NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

385

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Ocean City, NJ Life-Saving Station

Other names/site number U.S. Life Saving Station 30, Fourth Street Life Saving Station

2. Location

street & number 801 Fourth Street ☐ not for publication

city of town Ocean City ☐ vicinity

State New Jersey code NJ county Cape May code 009 zip code 08226

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national _X_ statewide _X_ local

Ruth Boony — 4/8/13

Signature of certifying official Date

Ass't Commissioner

Title State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is: Signature of the Keeper Date of Action

✓ entered in the National Register Edson H. Beall 6-14-13

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

5. Classification

Ownership of Property
(Check as many boxes as apply)

	private
X	public - Local
	public - State
	public - Federal
	private

Category of Property
(Check only **one** box)

X	building(s)
	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	0	buildings
		sites
		structures
		objects
2	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)
N/A

Number of contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Defense: Coast Guard Facility
Transportation: Water-related

Current Functions
(Enter categories from instructions)

Vacant: Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian: Carpenter Gothic / Stick Style

Materials
(Enter categories from instructions)

foundation: Wood: Log
Concrete
Brick
walls: Wood: Weatherboard, Shingle
roof: Shingles: Asphalt
other: Brick chimney

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

See Section 7 Continuation Sheet

8. Statement of Significance

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

[X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] B Property is associated with the lives of persons significant in our past.

[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

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

Property is:

[ ] A owed by a religious institution or used for religious purposes.

[ ] B removed from its original location.

[ ] C a birthplace or grave.

[ ] D a cemetery.

[ ] E a reconstructed building, object, or structure.

[ ] F a commemorative property.

[ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Maritime History
Transportation
Architecture

Period of Significance
1886-1945

Significant Dates
1886, 1905

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

Cultural Affiliation
N/A

Architect/Builder
James Lake Parkinson (Architect)
U.S. Life-Saving Service

Period of Significance (justification)

The Ocean City Life-Saving Station was used as a coastal rescue station by the U.S. Life-Saving Service between 1886 and 1915, and by its successor, the U.S. Coast Guard, from 1915 until 1937. Between 1941 and 1945, during World War II, the station housed personnel and equipment for anti-saboteur and submarine beach patrols.

Criteria Considerations (explanation, if necessary)

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)
See Section 8 Continuation Sheet

Developmental history/additional historic context information (if appropriate)
See Section 8 Continuation Sheet

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)
See Section 9 Continuation

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record #_____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
_X_Federal agency
____Local government
____University
____Other
Name of repository:

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property .29 acre
(Do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	537474	4348145	3			
2				4			

Verbal Boundary Description (describe the boundaries of the property)
See Section 10 Continuation Sheet

Boundary Justification (explain why the boundaries were selected)
See Section 10 Continuation Sheet

11. Form Prepared By

name/title Wick York, Hist. Pres. Consultant, 21 Palmer Street, Stonington, CT, 860-535-1409 / 860-535-8186
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Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Additional items

(Check with the SHPO or FPO for any additional items)

Photographs

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 dpi (pixels per inch) or larger. Key all photographs to the sketch map.

See Section 11 Continuation Sheet

Property Owner

(Complete this item at the request of SHPO or FPO.

Name The City of Ocean City

Street & number 861 Asbury Avenue telephone 609-399-6111

City or town Ocean City state NJ zip code 08226

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Narrative Description

Summary Description

Built in 1886, the Ocean City Life-Saving Station housed a crew of lifesavers whose mission was to rescue victims of coastal shipwrecks. The Station is located on the third of three different sites in Ocean City. The station houses on the two previous sites (built in 1853-54 and in 1872 respectively) no longer survive (at least not at their original locations) and the U.S Life-Saving Service no longer owns the two earlier sites. It is the third site (on which the 1886 Station house was built) that is the subject of this nomination.

The Station consists of an 1886 Station house with 1905 additions where the crew lived, and a small outbuilding, the earliest part of which dates from ca. 1895.[1] The Station house is a one-and-a-half story wood frame Carpenter Gothic style building, approximately 61 feet long by 55 feet wide, with a one-story lookout tower that protrudes through the roof towards the front of the building. The Station was a U.S. Life-Saving Service rescue station from 1886 until 1915 (when the U.S. Coast Guard was formed and took over the Life-saving Service), and was a U.S. Coast Guard station from 1915 until it was deactivated in December 1936 when a new and larger station was completed in another part of Ocean City to replace it. The Coast Guard retained ownership of the Station after 1936 and from late 1941 until the spring of 1945 it was used to house personnel and equipment for the World War II-era mounted beach patrols that looked for saboteurs and German submarines off the New Jersey coast. It was then closed and turned over to the General Services Administration for disposal and was sold for use as a single-family residence in October 1945.

The outbuilding is a one-story gable-roofed wood frame structure approximately 30 feet long by 12 feet wide that consists of a shed in the back section attached to what last was a garage in the front. It was built in a simple vernacular style as a storage shed and may have been used to store tack for horses used in the World War II beach patrols. Sometime before the mid-1960s it was used as a car garage.

Site Description

The Ocean City Life-Saving Station is situated on a rectangular .29-acre lot, 100 feet by 130 feet, at 801 Fourth Street on the northeast corner of Fourth Street and Atlantic Avenue in a residential section of Ocean City. The Station house is located approximately in the center of the lot and is oriented east to west, front to back. The outbuilding is north of and parallel to the Station house.

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[1] The term "station" was used interchangeably by the Life-Service and the Coast Guard to refer to both the main building where the crew lived and to the complex of buildings, structures and grounds. In this nomination "station house" is occasionally used to refer to the building where the crew lived and the rescue equipment was kept to differentiate it from the entire site.

When the building was constructed in 1886 it was located directly on the beachfront, but during the late 19th and early 20th centuries the beach began to build up in front of the Station and in doing so the shoreline moved further and further to the east away from the Station. The Station is now almost a quarter mile from the beach and the land in between has been filled in with housing so that it's now in the middle of a densely built-up residential area in a location that feels out of context with its original setting (Photo 1). The movement of the shore made it difficult to effectively operate the Station and as a result the site was abandoned in late 1936 and a new station, now called the Great Egg Coast Guard Station, was established a mile and a quarter to the north.

The Ocean City Life-Saving Station lot is flat and grassy. The earliest known photographs, which were taken ca. 1890, show the land surrounding the buildings to be sand, but fill may have been brought in at a later date as a ca. 1915 photo shows the lot to be grassy. Narrow concrete sidewalks that were installed before 1925 extend from the middle of the west and south sides of the Station house to Atlantic Avenue and Fourth Street, respectively, and a concrete pad that was added in 1968 extends from the front of the garage to a 15-foot alley that runs along the north side of the lot. There is no fence around the property but photos taken between ca. 1895 and 1931 show a wooden post and rail fence with three levels of rails surrounding the Station grounds. There are a few small and moderate sized trees on the site which date from after the building became a private residence in 1945.[2]

At the southwest corner of the lot are four rectangular concrete pads, nearly flush to the ground, that may have been supports for a metal flag and signal tower that was used while the Station was in service. Signal towers were located at nearly every station and most of the metal ones were a standardized skeleton four-sided tapered design that was introduced in the 1920s. It's not known for certain if a tower was built at Ocean City but if it was it might have been after 1931, as this is the date of the last known photo of the Station before it was sold and a tower doesn't appear in this or in any earlier photos.

In the center of the concrete pads is the base for a wooden flagpole that is roughly as high as the peak of the Station's roof. This probably dates from after the Station was closed, as it doesn't appear in the 1931 photo or any earlier ones. The earlier photos show a flagpole further toward the east, approximately opposite the south entrance door.

Ocean City Life-Saving Station Description

Exterior Description

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[2] Much of the description of the station is based on the original plans and specifications for a station of this design (an 1882-Type station), plans for the Chadwick, NJ station that show the same additions that were added to Ocean City in 1905, photographs taken between ca. 1890 and 1931 while the station was in service, and a collection of photos with dated handwritten description that were taken between September 1964 and the summer of 1975, many of which show work in progress.

The Ocean City Life-Saving Station consists of the original 1886 rectangular one-and-a-half story core section of the building that faces east, flanked by two 1905-one story full-length lean-to additions, one on the south side and the other on the north side (Photo 2). A porch runs along all of the west (back) and the south sides, and along a third of the east (front) of the Station. The roof is steeply pitched with two original gable dormers, one each approximately in the middle of the north and south sides of the roof, and an enclosed lookout tower on the east end of the roof which was rebuilt in the 1970s to closely resemble the original one, which had been demolished in the 1940s or 1950s.

When the Station was built there was a 20-foot long by six-foot wide, two-room shed-roof lean-to with a porch at the west end that was attached to the west end of the south side of the original section of the building. This was removed in 1905 when the larger full-length lean-to was added on this side.

The original 1886 core is approximately 45 feet long by 21 feet wide. The two full-length side lean-tos are each 13 feet wide, and the porch that extends along the back, south and part of the front of the Station is eight feet wide. This brings the overall dimensions of the first floor, including the lean-to and the porch, to 61 feet long by 55 feet wide. (Figures 6 and 8-10 show the Ocean City Life-Saving Station in its original 1886 configuration, while figures 12-15 show it after the 1905 additions were added.)

The foundation of the 1886 section was made of four-foot high pilings bearing on mudsills along the north and south walls and the east-west centerline. Some of the original pilings survive though most have been replaced with concrete block pilings, bearing on pre-cast concrete footings. The two 1905 lean-tos bear on concrete block pilings, which, in turn, bear on pre-cast concrete footings. The perimeter of the foundation has been encased in pressure treated lumber, covered with coil flashing.

The Station's facade faces east and is made up of three sections. At the south side of the facade is the front end of the south lean-to which is covered by a section of the porch; to the north is the front of what was the original section of the Station in the middle of the facade; and at the north end is the front of the north lean-to.

In the middle of the front of the 1905 south lean-to were two double-hung four-over-four windows with shutters. These were replaced with an external brick chimney that extends through the porch roof and serves an interior fireplace that was added in 1967. The porch roof framing, which is exposed from the underside, rests on a boxed beam that's supported by square wooden columns with a simple Doric capital, spaced approximately twelve feet apart (Photo 5).

On the first floor in the center of the facade were originally two large full-height six-paneled sliding doors that opened on to a boatroom where the surfboat and rescue equipment were kept. These were replaced with swinging doors in 1905. The surfboat was kept on a wagon and exited the boatroom over a ramp in front of the doors. Sometime between 1945, when the building became a residence, and 1968, the ramp was removed and the doors were replaced with a bank of three six-over-six double-hung windows. These in turn were replaced in or after 1975 with the three similar sized one-over-one sashes that are there now. To the north (right) of the

center windows in the original section of the Station was a four-over-four double-hung window with shutters, added in 1905, that was replaced between 1945 and 1968 by a door with panels on the bottom and six lights above that leads into the former boatroom. To the north of the door, in the east end of the north lean-to, are two six-over-six double-hung windows that were also installed between 1945 and 1968, replacing two large hinged doors with a ramp in front that led into a second boatroom that was added in 1905. Until recently, a greenhouse dating from after 1973 covered the door and the two north windows at the north end of the facade. A hood that was over the door was removed when the greenhouse was added.

On the second floor of the facade is a large bay window that was added in 1975 with a single fixed pane in the center flanked by a one-over-one sash on each side. The bay window replaced two original windows with four-over-four sashes and shutters.

The front end of the two lean-tos are sided with their original shiplap siding, which, when it was installed in 1905, matched the original siding on the first floor of the 1886 section of the Station; some of the siding on the lean-tos was reused from the sides of the 1886 section that became interior walls. The siding in the middle of the first floor of the facade, in what was the original section of the Station, was probably changed to clapboards in or after 1975 when the three center windows were replaced. The second story of the facade, which was originally sided with vertical boards and battens, was changed to wood shingles in 1905.

The Ocean City Life-Saving Station's signboard, which originally read "U.S. Life Saving Station" and then "U.S. Coast Guard Station" after 1915, can been seen below the second floor bay window (Photo 3). The lettering has been painted over.

The slope of the roof on the facade's gable end, seen in profile, is in two planes from the peak to the eaves as the pitch becomes less steep at the point where the main roof meets the roof over the side lean-tos. The eaves of the front of the roof, which overhang the gable end by approximately three feet, are supported by four purlins that extend about a foot beyond the rake boards. The upper two purlins, which are located about three feet above where the main roof meets the roof over the lean-tos, have a diagonal brace support underneath them, while the two lower ones do not. Until at least 1931 there was an A-shaped truss in the peak of the gable end that featured a tie beam just above the top of the second floor double hung windows and a pointed king post that extended about a foot below the tie beam and ended in a finial above the ridge peak. The tie beam and king post were removed between 1931 and 1968 and replaced with a short pointed finial about two feet long.

