

130

## LIGHT-HOUSE STATION.

Name. *Boston Lt*  
 Number of lights. *1*  
 Location. *On Little Brewster island,  
 across to Boston Harbor.*

## TOWER.

Color. *White*  
 Materials. *Stone*  
 Height from base to coping. *66' 11"*  
 Thickness of walls at base. *7' 7"*  
 Thickness of walls at top. *2' 6"*  
 Interior diameter at base. *10' 4"*  
 Interior diameter at top. *10' 3"*  
 Number of windows. *5*  
 Number of panes in each. *1 in one; 9 in four*  
 Size of each pane. *7' x 9'*  
 Staircase—materials. *Iron*  
 Watch room. *Stone*  
 Warming. *Stone*  
 Number of air-tight oil butts. *9 (100<sup>l</sup>)*

131

*north side of main inlet in  
 Mass.*

132

## KEEPERS' HOUSES AND GROUNDS.

Number of houses. 1  
 Color. White  
 Materials. Wood  
 Roof—material. Wood  
 Color. Natural  
 Horizontal dimensions. 2' 8" x 30'  
 Number of stories. 2  
 Number of rooms. 9  
 Use of rooms. Parlor, sitting room,  
 Painted or otherwise. 1 Painted, 1 papered  
 Number of cisterns. 2  
 Materials. Wood  
 Capacity. 300 gals  
 Wells. 2  
 House fixtures.  
 Number of stoves.  
 Kind of stoves.  
 Grounds, area of.  
 Cultivated or not.  $\frac{1}{4}$  acre  
 Fencing.  
 Number of boats. 1

133

kitchen, & 6 bedrooms.  
 others whitewashed.

134

Dimensions. 23 ft long 7 ft beam  
 Boat-house. /  
 Ways. None

## ILLUMINATING APPARATUS.

Order. —  
 Kind. Reflector  
 Arc illuminated. 360°  
 Color of light. White  
 Characteristic. Revolving  
 Duration of flash. 1'30" interval.  
 Height above sea level.

## LANTERN.

Materials. Copper  
 Interior diameter. 10  
 Height glazed. 5'10"  
 Number of sides in plan. 16.  
 Number of panes in side. 2  
 Size of panes. 2' x 2'11"

135

136

Floor—material. *Iron*  
 Arrangement for cleaning glass inside and out. *Balcony*  
 Ventilators. *4 in sides of lantern.*  
 Cowl.  
 Curtains. *1 Set*

## LAMPS.

Kind. *Argand*  
 Number *16*

## FOG SIGNAL:

Kind. *Bell (Jones Key Bell)*  
 Weight of bell. *120 or 161*

137

*outside.*



ROUTING SHEET

CONTROL NUMBER  
57204

TIME OF RELEASE

FROM: BUDGET DIVISION, PLANNING & CONTROL STAFF

IMPORTANT

1. This request must be forwarded promptly so that the Chief, Budget Division may take final action on the matter without unnecessary delay. If this request is referred to an office not listed in the following routing, call 5308. If it is necessary to delay submitting a recommendation on this request, detach carbon copy of form, note reason for delay, and return copy to Chief, Budget Division.
2. Final action on allotting funds and approving or disapproving expenditures will be taken by the Chief, Budget Division. Letters, dispatches, etc., to this effect will be prepared for his signature.

BUDGET DIVISION  
RECEIVED

NOV 13 14 39

ORIGINATOR OF REQUEST

DISTRICT: 1st District

UNIT:

DATE OF REQUEST

5 November 1950

LETTER IDENTIFICATION

DISPATCH DATE-TIME GROUP

REQUISITION IDENTIFICATION

IDENTIFICATION OF OTHER REQUEST FORMS

Proj e 51-84

APPROPRIATION & SUBHEAD

AMOUNT REQUESTED

\$ 33,280.00

SUBJECT

A revised plan for the work to be performed at Boston Light Station.

ROUTING ORDER	ROOM OR STATION	OFFICE OR DIVISION	DATE OF RECEIPT	DATE OF RELEASE	RECOMMENDATIONS AND INITIALS
1.	6-3	GB			<p><del>Under 20X1240, proj. 13120, \$30,160 was originally allocated for Boston L S, 4th quarter. These funds have been temporarily re-allocated to the port security program.</del></p> <p>J. A. ALGER, Jr. Chief, Budget Division</p>
2.	7-3	0	11/20	11/21	<p>Unit is operationally necessary. Recommend project be accomplished as soon as funds become available.</p> <p>R. J. MAURMAN Chief, Office of Operations</p>
3.	5-1	ECV			<p>FORWARDED 5-1 2) Nov 1950 SMP.</p> <p><i>File copy Return to 7-1</i></p>

*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Chief, Shore Units Division

FROM : Chief, Aids to Navigation Division

SUBJECT: Form 2609, Boston Light Station, dated 11/3/50, DP# e-51-34

OAN  
DATE: 16 November, 1950  
GO/1

Forwarded approved. REQUEST YOU INFORMATION YOUR  
DECISION

R. M. ROSS

R. M. ROSS

5526  
~~...~~

NO type

Original project in Budget

Rebuilding portions of wharf, boathouse  
& boatways necessary to  
arrest undermining & further  
damage.

