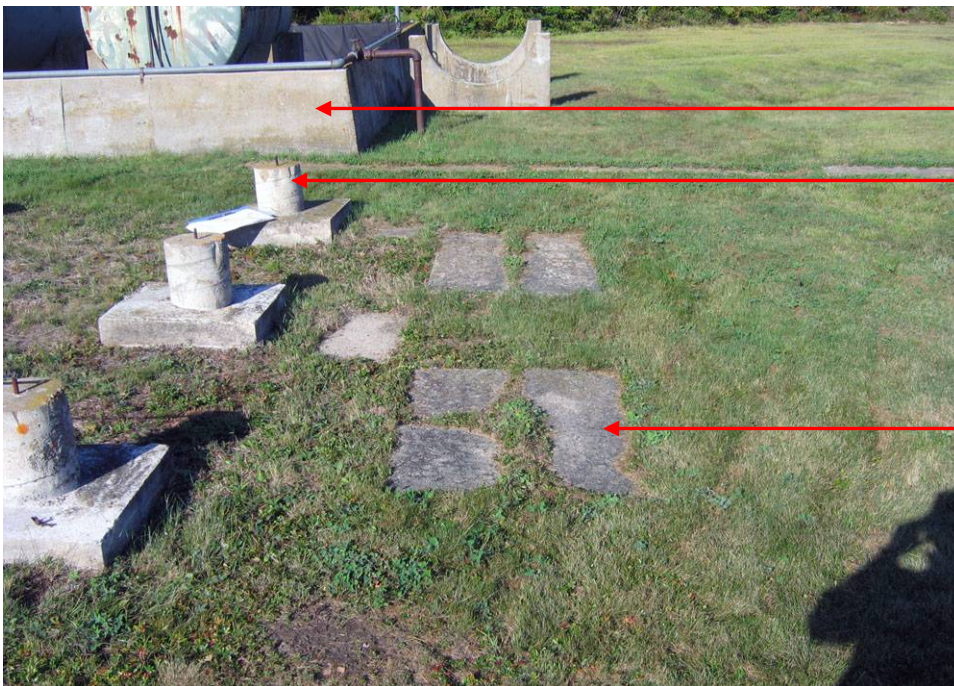


Site Image DI-56: Wood post in brush east of Oil House # 2, 2009 (Source: MBD P1020036.JPG)





Site Image DI-57: Septic system, 2009 (Source: MBD Devils 074.jpg)



Site Image DI-58: Concrete footings and concrete paving near Light Tower, 2009 (Source: MBD Devils 025.jpg)





Site Image DI-59: Chain link fence and gate near Fog Signal Building, 2009 (Source: MBD Devils 044.jpg)



Site Image DI-60: Solar panel, 2009 (Source: MBD P1020078.JPG)





Site Image DI-61: Park sign at East Landing, 2009 (Source: MBD P1020017.JPG)



Site Image DI-62: Fire pit near Keepers Quarters, 2009 (Source: MBD P1020077.JPG)



## Vegetation

**Existing Conditions.** Vegetation at Devils Island includes natural forested areas, cleared areas maintained as lawn and brush, and a few domestic landscape plantings. The northern two thirds of the island support a classic boreal forest of white spruce, balsam fir, white cedar, and white birch. The sandstone cliffs, especially at the northern tip, provide important habitat for State listed rare plants, including common butterwort (*Pinguicula vulgaris*) and bird's eye primrose (*Primula mistassinaca*).

The light station grounds include clearings that are maintained as mown lawn and areas that have been naturalized and maintained as a low brush landscape type. There are two clearings maintained as mown grasses, the south clearing surrounding the Keepers Quarters and the north clearing surrounding the Light Tower and Fog Signal Building.

Landscape plantings exist in only a few places on the grounds. A small landscape planter is next to the Oil House # 2 that includes a rosebush (*Rosa* sp.). A purple lilac shrub (*Syringa* sp.) is located west of the Keepers Quarters.

Descriptions of the vegetation features, many of which are contributing and their respective condition are included in table DI-3. The overall condition of the vegetation on the light station grounds is fair. The clearings at the light station are in poor condition. The forest reservation vegetation is in good condition.

**Analysis.** Historic drawings and photographs indicate that a significantly larger clearing existed than remains today. During the Early Lighthouse and Light Tower Periods, the light station was cleared from the Keepers Quarters on the south to the Light Tower and to the north, east, and west shorelines of the northern tip of the island. Today, a large portion of this open clearing has been filled in by encroaching forest vegetation resulting in two smaller, separated clearings immediately surrounding the keepers' dwellings and Light Tower/Fog Signal Building. A portion of the former cleared area west of the Light Tower is now included in the wilderness boundary. The cleared areas of the light station are an important contributing feature. The relationship between the cleared area of the light station cleared area and the forest vegetation on the reservation has changed substantially since the period of significance. The extensive encroachment of forest vegetation into the original clearing diminishes the integrity of the cultural landscape.

Historically, landscape and garden plantings did not play as an important role on Devils Island as on some of the other light stations. The shallow soil conditions made gardening and landscaping difficult. A few landscape plantings were planted near the residences (see Site Image DI-10) and historic documents refer to a vegetable garden near the Boathouse site for a short time during the 1910s. The extant landscape plantings are contributing features.

1 **Table DI-3: Vegetation**

Feature	Site Image #	Description	Condition	Contributing? /Rationale
Forest - Reservation		Natural forest area of island	Good	Contributing; from the period of significance
Cleared Area		Areas of forest vegetation cleared for light station grounds	Poor	Contributing; from the period of significance
Lawn Area	DI-63	Mown grasses	Fair	Contributing; from the period of significance
Brush Area		Areas cleared of forest with low naturalized vegetation	Fair	Contributing; from the period of significance
Domestic Plantings	DI-64	landscape plantings at Oil House # 2; rosebush	Fair	Contributing; from the period of significance
Lilac west of Keepers Quarters	DI-65	Purple lilac bush west of Keepers Quarters	Fair	Contributing; from the period of significance

4 **Vegetation Photographs**

Site Image DI-63: Mown lawn area near Keepers Quarters, 2009 (Source: MBD P1020148.JPG)



Site Image DI-64: Domestic planting at Oil House # 2; small stone lined planter with rosebush, 2009 (Source: MBD Devils 069.jpg)



Site Image DI-65: Purple lilac west of Keepers Quarters, 2009 (Source: MBD P1020103.jpg)