The roof, which was originally wood shingles, is covered with dark red asphalt shingles that are a traditional Coast Guard era color (Photo 4). A 1905 chimney that went through the roof of the south gable dormer was removed in 1968 and a chimney that protruded through the peak of the roof at the west end may have also been taken down at the same time or later.

The Station's north side, which is part of the 1905 north lean-to, has four one-over-one double-hung windows with shutters that are louvered at the top and paneled at the bottom (Photo 6). Three of the window locations,

their frames, and shutters appear to be original but the original sashes, which were probably four-over-four like the ones on east end of the south lean-to, were replaced in 1971-72. The easternmost window was moved about three feet west of its original location to accommodate the installation of a bathroom. The siding is the same shiplap siding as found on the first floor of the east facade.

Above the lean-to in the middle of the roof's north side is a single dormer that's part of the original 1886 section of the Station with two one-over-one double-hung windows. The dormer originally had two four-over-four double-hung windows with shutters like the ones on the first floor but these were shortened in 1905 to four-light casements, half the height of the original ones, because when the lean-to was added its roof met the dormer above the bottom of the original windows. The present one-over-one windows replaced the casements after 1968.

The eaves of the dormer are the same style as those of the main roof gable ends with long overhangs, and a center finial piercing the roof ridge. This replaced the A-shaped truss in the peak that was a slightly smaller version of the original gable end peak. The face of the dormer is sided with board and batten vertical siding that appears to be original to 1886.

On the first floor at the north end of the west (back) elevation is a small screened-in porch (Photo 6). The porch dates from 1905 but it was screened in after 1931. Within the porch on the west wall of the Station is a six-over-one double-hung window and a paneled and nine light door that leads to a bedroom in the west end of the north lean-to. The window dates from 1905 but the sashes were probably originally four-over-four that were replaced in 1971-72.

To the south of the porch is a small one-room extension, now a mechanical room, which was added after 1931 and probably before 1964, possibly at the same time the porch to the north was screened in (Photo 6). On the west end of the mechanical room is a six-over-six double-hung window and a four-panel door. The window doesn't match any others on the Station now or in the historic photos, but the door may have been relocated from the interior of the 1886 or 1905 section. To the south of the mechanical room, in what was the original section of the Station, is an original window with louvered and paneled shutters like those on the north side but the original four-over-four sashes have been changed to one-over-one. The window, originally directly beneath the second story window, was relocated to the south after 1931. A door to the right of the window, which replaced an original window in 1905, has panels on the bottom, twelve diamond shaped glass panes above, and is topped by a transom with diamond shaped panes. This door also has been moved to the south of its original location. At the south end of the west elevation, on what is the west end of the 1905 lean-to, is another double-hung one-over-one window with louvered and paneled shutters. The first floor of the west side is sheathed with shiplap siding, except for the three sides of the mechanical room, which are clapboarded. An eight-foot wide porch runs across all of the west side except for the mechanical room; the roof of the mechanical room is a continuation of the porch roof.

The second floor of the west elevation is sided with wood shingles and has two one-over-one windows in their original center location with the same louvered and paneled shutters that are found on many of the other windows. The sashes replaced the original four-over-four ones, probably in 1975. The eaves of the roof at the west end, which originally had the same A-shaped truss as found on the facade, now match the post 1931-facade eaves.

The Station's south side, which is part of the 1905 south lean-to, has a bank of two one-over-one double-hung windows with louvered and paneled shutters at the west end. The windows replaced a single original four-over-four window in 1971-72 that was further east, but the shutters were probably reused from the original window.

To the east of the windows are a 1905 doorway and transom of the same style as the one in the middle of the west side. At the east end is a bank of three double-hung one-over-one windows that also date from 1971-72 with louvered and paneled shutters. The two end windows of the bank are located where two original ones were, while the middle window was added in between. The wall is sheathed with shiplap siding. A porch extends along the full length of this elevation.

On the second floor is a dormer in the approximate middle of the roof that matches the one on the north elevation. When the south lean-to was added, a brick chimney on the first floor below the dormer went through the attic above, pierced the roof of the lean-to, and rose along the outside wall of the dormer between the two windows. This was taken down in 1968.

The original 1886 lookout tower, which was where the crew kept a watch of the coast during the day for shipwrecks, was removed from the east end the Station's roof sometime after 1931 and was reconstructed between 1968 and 1975. The new tower is slightly smaller in footprint and shorter in height than the original one and is clad in board and battens rather than shingles, but otherwise looks the same. Like the original, it has ten double-hung windows, two on the north and south sides and three on the east and west sides, which are the wider sides. The sashes are four-over-four on the west and south, and six-over-six on the east and west; the sashes were possibly reused from another building. All of the windows have been boarded over on the outside with plywood.

The base of the tower is sided with the same red asphalt shingles as the roof and dormers while the sides are sheathed with vertical board and batten siding. The gables of the tower roof, whose ridge runs perpendicular to that of the main roof, originally had the same A-shaped trusses as the main roof and dormers but they have also been replaced with finials like those found on the other gable ends.

The first floor siding, window sash and trim are painted off-white with dark red shutters and doors, similar in color to the roof shingles. The east and west end walls of the second floor and the siding of two dormers are painted the same red as used on the first floor shutters and doors. The roof trim, the dormer sashes, the trim and shutters, and the all of the lookout tower are off-white.

Basement and First Floor Description

A small basement is located under the northwest corner of the Station (room 001),[3] under the north end of the kitchen and the west end of the north lean-to, and is approximately 16 feet long from north to south, eight feet wide from east to west and four feet high. It dates from 1905 and part or all of it may have originally been a coal bin. It has poured concrete walls and floor, with exposed joists of the underside of the floor above. A trap door in a pantry on the first floor along the north side of the kitchen (between rooms 106 and 108A), with a steep ladder down, is the only access. An opening in the basement's north wall leading to a wooden hatch in the ground along the north side of the Station was probably a coal chute. Under the rest of the Station is a crawl space, approximately three feet high, with a beach sand floor that was part of the Station's original beachfront location. There's an opening from the basement's south wall that originally allowed access into the crawlspace but pipes in the crawlspace that run past the opening have made access impossible. The only way into the crawlspace is through a wooden hatch in the ground along the east side of the Station.

When the Ocean City Life-Saving Station was built the first floor of the original section consisted of only two main rooms. A boatroom in the east (front) end (in what are now rooms 101, 110, 110B, 110C, 110D, and the space occupied by the stair hall to the second floor) took up about two-thirds of the floor. A living room/kitchen was in the west (back) end (room 105). A chimney in the middle of the west wall of the living room/kitchen served a wood or coal stove for heating and cooking. The stairs to the second floor were originally located along the west end of the north wall of the Station to the north of the kitchen/living room. A pantry, entry hall and porch were contained in a small original lean-to at the west end of the south side. As per the original construction specifications, the walls and ceilings of the first and second floors were plastered expect for the boatroom, which was covered with beaded matchboards. The floors were tongue-and-groove boards throughout the Station. No major changes are known to have been made to the interior before the 1905 side lean-tos were added.

The lean-tos more than doubled the size of the first floor. While the boatroom and kitchen remained largely intact, one major change to the original section was the relocation of the stairs to the second floor from along the west end of the Station's north wall to the west end of the boatroom along the wall between the boatroom and the living room/kitchen, perpendicular to their original location. A closet for a room at the west end of the north lean-to and a small hall next to the closet that ran between the kitchen and above mentioned room were created where the stairs were originally located.

The lean-to along the north side of the Station was originally two rooms; a room in the east (front) two-thirds was used to store additional rescue equipment and an extra surfboat, while an office for the keeper, who was in charge of the Station, was located in the west (back) third. A narrow set of stairs along the west wall of the storage/boatroom room led to an attic above the lean-to.

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[3] See station drawing SK1 for the plan of the basement and first floor.

The south lean-to had a dining room at the east end with a chimney for a wood or coal stove in the northwest corner, an entrance hall in the middle, and a large walk-in closet at the west end for the crew's storm clothes. The walls and ceilings of the rooms in the lean-to were plastered, or were plastered above vertical, capped wainscoting, except for the storage/boatroom in the front of the north lean to which had matchboards on the walls and ceilings like the main boatroom.[4] The floors were tongue-and-groove boards.

After the Ocean City Life-Saving Station was enlarged in 1905 it's believed that no major changes were made while it was in service. But when it was converted to a residence in 1945 a number of changes were made to the inside, most of which occurred between 1964 and 1972. During this period most of the original plaster and the matchboards in the two boatrooms were removed from the walls, and replaced with sheetrock (gypsum board). Inspections have revealed the ceilings were left intact and concealed behind suspended sheetrock ceilings. Some of the original flooring was taken up or covered over with new flooring, most of the window and door trim, the baseboards and interior doors were replaced, all of the windows were replaced and most openings were relocated, and some of the rooms were reconfigured.

In the original section of the Station, the boatroom at the east end (room 101) was converted into a large living room after 1945 and the large doors in the east end were replaced with the bank of three windows that are there now, with second-generation sashes (Photo 8). Photos of the room taken during the winter of 1971-72 show new wiring and plumbing being installed, with some of the matchboards having been removed from the east wall. Almost all of the matchboards were removed from the walls at this time and replaced with sheetrock, except for remnants left in place above the lowered ceilings. The matchboards at the original ceiling level were left in place and covered over with suspended sheetrock. The tongue-and-groove flooring probably also dates from 1971-72.

During the 1971-72 renovations the length of the living room (the former boatroom) was shortened when a narrow hall (room 110) that connects the north and south lean-tos along the east wall of the stairs, and three closets on the hall's west side (rooms 110B, C and D), were created in what was the west end of the boatroom.

The kitchen in the back of the original section (room 105) may not have changed significantly from its appearance during the Coast Guard era until the mid '60s. Photos taken of this room in 1964 show 1940s or '50s era appliances and cabinets. The bottom half of the walls had vertical wainscoting capped with a chair rail above which was plaster on some of the kitchen walls and tile on others. The plaster walls probably dated to the Coast Guard era while the tile may have been added after 1945. Two December 1964 photos show the walls of the kitchen being taken down to the studs and the concrete floor being dug up. The walls are now covered with sheetrock which presumably was installed soon after the photos were taken. The original chimney along the

[4] Photos taken during interior construction in the 1960s and 70s in rooms 102 and 108 show the wall framing with plaster lath marks. It's assumed this is how most of the other rooms in the lean-to were finished. An area of the sheetrock ceiling in room 111 (in what was a former equipment storage/boatroom room) was removed in the fall of 2011 to reveal the original matchboard ceiling above and it's assumed the walls of this room were also sided with matchboards.

west wall of the kitchen wasn't taken out until sometime after 1968 (a remnant of the chimney survives in the attic). The applied framing on the ceiling, the kitchen cabinets, the vinyl tile floor and the appliances are more recent upgrades, possibly dating from the 1980s.

In the north lean-to the former keeper's office at the west (room 108) end became a dining room after the Station was converted to a residence but otherwise wasn't altered. But in 1971-72 the plaster on the ceiling and walls was replaced with sheetrock, the door and window trim and baseboards were replaced, and it became a bedroom. The space below the stairs was converted to a half bath (room 106).

Probably also in 1971-72, the storage/boatroom in the front two-thirds of the north lean-to was divided into three rooms: a full bathroom at the east end (room 112), a bedroom to the west (room 111), and a half bathroom to the west of that (room 109). The full bath (room 112) has plastic wall paneling and a ceramic tile floor that probably dates to the 1971-72 work, while the sheetrock walls and vinyl flooring in the half bath (room 109) may be a more recent update. The walls, ceiling, trim and flooring of the bedroom in between the two bathrooms (room 111) are like that of the west bedroom (room 108),

The south lean-to has undergone fewer changes than the north one. The crew's dining room at the east end became a second smaller living room (room 102) after the building became a residence. A corner fireplace was added in the northwest corner in the former stove location. In the spring of 1967 a fireplace was installed along the room's east wall, replacing two original windows, and in January of the following year the 1905 chimney in the northwest corner, and the 1940s fireplace were taken out. The original plaster walls and ceilings were probably replaced with sheetrock in 1971-72 and tongue-and-groove flooring laid over the original floor.