	\$	30,160
administrative etc		1,740
	\$	<hr/> 31,900

This project  
Repairs instead of rebuilding  
an add san. fac. of  
single dwelling

Money withdrawn for P.S. will be  
put back when we get P.S. money.

UNITED STATES GOVERNMENT

# Memorandum

*Dpi*

TO : District Commander

DATE: 2 September 1966

FROM : Public Information Officer

SUBJECT: 250th Anniversary of Boston Light

1. On 14 September 1966 Boston Light will be 250 years old - oldest lighthouse in America. This is a significant historical event and is expected to be of much interest to the public, inasmuch as the light has always been one of the most newsworthy units in the district whenever an event took place there; it has also been the subject of feature stories, and advertisements (sample attached).

2. This office has been working with Group Boston to plan celebration of the anniversary. Due to tides and other considerations, 1000 was selected as the time for the ceremony, with boats leaving Boston Station at 0900, others leaving Hull at 0930. The ceremony will be over in time to return everyone in time for the noon meal.

3. The commonwealth has an interest in the celebration of this light which was maintained by Massachusetts for 74 years before being ceded to the federal government. Governor Volpe's press secretary has prepared a proclamation calling upon all citizens of Massachusetts to observe the anniversary. Due to a heavy schedule of campaigning, no definite date for a signing has yet been set. However, the governor's appointment secretary will inform us as soon as an available time can be found. It is hoped that you will be present to receive the proclamation and pose for photographs with the governor to help publicize the event.

*d*

*D. E. Nerney*  
D. E. NERNEY

*The 14<sup>th</sup> you are scheduled for  
F+W.L. flight. Have so notified dpi  
~~OOA~~*



TREASURY DEPARTMENT  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDER  
1ST COAST GUARD DISTRICT  
1400 CUSTOMHOUSE  
BOSTON, MASS. 02109

C O P Y

FROM: Commander, First Coast Guard District  
To: Superintendent, U.S. Coast Guard Academy

Subj: Boston Light fog cannon; request for return

1. It is requested that the cannon once used at Boston Light "to answer ships in a Fog" and several years ago moved to the Academy as a historic relic, be returned to the First Coast Guard District for permanent retention at Boston Light on Little Brewster Island.
2. The intent of the abovementioned move was to transfer important historic relics from points where they were being neglected to a place where they could be preserved and appreciated. It is our understanding that the cannon is a very minor attraction at the Academy, which has a great number of historic relics on display; while the loss of the cannon has been a source of regret for many citizens of the Hull area and many First Coast Guard personnel. The many who have requested the return of the cannon include Commander, Group Boston, the officer-in-charge of the Boston Light, members of the Hull Historic Society, and the historian Edward Rowe Snow.
3. On 14 September the District is celebrating the 250th Anniversary of Boston Light, first Lighthouse in America. Return of the cannon before that date would supply an outstanding feature news peg and a focal point for the ceremonies commemorating the light's 250th Anniversary.

Encl: (1) Booklet cover showing 1729 engraving of Cannon and Boston Light

DENerney/wrb/8-15-66



Keep Freedom in Your Future With U.S. Savings Bonds

UNITED STATES COAST GUARD ACADEMY

ADDRESS REPLY TO:  
SUPERINTENDENT  
U.S. COAST GUARD ACADEMY  
NEW LONDON, CONNECTICUT



. dl  
5420  
23 August 1966

• From: Superintendent, Academy  
To: Commander, First Coast Guard District(dpi)  
Subj: Boston Light Fog Cannon  
Ref: (a) Your ltr 5750 of 16 Aug 1966

1. Return of subject cannon as requested in Ref(a) has been considered by the Academy Art and Artifacts Council and they recommend that the gun remain at the Academy. I concur in their recommendation.
2. Although we can appreciate the historical significance of the cannon to the various interested groups in the Boston and Hull area, the cannon serves a most useful purpose at the Academy and is visited by many tourists as well as other visiting groups. It is located at the confluence of two walkways and evokes considerable interest of passers-by. It is soon to be even more prominently described by means of a plaque explaining its historical significance.
3. The cannon is imbedded in concrete which unfortunately precludes even the loan of the cannon for the 14 September celebration. Those interested in the cannon, however, may be advised that the Boston Light Fog Cannon is an integral part of the Academy's historical display and is seen by far more persons than would be the case if it were returned to Little Brewster Island.