To the west of the living room is a hall (room 103) off the porch on the south side of the Station that serves as the main entry. The hall was originally larger than it is now, but in 1971-72 its west wall was moved a few feet to the east to make the room to the west (room 104) larger. Room 104 was then turned into a dining room and the wall between it and the kitchen (room 105) was removed. It was then the dining room in the former keeper's office (room 108) became a bedroom. The hall and dining room have the same ceiling, wall and trim finishes as the living room to the east.

The mechanical room off the back of the Station (room 107) wasn't built before 1931 but it could have been added before the Station closed in 1945 or it could have been built as late as the mid-1960s. It has a gas fired hot water furnace and gas-fired water heater. The walls and ceiling are sheetrock and the floor is concrete.

Second Floor and Tower Description

In the original 1886 layout of the second floor the crew's quarters (room 203) were in the east half; in the center was a hall at the top of the stairs to the first floor (room 201), lockers and a storeroom (room 204); and the

keeper's room (room 202) was at the west end.[5] The specifications called for the walls and ceilings to be plastered, and the flooring to be tongue-and-groove.

The plan of the second floor didn't significantly change in 1905 except that the stairs from the first floor, which originally came up the along the north wall of the keeper's room (room 202), were moved so they ran east-west and entered along the west wall of the storeroom (room 204). This shortened the keeper's room by the width of the stairs. A second floor renovation plan of the Chadwick, NJ Life-Saving Station, which had the same 1905 additions as the Ocean City Life-Saving Station, shows lockers along two of the storeroom walls but a 1975 photo of Ocean City shows lockers along the north wall of the crew's quarters. The storeroom was probably converted to a bathroom during the Coast Guard era and the lockers were moved to the crew's quarters at that time.

The addition of the north and south lean-tos in 1905 created an attic above each one (Photo 10). The attic on the south side was divided into two storage rooms, one of which is accessible from the keeper's room (room 202A) and the other from the crew's quarters (room 203A). The attic on the north side (201A), which is a single room that extends the full length of the Station, was accessible from a stair in the west end storage/boatroom on the first floor (in what's now room 109); the access door from room 201 was added when the stairs were removed, probably during the Coast Guard era.

When the Station was converted to a residence the plan of the second floor remained largely unchanged but in 1975 it was remodeled. The plaster ceilings were replaced with sheetrock, the plaster walls replaced with plywood paneling over sheetrock, the window and door trim and was replaced with "clamshell" molding, and the doors were replaced with plywood hollow-core doors. The tongue-and-groove flooring appears to date from the Coast Guard era.

Also in 1975 the two double hung windows in the east wall of the crew's quarters were taken out and replaced with a bay window, and the closets along the south wall in the crew's quarters were removed and replaced with a closet along the west wall. The bathroom (room 204) was also updated at this time with new fixtures and with ceramic tiles on the floor and on the bottom half of the walls.

The lookout tower, which was removed sometime after 1931 and rebuilt between 1968 and 1975, is two stories inside with a small room at each level (rooms 301 and 401). The lower floor is accessed by a wooden ladder in the middle of the crew's room that appears to date from when the Station was in service (Photo 9). A second ladder, also apparently historic, connects the two levels. The walls of both rooms are covered with plywood paneling and the windows in the top level have been boarded over with plywood on the outside.

[5] See station drawing SK2 for the plan of the second floor and tower.

Garage/Shed Description

The one-story garage/shed to the north of the Ocean City Life-Saving Station has a gable roof and is comprised of three sections. The west (back) third, which is the oldest section, may date from ca. 1895. A short middle section, whose construction date is unknown, connects the back to the front garage section. The front section, which is the largest, last served as a garage and was probably built after 1910. A small bump out at the front of the garage with a metal overhead door was added after 1964 (Photo 7).

The west end of the south side (part of the original section) has the same shiplap siding that's on the Station house while the rest of this side and the west end and the north side have beaded tongue-and-groove vertical siding. A nearly full-width metal garage door is at the east end. Except for the roof's crown molding, which runs along the eaves and rakes, and half of a corner board at the southwest corner where the shiplap siding meets the vertical siding, the garage is plainly detailed. The window casings are flat and there are no other corner or water table boards.

On the outside, the west gable end has a single one-by-one sash in the peak that probably postdates 1945. There are six single-sash windows on the north side and five on the south side but seven of the sashes have been removed and all of the openings have been boarded over. Three of four surviving sashes are six light sashes found in the back and middle sections, while the one remaining sash in the garage section is a nine light sash. It's believed that all of the window openings except for the one in the peak of the west gable end are original to their respective sections. The siding is painted white while the roof trim is dark red. The roofing is dark red asphalt shingles like those on the Station house.

The building rests on a concrete slab and the bottom of much of the siding, which is in contact with the ground, is rotten. The eaves of the both sides are bowed, the walls have moved outward from the sills, and the roofing is in poor condition.

The west (back) section may have originally been part of the larger of two sheds that were located north of the Station (figure 10). A drawing of a similar outbuilding for an 1886 station design shows it divided into four areas with a privy and an oil and paint closet at one end and separate areas for coal and wood at the other end (figure 11). The two rooms at the back of the garage were probably originally the privy and the oil and paint closets, and may survive from the ca. 1895 shed.

Inside, the differences between the three sections are apparent. The west section contains two small rooms. The room at the southwest corner, whose use is unknown, is sided with horizontal beaded boards while the room at the northwest corner has been converted to a shower room, possibly in the 1960s, with fiberglass walls and a ceramic tile floor. Both of these rooms have a single sash window, hinged at the top and operating as an awning window, in each of the two sidewalls. The east side of the wall between the back section and the connector may have originally been an exterior wall as it is sided with the same lap siding found on the southwest exterior side

of the shed and on the Station house. The flat cased windows and doorways of the two rooms in the back section appear to be original.

To the east of the back section is a narrow connector section with vertical beaded siding and a single sash window in the north side, and a door on the south side. This was a bathroom at one time as there is a toilet near the opening to the shower room.

The garage section at the front of the building is comprised of a single room and may have been used to store tack for horses in the World War II mounted beach patrol. The framing and inside of the exterior siding is exposed to view as there is no interior sheathing on the walls or ceiling. Only one of the six sashes remains and it, like the other five openings without sash, has been boarded over. The metal garage door encloses the east (front) end. The floor is concrete but there's a dark stripe at the bottom of the walls about six inches high that suggests there may originally have been a framed wooden floor. There's a shallow attic above all three sections.

Ocean City Life-Saving Station Integrity

As noted above, the Ocean City Life-Saving Station underwent numerous alterations after 1945 when it was changed from a Coast Guard Station to a residence. However, the basic form (the exterior massing and the primary interior spaces) is intact and much of the historic fabric survives.

Historic fabric on the exterior that survives includes some of the window and door trim, most of the shiplap siding on the first floor, the shingle siding on the second floor of the gable ends, the board and batten siding on the dormers, the exposed roof framing and posts of the porch, much of the wood trim, and many of the window shutters.

On the first floor, the spaces originally occupied by the kitchen (room 105), the crew's dining room (room 102), the keeper's room (room 108) and its closet (room 108A) all have their original layout. Relatively minor changes have been made to the original layouts of the boatroom (room 101), the entrance hall (room 103) and the former storm clothes closet (room 104). The plan of the two main rooms on the second floor, the keeper's quarters at the west end (room 202) and the crew's quarters at the east end (room 203) have not been changed, and although a modern bathroom has been installed in what was a locker room (room 204) between the two end rooms, its floor plan hasn't changed. Both the 1905 stairs (moved from their 1886 location) to the second floor and the finished opening for the second stairs from the equipment storage/boatroom in the east end of the north lean-to to the storage loft above also remain intact, and the original ladders to the lookout tower, second-floor kneewall-storage doors, and a relocated interior door have also survived.

Selective demolition of modern finishes has revealed that original materials such as the matchboard ceilings in the former boatroom and in the equipment storage/boatroom in the north lean-to and plaster ceilings elsewhere survive above suspended ceilings, and virtually all of the flooring survives beneath modern flooring. Portions of

the horizontal matchboard wall finishes also were found above the suspended ceilings. Several original window sash have been discovered in the loft of the garage, and the framed openings for the original windows have been uncovered by the removal of modern finishes. The jambs of the 1906 arch between the two boatrooms survives behind gypsum wallboard, and the framing that supported the boatroom doors is extant. A segment of the 1886 chimney survives in the attic. The casings for the primary boatroom door are intact and feature the plugged holes that previously held the pintels for the strap door hinges.

The Ocean City Life-Saving Station is in its original location, though the beach and ocean have receded about a quarter of a mile to the east since 1886. The setting has changed significantly since the building was constructed directly on the beach, but it had already changed by the time the wings were added in 1906 (figure 19), and by the end of the Period of Significance, the density of the surrounding neighborhood was essentially the same as at present (figure 20).

Looking at the building overall, it strongly conveys the character of the structure as it appeared between 1906 and 1935. The massing of the building with the core and two wings beneath the dominate roof, the observatory, and the wrap-around porch are largely unaltered, despite the minor shortening of the tower. The survival of the historic floor layout, and extensive areas of original exterior and interior fabric survive. The existence of original drawings and specifications for the 1886 campaign, plans for similar 1906 alterations to sister stations, and later construction photographs, suggest that changes that have been made are reversible. The Ocean City Life-Saving Station retains a degree of physical integrity of setting and exterior and interior fabric that supports its state and local significance.

Statement of Significance

Summary Paragraph

Built in 1886 by the United States Life-Saving Service, the Ocean City Life-Saving Station is of state and local significance under criterion A/history in the area of transportation and maritime history and C/architecture as a largely intact example of a coastal rescue station that played an important role in the maritime history of New Jersey. This station was one of forty-five stations established on the New Jersey coast, and two hundred and ninety-two in the United States before the modern Coast Guard was formed in 1915, and is one of fifteen in the state that still survive from this period.[6] Maritime trade has played a vital role in the state's economy, and the New Jersey coast saw some of the heaviest coastal traffic in the nation. The Life-Saving Service, and later the Coast Guard, has served an important function by helping to safeguard the crews who man these ships by warning them of dangers and rescuing crews of ships that ran aground. During World War II the Station housed personnel who were part of a state and nationwide network that patrolled the beach looking for saboteurs and German submarines off the coast. On a local level the Station is significant for the rescue of the thirty-five-man crew of the 329-foot bark *Sindia* that ran aground off the Station in 1901, and for its role in the rescue of the crews of numerous small boats and swimmers in danger near the Station. After closing in 1936, the 1886 Station was reopened in the spring of 1941 to house personnel and equipment for the World War II-era beach patrols that looked for saboteurs and German submarines off the coast. Southern New Jersey was an area important to the country's national defenses during the war because the Delaware Bay was at the entrance to the port city of Philadelphia. The Station was finally closed permanently in 1945 and sold for use as a private residence. Architecturally the Station is significant as the only surviving example of the four 1882-Type stations built in New Jersey, and as one of the six surviving of this type out of the twenty-five built on the U.S. coast between 1882 and 1891.

[6] 2008 unpublished inventory of all U.S. Life-Saving Service and Coast Guard stations built in the U.S. from 1848 to 2008. Inventory prepared by Wick York for the U.S. Life-Saving Service Heritage Association and the National Park Service.

Historical Background

Development of the U.S. Life-Saving System

The organized rescue of coastal shipwreck survivors in this country began in the late 18th century with the formation of the Massachusetts Humane Society. Organized in 1786, the Humane Society was the oldest, largest, and most-well known of several volunteer organizations formed along the northern Atlantic coast during the late 18th and early 19th centuries for the sole purpose of saving the lives of shipwrecked mariners.

Towards the end of the 18th century the Society began building small, unmanned huts on isolated sections of the Massachusetts coast that provided shelter and food to shipwreck victims who were able to make it to shore on their own. The first of these was built in 1789 on Lovell's Island in Boston Harbor. Within a few years others were established to the north and south of Boston and on Cape Cod. These were simple structures outfitted with a wood stove, food and clothing, and were maintained by a nearby resident appointed by the Society to look after them.

The Humane Society also built the first boathouse in this country to house a surfboat for rescuing shipwreck victims. Constructed in 1807 at Cohasset, this boathouse was probably a simple shingle-sided building, one story high and slightly longer than its thirty-foot surfboat. During the next sixty-five years the Society extended their lifesaving efforts to other sections of the Massachusetts coast so that by 1872 there were seventy-six boathouses and eight shelter huts. By 1898 the Humane Society maintained sixty-nine boathouses in the state.

The Humane Society boathouses operated under the supervision of a paid keeper who drilled a volunteer crew in surfboat handling and various lifesaving techniques. Each crewmember was paid for attendance at drills and for rescues in which he assisted, and, as an added incentive, medals and other rewards were often given for outstanding acts of heroism.

While the Humane Society was the most well known organization for its early lifesaving efforts, there were a other few groups, also comprised mainly of volunteers, in other maritime states that assisted in rescuing cargo and crews from stranded merchant ships during the first half of the 19th century. In New York and New Jersey it was a common practice for shipping underwriters to appoint agents in isolated coastal towns to organize salvage operations in the event of a wreck.

Although these groups and the Humane Society were successful in reducing the number of casualties along some sections of the coast, there was need for a national network of lifesavers along other sections. Navigational aids such as lighthouses and markers were in poor condition and unreliable, and inaccurate coastal charts, and unseaworthy or overloaded ships piloted by inexperienced captains, all contributed to numerous shipwrecks and loss of life.

The public outcry resulting from frequent shipwrecks along the New Jersey coast during the 1840s led to efforts to establish what was to become the first federally-funded system of lifesavers. One of the early advocates of this was William A. Newell, who witnessed a shipwreck during a winter storm on Long Beach Island in New Jersey, where all thirteen of the crew perished because the volunteer lifesavers could not reach them.

In 1848, while serving as U.S. Representative, Newell (who served as New Jersey governor from 1857 to 1860) secured a Congressional appropriation of $10,000 to provide "surfboats, rockets and carronades, and other necessary apparatus for the better protection of life and property from shipwrecks on the Coast of New Jersey between Sandy Hook and Little Egg Harbor."[7] The Newell Act provided funds for the building of eight unmanned stations, the first of which was at Spermaceti Cove on Sandy Hook. The expenditure was made under the supervision of the Secretary of the Treasury, who directed Captain Douglas Ottinger of the Department's Revenue Marine Division to find suitable locations for each station and to oversee their construction. All eight were crude one-and-a-half story shingled boathouses, 16 feet wide by 28 feet long, and usually painted white. The single room on the first floor housed the surfboat and other rescue equipment while a small loft above was used for storage.

The following year (1849) six more boathouses of a similar design were built along the southern New Jersey coast between Brigantine and Cape May, and, in 1855, fourteen more were built in between the fourteen that had been established earlier. This brought the total number of New Jersey stations to twenty-eight. Also during this period, the federal government built an additional twenty-six stations on Long Island, plus one on Fishers Island in eastern New York and at Watch Hill in western Rhode Island, bringing the total number to fifty-six. The existing boathouses of the Massachusetts Humane Society extended the network of lifesavers from Cape Cod to the New Hampshire border, thus providing a measure of protection to shipping around and between the ports of Philadelphia, New York, and Boston.

Although the number of stations had increased substantially since the federal government's involvement in 1848, there were still many problems plaguing the system that contributed to great loss of life from maritime disasters. The government's lack of control over the daily operations of many stations and the reliance on volunteers to man them were two major shortcomings. Although a local resident or benevolent society was initially appointed to look after the boathouses and maintain the equipment, most overseers soon lost interest. And because no funds were provided for repairs, the stations and equipment soon began to suffer from neglect. Furthermore, unpaid and poorly trained crews were often difficult to gather at a time when quick and well-coordinated action was needed. In sparsely populated areas response time was particularly slow.

In 1853 an attempt was made to bring more order and effectiveness to the Service. A superintendent was appointed to oversee the operations of the system, and, for the first time, paid keepers were put in charge of the stations. However this proved only moderately successful, as many of the keepers were political appointees

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[7] *Robert F. Bennett, Surfboats, Rockets and Carronades* (Washington, D. C.: U. S. Government Printing Office, 1976), p. 2.

with few skills in training crews or directing rescue efforts. It was not until 1869 that surfmen were also offered pay but only at alternate stations and only during the severe winter months.

A number of fatal shipwrecks along the Atlantic coast during the winter of 1870-71 demonstrated the lack of protection by an inefficient service in need of greater organization and more stations. In response to the public outcry following the disasters, Congress appropriated funds for paid crews to live at every station for such periods as were deemed necessary. They also appointed Sumner I. Kimball to supervise all operations of what was to eventually become the U.S. Life-Saving Service. One of Kimball's first tasks was to commission an investigation of the entire service to determine how it could be more effective. After finding that many of the boathouses were in poor condition and badly run, he ordered a complete reorganization of the system. Incompetent keepers were removed and replaced with the most skilled surfmen at each station and the repair of deteriorated buildings and equipment began.

Kimball's investigation also found that most stations were located too far apart for neighboring crews to be of assistance to each other during rescues. In 1871 steps were taken to build additional stations in between older ones so that they would be no more than an average of three to five miles apart. To bring this about, eighteen new stations were appropriated for New Jersey and Long Island, while all of the existing ones underwent renovations to accommodate additional crewmembers and equipment. These new stations represented the first building activity since 1855, and they were the first to accommodate a live-in keeper and crew of six plus any rescue victims.

In New Jersey the plans originally called for the construction of twelve new two-story stations, and the modification of all the existing twenty-eight. However, because of previous bad experiences in altering some of the boathouses on Long Island, the refurbishing plans were changed and thirty-seven new stations were constructed at most of the existing sites. The earlier structures were disposed of, their parts often going into the new buildings.[8]

The next year Congress appropriated funds to extend the Service to Rhode Island and Massachusetts with the construction of a station on Block Island and at Narragansett Pier and nine stations on Cape Cod to supplement the efforts of the Humane Society. This brought the total number of U.S. Life-Saving stations to eighty-two.

History of Life Saving Stations in Ocean City

Established in the mid-1850s, the Ocean City Life-Saving Station was probably the earliest of three different stations located within the present municipal boundaries of Ocean City. The Pecks Beach Station to the south of the Ocean City Station was established in 1872 at the northeast corner of 36th Street and Wesley Avenue. The first station building at Pecks Beach, a Red House-type, was replaced in 1899. That station closed in 1936 and the surviving station house was torn down in 1981. The Corson Inlet Station to the south of Pecks Beach was

[8] Bennett, *The Lifesaving Service at Sandy Hook Station*, p. 6.

established in 1855 at the foot of 58th Street and closed in 1924, at which time its existing station house, built in 1899, was moved and returned to service as the Sea Isle City Coast Guard Station in Strathmere, the next station to the south.

History of Ocean City Life-Saving Station Sites

1st Station Site, 1853-54 - 1872

The first Ocean City Station was established in 1853 or 1854 as an unmanned boathouse like the other twenty-one built on the New Jersey coast between 1848 and 1855. Originally called Pecks Beach North, it was located at the north end of Pecks Beach south of the Great Egg Inlet (between Ocean City and Longport) and close to the location of the 1886 Station house that survives today. Although no photographs of it have been found, the Station is believed to have been similar to the 1855 Cold Spring Station in Cape May, NJ (figure 3). During the period it was active, three keepers were in charge; Joseph Somers, appointed in 1853, Richard L. Sommers, appointed in 1856, and Richard B. Stiles who served from 1862 until 1872. It's not known what happened to the boathouse after it was taken out of service but it is believed to no longer survive.[9]

2d Station Site, 1872-1886

In 1872 a new and much larger station house, which was renamed Beazley's, was built at a new site at the corner of 5th Street and Ocean Avenue.[10] Richard B. Stiles, who had served at the original boathouse, was appointed keeper at the new Station but he was replaced by Thomas Stiles on December 1, 1872 soon after the Station opened. Starting in 1873 the Life-Saving Service divided the coast on which stations were located (then from Cape Cod to New Jersey) into three districts. Within each district stations were listed (and usually numbered) in the Annual Reports geographically from north to south or east to west (if the coast ran in that direction). The Beazley's Station was designated number 30 (the 30th station in District 3), with Sandy Hook being number one and Bay Shore in Cape May being number 40.[11] This system of districts expanded as the Service grew so that by 1901 there were thirteen districts that stretched from eastern Maine to Florida and the Gulf of Mexico, and to the Great Lakes and the Pacific Coast.

Beazley's was one of seventy-two stations of the same design built in 1871 and 1872 on Cape Cod, Rhode Island, Long Island and New Jersey. Thirty-eight of these were in New Jersey. The station houses, all constructed from a single set of standardized drawings, were larger than the 1840s and 1850s boathouses.

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[9] http://www.uscg.mil/history/stations/OCEANCITYNJ.pdf

[10] *Ocean City Sentinel*, Ocean City, NJ, Sept. 17, 1885.

[11] It's not known how long the station was designated number 30 by the Life-Saving Service as the Annual Reports didn't number stations after 1882 but it remained the 30th New Jersey station at least until the Coast Guard was formed in 1915. At that time all of the stations were renumbered starting in eastern Maine and Ocean City became number 126. Figure 18 shows the station in 1931 with its number 126 airplane marker behind the station,

Shingled on their roofs and sides, they were often referred to as Red Houses as many were painted that color (figure 4).[12] The 1872 Annual Report of the Revenue Marine Bureau contains a description of the buildings:

> All these houses have been constructed under plans and specifications carefully prepared with a view to durability, and affording proper accommodations for the apparatus and the means of providing comfortable protection to the crews and relief to those who may be rescued from shipwreck. They are 42 feet long by 18 wide, and each contains a lower and an attic story. Each story is divided into two apartments. The boats, a wagon, and other heavy apparatus occupy the large apartment below, while the smaller one is a living room for the crew, provided with conveniences for cooking, etc. Above, one room is for the small articles of apparatus, and the other is provided with several cot-beds and suitable bedding.[13]

It's not known who designed the Red Houses, but, because the Life-Saving Service came under the Treasury Department, it is believed the architect worked in the office of the Supervising Architect of the Treasury Department in Washington, which at that time was directed by Alfred B. Mullett.

The 1878 Annual Report mentioned repairs to thirty-six stations in New Jersey, including Beazley's. Although the repairs were unspecified they were deemed "absolutely indispensable to render them comfortably tenantable for several years" at an average cost of $133.26 per station.[14]

By 1883 the condition of the Beazley's Station had again deteriorated. The daily logbooks that were kept by the keeper changed the entry of "Is the house in good repair" from "yes" to "no" on April 30th, and the following day it was noted that the roof leaked.[15] This condition lasted for two years. Also in 1883, the station name was changed from Beazley's to Ocean City.

In 1884 the Life-Saving Service appropriated funds for repairs to twenty-two stations in New Jersey. Although the Ocean City Station was in poor condition it was not one of these. Instead, the Service began planning for the construction of a new Station house to replace the existing one, and when it was completed in 1886, the 1872 Red House was abandoned. It's not known what happened to the Red House, but it doesn't appear on a 1903 bird's eye view map of Ocean City (at least not in its original form at the original location) and it is believed to no longer survive.[16]

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[12] Robert F. Bennett, *The Lifesaving Service at Sandy Hook Station: 1854-1915* (Washington, DC: Public Affairs Division, Historical Monograph Program, U. S. Coast Guard, 1976), p. 6.

[13] *Annual Report of the Chief of the Revenue Marine Bureau* (Washington, D.C: U. S. Government Printing Office, 1872), p. 28.

[14] Annual Report of the United States Life-Saving Service (Washington, D. C.: U. S. Government Printing Office, 1878), p. 37-38.

[15] Logbooks of the Ocean City, NJ Life-Saving Station. Records of the United States Coast Guard, National Archives Record Group 26, New York City Branch,

[16] *Ocean City, N.J. Bird's Eye View Map* (Philadelphia, PA: Frank Taylor, 1903), Library of Congress, Washington, DC.

3rd Station Site, 1886-Present (nominated resource)

On January 8, 1885 the Life-Saving Service leased a 100-foot by 130-foot plot from the Ocean City Association at the northeast corner of Fourth Street and Atlantic Avenue, now 801 East 4th Street, two blocks from the site of the 1872 Station. It's not known why the Station moved to a new site but as was often the case when this happened it may have been a better location for keeping a watch of the coast and for launching a surfboat. It is the third site (on which the 1886 Station house was built) that is the subject of this nomination.

Usually when a station was established or moved to a new location, the Service purchased a plot of land, but in this case the new Station was built on a leased lot. A lot for the Pecks Beach Station was also leased from the Association at the same time.

The construction of the new Station house began in the fall of 1885 as reported in the Ocean City Sentinel on September 17, 1885.[17] It's believed the Station was not completed until the following year because the crew didn't move into it until May 28, 1886.[18]

The new Station house was of a design called the 1882-Type, named for the year in which the first station of its type was built, and although the plans are not signed, it is believed they were the work of J. L. Parkinson. The station plan is similar to earlier stations Parkinson is known to have designed, and it's believed he was still working for the Service when the plan was drawn (figure 5).