  
C.R. BENDER

BOSTON LIGHT'S BABY: Keeper Joseph F. Lavigne, EN3,  
U. S. Coast Guard, with his wife and their four children,  
Mary Ellen, aged 3, Joanne, 2, Cathy, 1, and Joseph E.,  
three months, who is the second baby in more than 200  
years to have been born at New England's oldest lighthouse.  
On March 12, with a low tide preventing Lavigne from  
launching a boat and getting his wife to the mainland,  
young Joseph entered the world in true Coast Guard  
fashion---on station.

OFFICIAL US COAST GUARD PHOTO

Public Information Section  
1st Coast Guard District  
55 Tremont Street  
Boston, Mass.

*Jane 1950*

NOTICE TO NEWS MEDIA - An event on September 14, 1966

News media representatives are invited to attend a ceremony celebrating the 250th anniversary of Boston Light. The ceremony will be brief, consisting of a short welcome by Rear Admiral William W. Childress, Commander, First Coast Guard District, and a talk on the history of the light by historian and author Edward Rowe Snow. Photographers and cameramen will be given ample time to shoot the lighthouse from various angles and to set up any other shots desired.

Boats will leave Boston Coast Guard Base, 427 Commercial Street, Boston, at 9:00 a. m., Wednesday, September 14.

Other boats will leave Point Allerton Coast Guard Station in Hull at 9:30 a. m.

All boats will return to their point of departure before noon.

First Coast Guard District  
Public Information Officer  
703 Custom House  
Boston, Mass.  
Tel: CA 7-3710, ext. 276



# U. S. Coast Guard NEWS RELEASE



Public Information Office, Room 124, Hamilton Hall Telephone: GIBSON 3-8463

United States Coast Guard Academy

New London, Connecticut

REL. NO. 158-63  
3 SEPTEMBER 1963

## FOR IMMEDIATE RELEASE:

### ANTIQUATED SIGNAL CANNON IS RELIC OF HISTORY AT COAST GUARD ACADEMY

An antiquated 12-pound shot cannon which served alongside Boston Light at the mouth of Boston Harbor in Massachusetts for the past 243 years, has been relocated at the Coast Guard Academy to become an artifact of Coast Guard history.

With the year of its casting, 1700, unmistakably engraved on the breech, the venerable gun serves as a testament to our country's early beginnings, and now faces the Thames River from a location north of the Academy's Yeaton Hall.

Few facts are available on the "Great Gun" as it is referred to by historians, for the first 19 years following its casting, and only sketchy records of the gun were located after that. While the construction date is vividly recorded on the breech, there is no mention of the company or gunsmith responsible for its making. The only concrete data

regarding the gun was traced back to the year 1719, when it was first placed on Beacon Island, now Little Brewster Island, as a navigational aid for ships entering and leaving Boston Harbor.

The construction of a lighthouse at the entrance of Boston Harbor was considered as early as 1701, but it wasn't until 1713 that Boston merchants banded together and petitioned the General Court of Massachusetts, similar to the modern-day state legislature, to erect a lighthouse. In 1715, the "Boston Light Bill" was introduced to the Court, passed, and the serious groundwork began.

In 1716, Mr. George Worthyake became the Light's first keeper, and on September 14 of that year, he lighted the western hemisphere's first lighthouse.

In 1718, following the tragic drowning of his wife and daughter, Worthyake was relieved as light keeper by Mr. Robert Saunders. Unfortunately, Saunders himself was also drowned a few days following his arrival, and Captain John Hayes, an experienced sea captain and pilot living in Boston, was unanimously selected by the Court as keeper.

In 1719, Hayes asked the Court for a great gun to be placed on the island, to, "...answer Ships in a heavy Fogg..." For 131 years this gun was the station's only signal, until 1850, when a 1,375-pound mechanically rung fog bell was installed. A fog trumpet went up in 1872, and was replaced by a steam siren in 1887. The siren was later converted to air operation, and just last year, was replaced by a modern diaphragm horn.

The gun survived many tragedies, as well as changes. The light was badly damaged by fire in 1751, and was twice burned by American

troops in July of 1775, while the harbor and light were held by the British. In March of 1776, the British blew up the light in their retreat from the Harbor.

The gun was removed from the island last year, and through the efforts of the Academy's Arts and Artifacts Council, was brought here in September of 1962. Weather conditions, abuse, and non-use had taken their toll on the gun, so when it arrived, considerable refurbishing was needed.

Captain William K. Earle, Head, Professional Studies Department at the Academy, did considerable research through historical societies and marine museums in order to restore the gun similar to its original design. A new caisson-type gun carriage was constructed by the Academy's Carpenter Shop, consisting of solid cypress wheels measuring 24 inches in diameter, and the caisson itself made of Douglas fir. Both the caisson and wheels are coated with heavy lacquer serving as both a finish and preservative.

The Coast Guard Depot in New London, Conn., took care of the heavy barrel, which measures slightly over seven feet long. The barrel was first sand-blasted, and then primed with wash-primer. After this, it was painted with vinyl red lead, and then finished with a weather resistant vinyl black paint.

The gun is now mounted and secured to a concrete slab, where it is expected to remain for many years to come.

(see attached photo)