J. (James) L. (Lake) Parkinson (1841-1926) was born in Ireland and immigrated in 1844 to Milwaukee, Wisconsin with his parents, siblings and an aunt and uncle at the age of three. The 1860 federal census correctly listed his birthplace as Ireland, but on subsequent censuses he claimed Wisconsin as his birthplace, probably because of the prejudice against the Irish in the nineteenth century.[19]

He began his architectural training as an apprentice at or before the age of nineteen while living at home in Milwaukee with his family. By 1870 he was living in a Kansas City, Missouri boarding house while practicing as an architect. Three years later he married Amelia E., a woman from Kentucky who was fourteen years younger, and they had three daughters.[20]

In July 1875, Parkinson was appointed Assistant Superintendent of Construction for lifesaving stations, a job in which he also acted as architect. While working for the Life-Saving Service he was probably stationed in Washington, but travelled around the country inspecting stations and supervising construction. It's believed he

[17] *Ocean City Sentinel*, Ocean City, NJ, Sept. 17, 1885.

[18] *Ocean City Life-Saving Station Logbooks*, May 28, 1886.

[19] 1860 federal census, Milwaukee Wisconsin, 1870 federal census, Kansas City, Missouri and 1880 federal census, Milwaukee, Wisconsin.

[20] Daily Inter Ocean, Chicago, 24 April 1877.

gave up his position as architect sometime between 1882, the date his last station (the 1882-Type) was designed, and 1886 or 1887, when the first design of his successor, Albert B. Bibb, was drawn. If so, it was probably closer to 1886-87. However, he may have stayed on, or returned as Superintendent of Construction as he's listed in a 1901 Treasury Department report with that title.[21]

Parkinson is known to have designed two plans from which more than one station was built; the 1876 (25 stations built) and 1876 Lake Superior types (5 stations), and it's believed he also designed the 1879 (4 stations), 1880 (6 stations) and 1882 types (25 stations). He also designed six plans from which only a single station was built. It's believed that the 1882-Type was the last station plan he did although it's likely he designed alterations for existing stations perhaps as late as 1886 or 1887. He was succeeded by Albert B. Bibb, whose first known station plan, the Bibb #2-Type, was designed in 1886 or 1887.[22]

A more ornately decorated modification of Parkinson's 1876-Type design was built for the Life-Saving Service exhibit at the Philadelphia Centennial Exposition of 1876 where it was visited by many of the over 10 million people who attended the exposition (about 20% of the population of the United States at the time). After the exposition the Station was barged to Cape May where it was put into service.

Unlike his predecessor, architect Francis W. Chandler, who had worked in the Office of Supervising Architect of the Treasury Department, Parkinson's position came directly under the Life-Saving Service. It's not known why the position was moved, but it may have been as a result of the rapidly growing number of stations being built in the mid-to-late 1870s and 1880s. When the 1872 Ocean City Station was put into service there were eighty-two stations located between Cape Cod and southern New Jersey. By the time Parkinson was appointed architect in 1875 the number had grown to 157, and the Service extended from eastern Maine to southern Florida, the Great Lakes, Washington and Oregon. In 1886 when the new Ocean City Station was completed, there were 218 stations in operation with additional stations located on the Gulf of Mexico, and in California and Nome, Alaska.

Not only were more stations being put into service, but the varying requirements of different locations, rescue boats and crew sizes could not satisfactorily be met with only a few design types. While four different station plans had been drawn between the reorganization of 1871 and when Parkinson began work as an architect (Red Houses, two 1874 types and the 1875-Type), more would be needed to meet future expansion. Besides new designs, repairs and improvements to the stations in service by 1875 were beginning to generate an additional workload. Superintendent Kimball probably felt it would be more efficient and he could have a greater influence on station design if the architect worked directly under him.

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21 *Eighteenth Annual Report of the United States Civil Service Commission, July 1, 1900, to June 30 1901.* Washington, DC: U.S. Government Printing Office, 1902.

22 The number of stations built of different designs types comes from a 2008 unpublished inventory by Wick York of all U.S. Life-Saving and Coast Guard stations built in the U.S. Parkinson's One-of-a-Kind stations were Evanston, IL, Buffalo, NY, and Golden Gate Park, CA (all built in 1877), Cape Disappointment, WA (b. 1878), and Manistee, MI and Kenosha, WI (b. 1879).

All of the stations built from the 1874-Type through the 1882-Type (not including the one one-of-a-kind designs) shared many of the same elements: they were one-and-one-half story rectangular buildings, roughly 20 feet wide by 45 feet long, sided with shingles, clapboards or vertical siding (or a combination of these), and many had similar trim details. And all had similar layouts: a boatroom and living room/kitchen for the crew on the first floor and sleeping quarters above. It's not known why so many similar but separate station designs were developed.

The 1882-Type was one of the first designs to use an enclosed lookout tower where a watch was kept of the coast for shipwrecks. Earlier stations had an open roof deck that was not well suited for bad weather. Sheathed on the outside with clapboards or horizontal lap siding on the first floor and vertical board-and-batten siding above, the rectangular plan measured 20 feet wide by 45 feet long, and 30 feet to the roof peak and 41 feet to the top of the tower. Towards the back of one side of the Station was a small pantry and entry lean-to with a porch at the end, and in the middle of both sides of the roof was a large wall dormer. The gable ends of the roof, dormers, and tower all had the same steeply pitched roofline, long overhanging eaves and an angular A-shaped stick work pattern in the roof peaks.

Not all stations built from a particular design were identical. Small differences in interior layouts, placement of and number of windows and dormers, and siding materials trim details were common. Two of the main differences in the 1882-Type stations were the type of siding materials used and the orientation of the lookout tower. On most stations the ridgeline of the tower was perpendicular to that of the main roof but on a few others it was parallel.

Twenty-five 1882-Type stations, all of which were located on the east coast, were built between 1882 and 1891. Four of these were in New Jersey at South Brigantine (b. 1883), Barnegat (b. 1883-84), Chadwick on Island Beach (b. 1884) and Ocean City (b. 1885-1886). The Ocean City Station is the only one in the state that survives, and only four others are extant nationally: Hunniwell's Beach in Popham Beach, ME; Ocean City, MD; Cape Lookout, NC; and Oak Island in Caswell Beach, NC.

Station Grounds and Station Life

The grounds of nearly every life-saving station contained numerous buildings and structures. While the station house was the primary building, there was often an extra boathouse, storage sheds for additional rescue equipment, wood or coal sheds, a privy and a well house. Some stations also had a stable to house a team of horses that pulled the surfboat wagon from the station to the beach.

Every station had a flagpole and a wreck pole. Crews signaled passing ships with coded flags, telling them of their location and warning of offshore dangers or expected stormy weather. A wreck pole simulating the mast of a ship was used to practice the breeches buoy drill at each station for rescuing stranded mariners from shore when it was too rough to row out to the ship. Crews practiced various lifesaving drills five days a week, and, because the breeches buoy rescue was complex and occasionally was done during the night, it was practiced

twice a week. Other drills included launching and landing a surfboat, capsizing and righting a lifeboat, and restoring the apparently drowned (artificial resuscitation). Each crewmember also took turns by the week in cooking and housekeeping. When crews were not practicing drills or involved in a rescue, station life was often routine and mundane.

In some areas, crews brought their families with them and built their own houses nearby while the keeper and his family lived in the station itself. This commonly occurred in remote locations where travel to their homes during off duty periods wasn't possible. Although keepers were required to live at or near their stations the entire year, stations were initially manned by a complete crew only during the "active season," which lasted from November through April when storms were severest and when the survival of shipwrecked victims was the most difficult. In the event of a shipwreck during the inactive period, keepers had to summon whatever help they could find from volunteers living in the surrounding area. The employment period was gradually extended but it was not until after the Coast Guard was formed in 1915 that stations were manned by a complete crew year round.

The size of a crew was determined by the number of oars needed to pull the station's largest boat. Most Atlantic coast stations had a six-man crew while a seventh man was added during the severe winter months to assist in launching and beaching the surfboat and to prepare the station for the return of the crew and survivors.

Three ca. 1890 photos of the Ocean City Station (at the third and current site) may be the earliest known views. One shows a flagpole and a fence surrounding the grounds, while another photo, taken from the roof lookout tower, shows the grounds to be sandy and uneven with a few patches of grass (figures 6 & 7). Two other early photos taken about the same time, probably on the same day, provide views of the crew pulling the surfboat on its wagon out of the boatroom, most likely preparing to launch it for a drill (figures 8 & 9). Another photo, probably taken a few years later, shows some changes to the grounds (figure 10). A wooden post and rail fence is being constructed or repaired in front of the Station along the east boundary and two small outbuildings can be seen to the north of the Station.

The outbuilding to the east, which no longer stands, was probably a storage shed. The outbuilding to the west, part of which may survive as part of the larger garage, may have had a privy and storage for coal and/or wood and for oil and paint (figure 11). An outbuilding of the same design was also found at the Corson Inlet, New Jersey Station (figure 4). It's believed the two sheds were built after 1890 because they are not shown on an 1890 Sanborn Map of Ocean City.[23] The surviving west outbuilding was probably enlarged to its present size sometime after ca. 1910 because the east outbuilding (which would have been demolished or moved before the west one could be expanded) appears in two photos taken in that year (see figures 12 and 13).

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23 *Ocean City, Cape May Co, N.J.*, Sanborn-Perris Map Company, New York, NY 1890. Map from the Princeton University Library, Princeton, NJ.

Ocean City Shipwrecks and Rescues

During the clear daylight hours, surfmen took turns keeping a constant watch of the coast from the roof deck or lookout tower, while at night and during foggy weather a watchman patrolled the nearby shore. On sighting a wreck or vessel in danger, the watchman would light a flare to alert the ship that it had been sighted and then hurry back to the station to summon help. Many of the stations along the mid-Atlantic coast, including those in New Jersey, were located closely enough together so that patrols from adjoining stations would meet at a midway point called a halfway house, thus assuring complete coverage of the coast. By the 1890s many stations were connected to each other by telephone and in 1906 some on Long Island and New Jersey received "patrol telephones" midway between stations to speed the rescue response time even further.

One of the most well-known shipwrecks that occurred off the Ocean City took place on December 15, 1901 when the 329-foot four-masted bark *Sindia* with a crew of thirty-three ran aground approximately 150 yards from the beach between 16th and 17th Streets after losing her way in a storm while sailing to New York City from Kobe, Japan. Both the Ocean City and the neighboring Peck's Beach Stations responded, rescuing everyone onboard.

A rescue by the Station involving loss of life occurred on Thanksgiving Day, November 24, 1910 when four men went out for an afternoon of fishing on a 23-foot open launch. Although the weather was good when they left shore the sea turned rough and the boat capsized in the breakers while heading for the beach. The crew jumped into the surf and rescued all four but one died before he was brought to shore.

These entries from the Station logbooks during the 1880s illustrate some of the crew's typical day-to-day activities:

> Saturday, March 4, 1882:
> At 8:30 AM the schooner Rachel S. Miller stranded on South Breaker Great Egg Harbor Bar, at 8:45 launched surf boat; arrived at wreck at 9:00 AM & assisted in throwing overboard lumber & succeeded in getting the schooner headed off shore but in the afternoon the wind blew a gale NW & drove the tide out so she did not move – returned to station at 9:30 PM. All hands very tired on account of returning to station late & boarding the schooner early next morning. The watches did not meet regular but kept a lookout for signals from wreck or along the beach. Estimated value of vessel $7,000. Estimated value of cargo $3,500. Estimated value of cargo lost $1,500. Insurance on cargo $2,000. Cargo saved $2,000. J.S. Willets Keeper

> Sunday, January 6, 1884:
> Richard B. Stiles on lookout during the day; at 8:00 AM discovered a small schooner going down the Inlet. After a little time we seen that she was ashore on the North Side of the channel just below the point of Beach; launched [surf] boat at 8:45 AM; just before we reached her she floated and we returned to station at 10:45 AM. J.S. Willets, Keeper

Saturday, February 16, 1884
John M. Corson [surfman] #2 at 8:00 PM sighted a steamer heading for the bar; [he] burned a red Coston light; the steamer hauled off shore. J.S. Willets, Keeper

Tuesday, March 28 1886
A steamer passed north [of the Station] with a wreck in tow apparently a bark waterlogged. J.S. Willets keeper

The Station crew also helped out in the surrounding neighborhood when needed as this logbook entry shows:

Sunday, October 12, 1884
At 3:00 PM discovered Dr. Patterson's house on fire. All hands repaired to the scene of disaster and assisted in saving some goods and other houses.

1905 Station House Addition

The 1905 Annual Report reported that improvements were being made at the Station (at the current site). This was also mentioned in the June 16, 1905 logbook entry that states that the Station is "torn up by carpenters." Apparently work continued for at least a year as the August 7th 1906 logbook notes, "Carpenters still in station." But the Station was listed in good condition at that time so the work was probably nearly complete.

The most significant exterior changes involved adding a full-length lean-tos on the north and south sides of the original Station for extra living space and additional storage of the crew's rescue equipment, and an eight-foot wide porch that extended along the west, south, and a third of the east side. An original smaller lean-to on the south side, which had a porch, entry, and pantry, was removed when the new one was added. Photos taken after 1906 show the Ocean City Station with the additions (figures 12 - 15).

Although alterations to many of the 1882-Type stations differed from station to station, the three other New Jersey stations of this type (South Brigantine, Barnegat and Chadwick) all had alterations very similar to the ones at Ocean City (figure 16).

Although no plans have been found of the 1905 additions at the Ocean City Station, plans of the Chadwick Station show what interior changes were made (figures 17 & 18).[24] The front two-thirds of the lean-to on the north side was used as an extra boatroom for a second surfboat and for storage of additional equipment, while the back was an office for the keeper. The lean-to on the south side had a dining room in the front, an entrance hall in the middle, and a large walk-in closet for the crew's "storm clothes" at the back. The only major change to the inside of the original 1886 section was the relocation of the stairs to the second floor. The second floor, where the crew slept, remained largely unchanged.

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24 Plans of the Chadwick station were found on microfilm at the U.S. Coast Guard Academy Library, New London, CT.

Alteration and enlargement, particularly to the 1882-Type and earlier designs that were smaller than the later ones, was a common practice as many of these stations soon proved too small to accommodate the growing demands for more equipment. Stations built during this period were originally designed to house one rowed surfboat that was kept in the boatroom on a wagon, plus one or two beach carts and a life car (two types of rescue equipment).

But as the Service grew during the 1880s there was a realization that an additional crewmember, a second surfboat (which needed to be housed in its own boatroom) for training and as an emergency backup, and more equipment was needed than was originally assigned to many early stations. However, the early stations were too small to accommodate this without being enlarged or rebuilt. There was also a desire to make the stations more comfortable for the crew. Thus, alterations and additions like the ones made to the Ocean City Station were more a result of the need for more space, rather than a reflection of how busy a particular station was in carrying out rescues.

The 1884 Annual Report described the ongoing process of enlarging existing station houses and building new ones to replace existing stations on the same site (referred to as rebuilding) in New Jersey:

> The appropriations have been sufficient to permit the rebuilding of two stations on the coast of New Jersey, one at Barnegat City and one at Chadwick's, and also the much-needed repair and improvement of several others. Twenty-two of these were upon the same coast. They were built at a time when means were limited, and were never as commodious as they should have been. The addition of new apparatus to the station equipment and the employment of another man on each crew, involving the necessity of ampler and more comfortable quarters for the men, made it expedient to enlarge them, and this has been done in each instance of the number specified.[25]

Change in Station Beachfront

When the Ocean City Station moved to its current site at Fourth street in 1886 it was located directly on the beachfront. As time passed the beach built up so that the Station became increasingly farther from the ocean. And as the beach grew, houses were built between the Station and the ocean, thus preventing the Station from relocating closer to the "new beachfront. The 1903 bird's eye map of Ocean City (figure 19) shows two houses between the Station and the ocean and by 1909 there were five house plus five additional empty lots.[26] A 1931 aerial photo shows the Station in the middle of what had become a built-up residential area far from the beach (figure 20). Today the Station is a block and a half, and a quarter of a mile, from the boardwalk along the beach.

As the shore was built up and houses were constructed between the Station and the beach it also became harder to see the ocean from the Station's lookout tower. In 1915 an auxiliary "Open Pavilion Watch Tower" was built

[25] USLSS *Annual Report,* 1884, p.121-122.

[26] Ocean City, N.J. Bird's Eye View Map, 1904, and 1909 Sanborn Map.

as a secondary lookout at what was then the north end of the boardwalk and North Street (figure 21). The two-story structure featured an open platform at the boardwalk level with a ladder to a covered watch room above.

In situations like Ocean City where the Station was not close to the shore, many stations had an auxiliary boathouse that was directly on the beach so the crew didn't have to pull the surfboat wagon to the ocean. It's not known why, but Ocean City didn't have an auxiliary boathouse, which increased the time it took to respond to a shipwreck.

Transition from the Life-Saving Service to the Coast Guard

On January 28, 1915, Congress passed the Organic Act joining the Life-Saving Service with the Revenue Cutter Service to form the United States Coast Guard. It wasn't until 1939 that the Lighthouse Service became a part of the Coast Guard. The merger combined the efforts of an organization that rescued victims of coastal shipwrecks from shore with one that dispatched vessels to cruise the coast assisting offshore ships in distress. At the time of the transition 279 stations, 41 of which were in New Jersey, were still active, which was slightly fewer than the peak of 285 stations in service during 1913 and 1914.

During the first twenty years after the Life-Saving Service was formed in 1848 it was not uncommon for two or three hundred people to perish annually from coastal shipwrecks. But during the winter after 1871 when Sumner Kimball was appointed superintendent and instituted a complete reorganization of the Service, not a single life was lost. The effectiveness of the Service is shown by the statistics for 1881 during which time 287 vessels went ashore within reach of a lifesaving station. Of the 2,268 people on board all but 12 were saved and an equally impressive value of cargo was recovered. By 1915 when the Life-Saving Service was taken over by the Coast Guard over 175,000 lives had been saved.

Initially the Coast Guard operated in much the same way as the Life-Saving Service had, but consolidation of operations resulting in station closures soon began to take place due to changes in shipping, navigation and rescue techniques. Motorized vessels gradually replaced sailing ships and improvements in navigational aids and communication systems such as marine radios reduced the dangers of coastal shipping. It was the change from rescue boats powered by oars and sails to motorized lifeboats that had a significant effect on the need for fewer stations. Motor lifeboats allowed crews to cover a much larger area, and equally important, "the power boat places the men at the scene of their labors physically fit to meet the demand likely to be made upon their endurance and skill."[27]

Motor lifeboats, which began being used after 1905, were deeper draft and heavier than surfboats and could carry more rescue survivors and were more seaworthy. Although some stations kept a lifeboat in the water on a mooring nearby, the ideal situation was for them to be kept in the station's boatroom and launched from a marine railway into deep water. This wasn't possible at the Ocean City Station, which by the turn of the 19th

[27] Annual Report of the Life-Saving Service (1917), p. 36.

century was no longer located on the beach. In 1912 the Station was assigned a motor surfboat, and while this allowed the crew to reach a shipwreck faster than a rowed surfboat it was not as effective as a motor lifeboat.

After the Coast Guard took over the Life-Saving Service in 1915, the Ocean City Station remained fully operational, although it was not a busy station. While there were only a few significant rescues that the Station was involved in, one notable one was the rescue of six people from a boat wrecked in an August 1933 hurricane.[28] Otherwise, many of the activities during this period were similar to those mentioned above during the Life-Saving Service era.

During the 1930s the Coast Guard became responsible for the safety of small boats, including the increasing number of recreational craft. In Ocean City, which was a popular summer resort, there were numerous minor small boat incidents that the Station responded to.

During Prohibition the Station, along with many others in the state, was involved in preventing rum running along the New Jersey coast. A 38-foot Coast Guard picket boat used to chase rum runners was assigned to the Station and was kept on a mooring at the Ocean City Yacht Club inside Great Egg Harbor Inlet. Also in the 1930s a 36-foot motor lifeboat was kept at the Yacht Club. While this was an improvement to the Station's capabilities, they were both located a mile from the Station, which slowed the response time.

Closing of the 1886 Ocean City Station

By the 1930s the limitations of a station that was not located directly on the beach and whose motor lifeboat was a mile from the Station became significant factors. The Coast Guard decided to once again move to a new location in Ocean City, this time to the west side of the city on the lagoon on Great Egg Harbor Inlet. There they built a larger station with an attached boathouse for a motor lifeboat that could be launched directly into the water.

Construction started in late 1935 and was completed in December of the following year, at which point the crew moved from the 1886 Station to the new one in the same way they had moved from the 1872 Station to the 1886 one. The new Station was originally named Ocean City but in 1964 it was renamed Great Egg.[29] The Coast Guard retained ownership of the 1886 Station after the move to the new site in 1936 but it became an inactive annex and was probably used only for storage.

Starting in spring 1941, the 1886 Ocean City Station was reopened to house personnel and equipment for the beach patrols searching for saboteurs and German submarines off the coast. Many stations along the New Jersey coast, as well as other parts of the Atlantic and Pacific coasts, were used for the beach patrols, which employed mounted and foot patrols, some of which also used dogs. In 1945, with the end of World War II, the Station

28 *Ocean City Sentinel*, Ocean City, NJ, August 22, 1933.

29 The station directly to the north of Ocean City in Longport, NJ had been called Great Egg until it closed in 1947.

was closed once again. It was turned over to the General Services Administration which transferred it to the Ocean City Tabernacle Association, the successor to the Ocean City Association that had leased the lot to the Life-Saving Service in 1885. On October 15, 1945 the Association sold the Station to George P. and Philomena Mandes of Washington, DC for $3,000.00 for use as a single-family residence. Since 1945 the Station has been sold eight times, and no single owner owned it longer than 12 years. [30] In 2010, after a ten-year battle to prevent the Station from being demolished for condominiums, it was purchased by the City of Ocean City.

[30] Cape May County, New Jersey Land Records.

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Verbal Boundary Description

The Ocean City Life-Saving Station occupies Lot 49, Block 303, found in Deed Book 3454, Page 279, which is .29 acres in area. The property description is as follows:

Beginning at a pin set at the point of intersection of the southeasterly line of Atlantic Avenue (70 feet wide) with the northeasterly line of Fourth Street (60 feet wide) as shown on Plan of Survey of Lot 49, Block 303, City of Ocean City, Cape May County, N.J., prepared by David C. Kruger, P.L.S. dated April 17, 1990, and extending; thence

1) North 44° 29' 36" East along said line of Atlantic Avenue, 100.00 feet to a nail set in the southwesterly line of a 15' wide Public Alley; thence

2) South 45° 30' 24" East along said line of said Public Alley, 130.00 feet to a pin set in the division line between Lot 48 an Lot 49; thence

3) South 44° 29'36" West along the division line between Lot 48 and Lot 49, 100.00 feet to a cut set in the northeasterly line of Fourth Street; thence

4) North 45° 30' 24" West along said line of Fourth Street, 130.00 feet to a pin set in the southeasterly line of Atlantic Avenue and point and place of beginning.

Being known as Lot 49, Block 303 as shown on the official tax map of Ocean City, Cape May County, N.J.

Boundary Justification (explain why the boundaries were selected)

The boundaries of the nominated property include all of the buildings and the lot that was historically associated with the U. S. Life-Saving Station during its tenure on the land.

Illustration List:

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Figure 7	Ocean City Life-Saving Station, ca. 1890, looking west from station lookout tower
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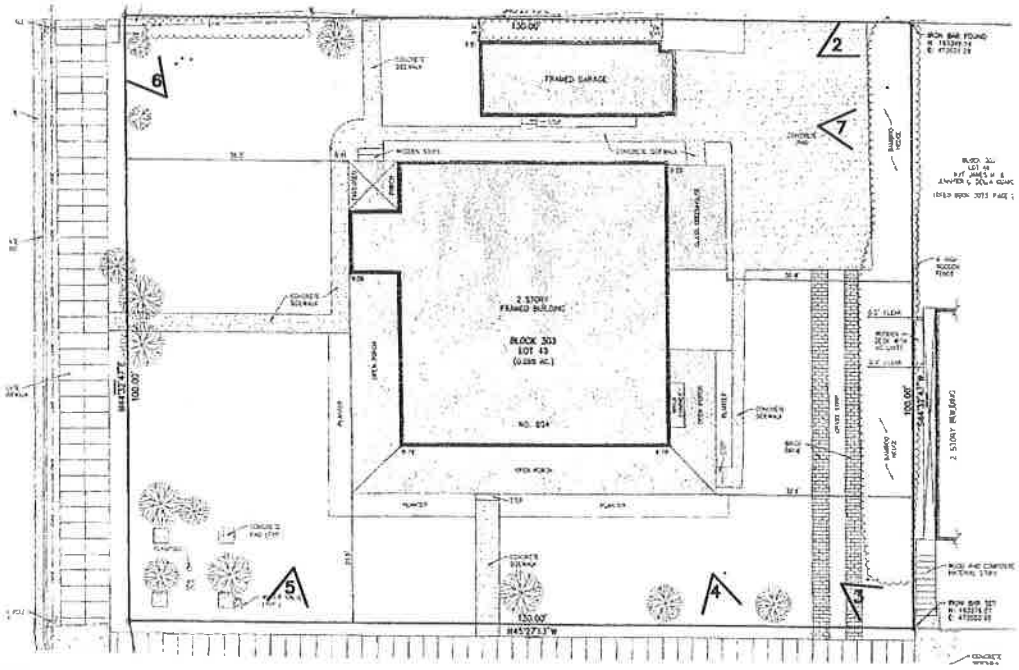
Figure 19	Detail, 1903 Bird's Eye View map of Ocean City, NJ
Figure 20	1931 aerial photograph of Ocean City, NJ shows Ocean City Life-Saving Station
Figure 21	Ocean City Life-Saving Station auxiliary lookout tower, 1919, located at the north end of the boardwalk and North Street



SITE PHOTO LOCATION

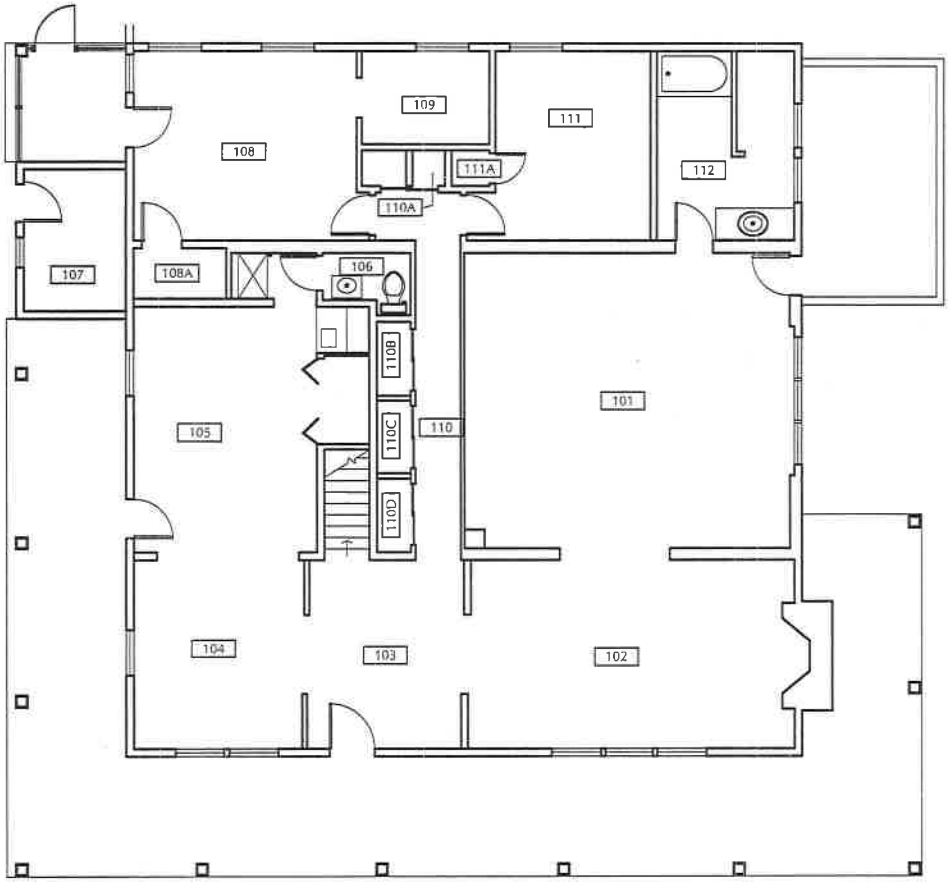
PROJECT NORTH

NORTH

OCEAN CITY LIFE SAVING STATION
OCEAN CITY, NEW JERSEY

Watson & Henry Associates
Architects and Engineers

Project Number:10-016.2



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 1 2 4 8

FEET

NORTH

ISSUED FOR XXXX	BY:	XXXX10	ISSUED FOR	BY:	
ISSUED FOR	BY:		ISSUED FOR	BY:	

PRESERVATION PLAN

OCEAN CITY LIFE SAVING STATION

OCEAN CITY, CAPE MAY COUNTY, N.J.

Watson & Henry Associates
Architecture and Engineering

Project Number: 99023

Drawn By:

SK1

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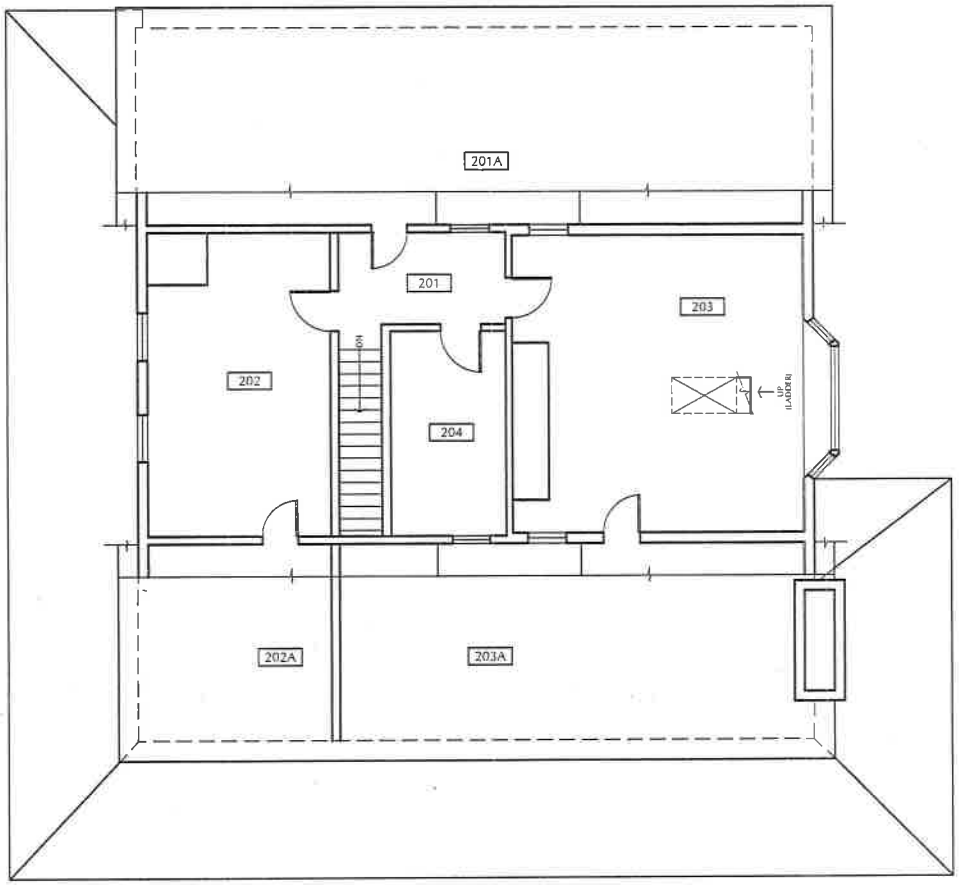

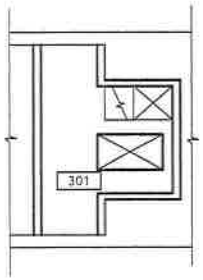

ATTIC PLAN

SCALE: 1/8" = 1'-0"

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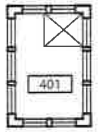
FEET

NORTH



TOWER PLAN

SCALE: 1/8" = 1'-0"

0 1 2 4 8

FEET

NORTH

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 1 2 4 8

FEET

NORTH

ISSUED FOR XXXX	BY:	XXXX10	ISSUED FOR	BY:	
ISSUED FOR	BY:		ISSUED FOR	BY:	

PRESERVATION PLAN

OCEAN CITY LIFE SAVING STATION

OCEAN CITY, CAPE MAY COUNTY, N.J.

Watson & Henry Associates
Architecture and Engineering

Project Number: 99023

Drawn By:

SK2

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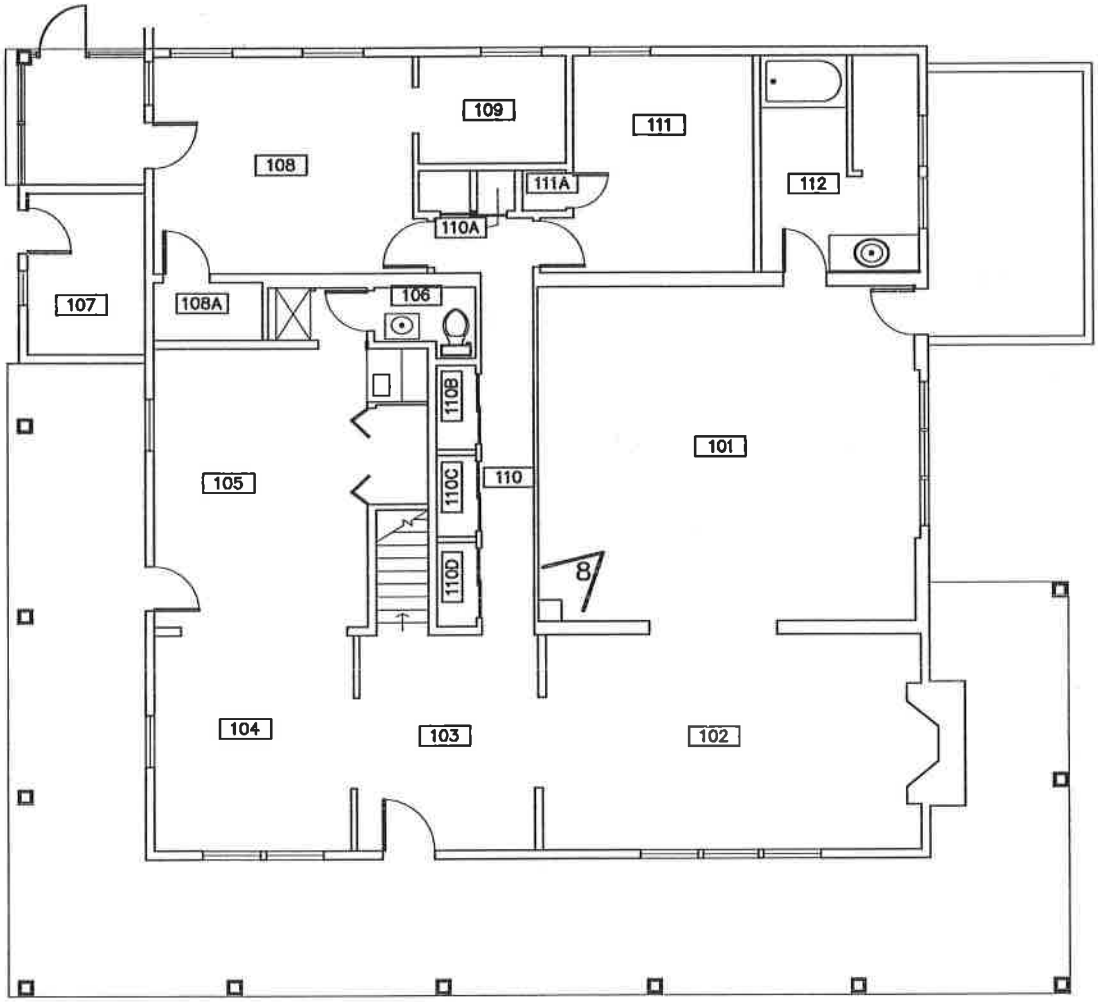


PHOTO LOCATION
FIRST FLOOR PLAN

NORTH

OCEAN CITY LIFE SAVING STATION
OCEAN CITY, NEW JERSEY

Watson & Henry Associates
Architects and Engineers

Project Number:10-016.2

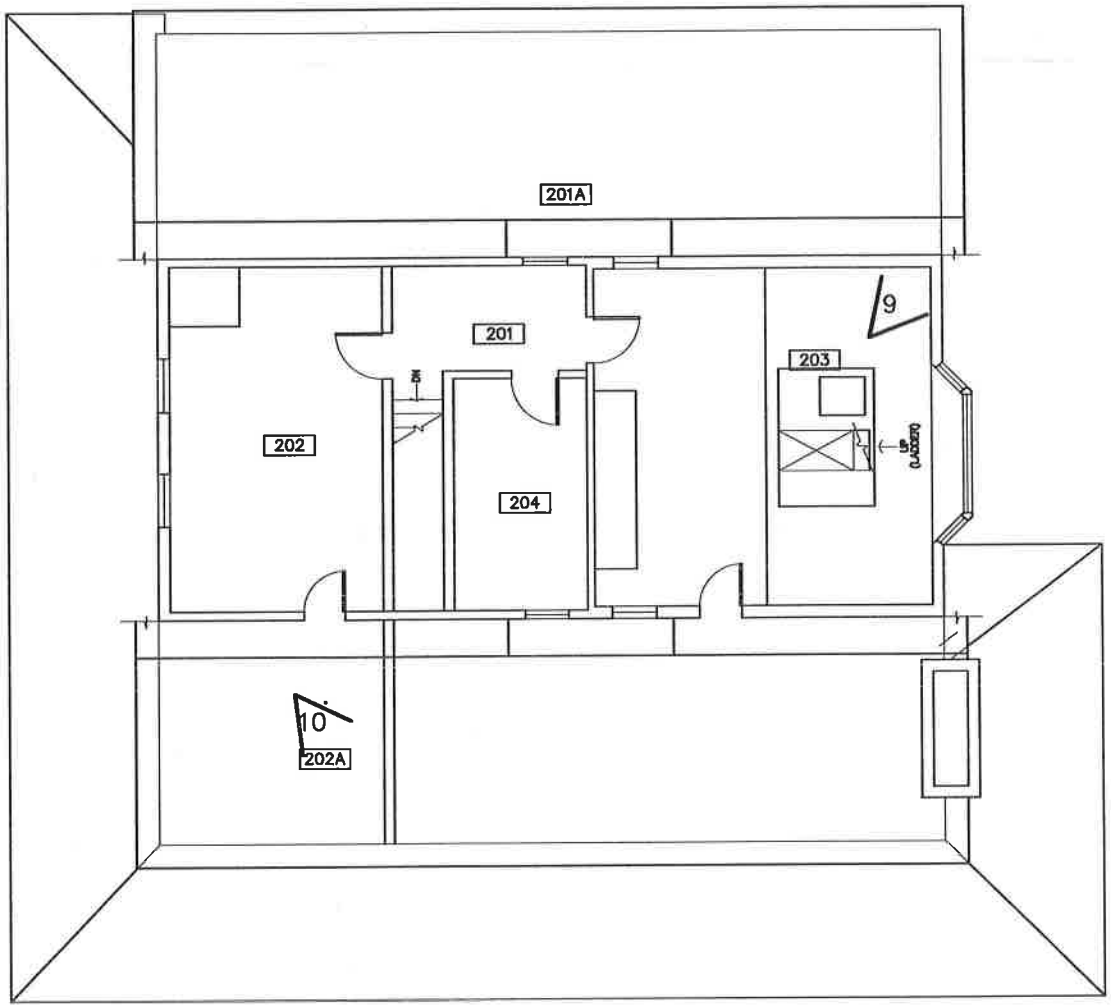


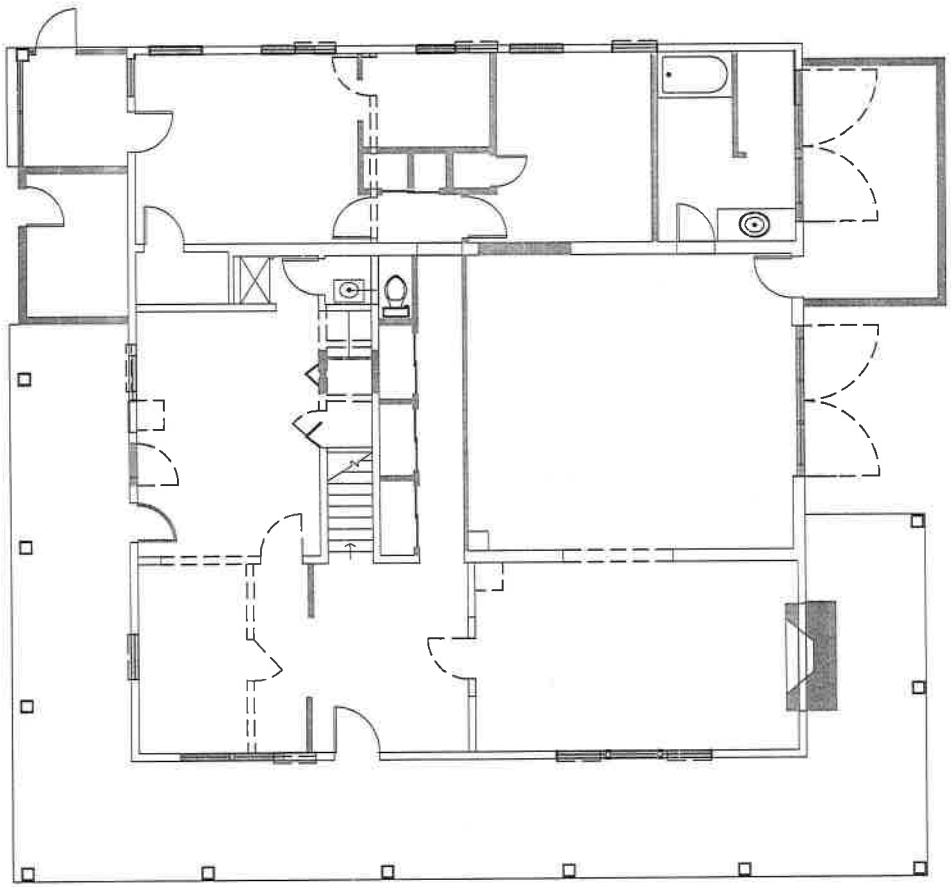
PHOTO LOCATION
SECOND FLOOR PLAN

NORTH

OCEAN CITY LIFE SAVING STATION
OCEAN CITY, NEW JERSEY

Watson & Henry Associates
Architects and Engineers

Project Number:10-016.2



ADDED WALL/ PARTITION

REMOVED WALL/ PARTITION

REMOVED WINDOW

ADDED WINDOW

ADDED DOOR

FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 1 2 4 8

FEET

NORTH

OCEAN CITY LIFE SAVING STATION
OCEAN CITY, NEW JERSEY

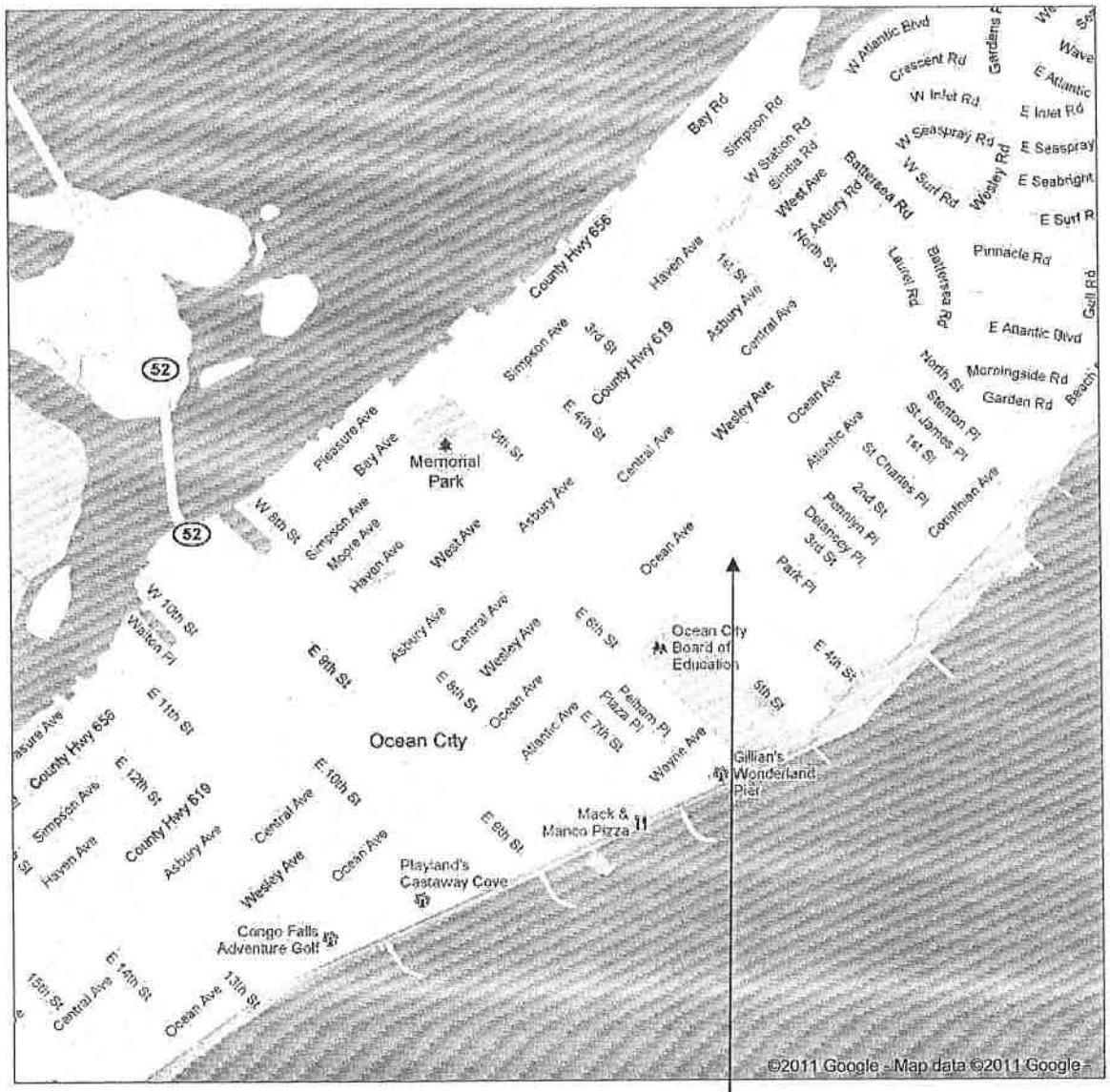
ALTERATIONS SINCE 1905

Watson & Henry Associates
Architecture and Engineering

Project Number: 10-016.2
30 March 2012

SK3

Figure 1: Area location map



Site

Figure 2: Site location map

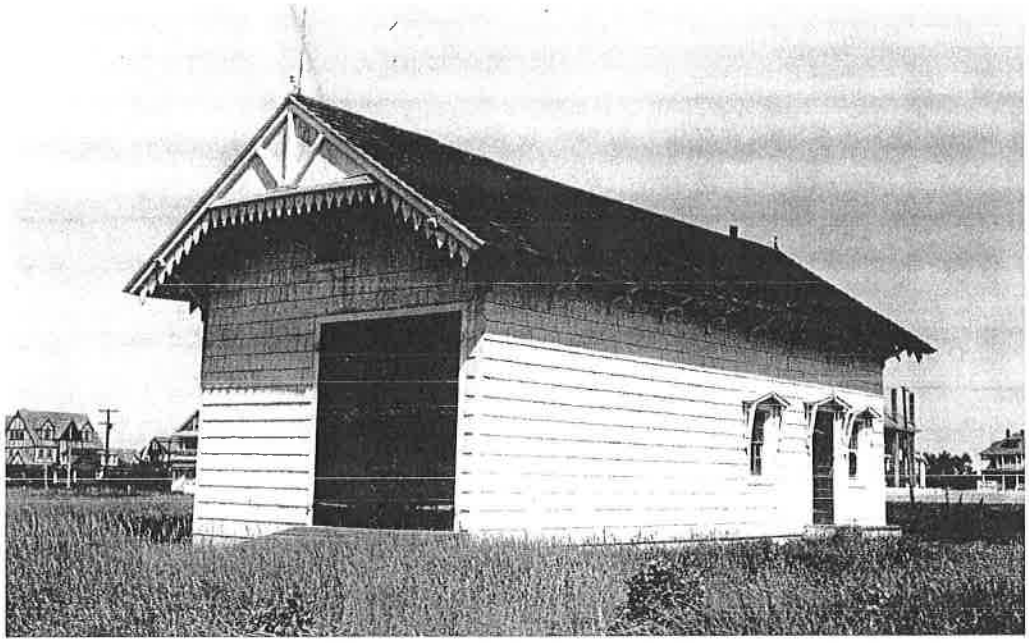


Figure 3: Cold Spring Life-Saving Station, Cape May, NJ
Station is believed to have been similar to the 1853-1854 Ocean City boathouse
U.S. Coast Guard

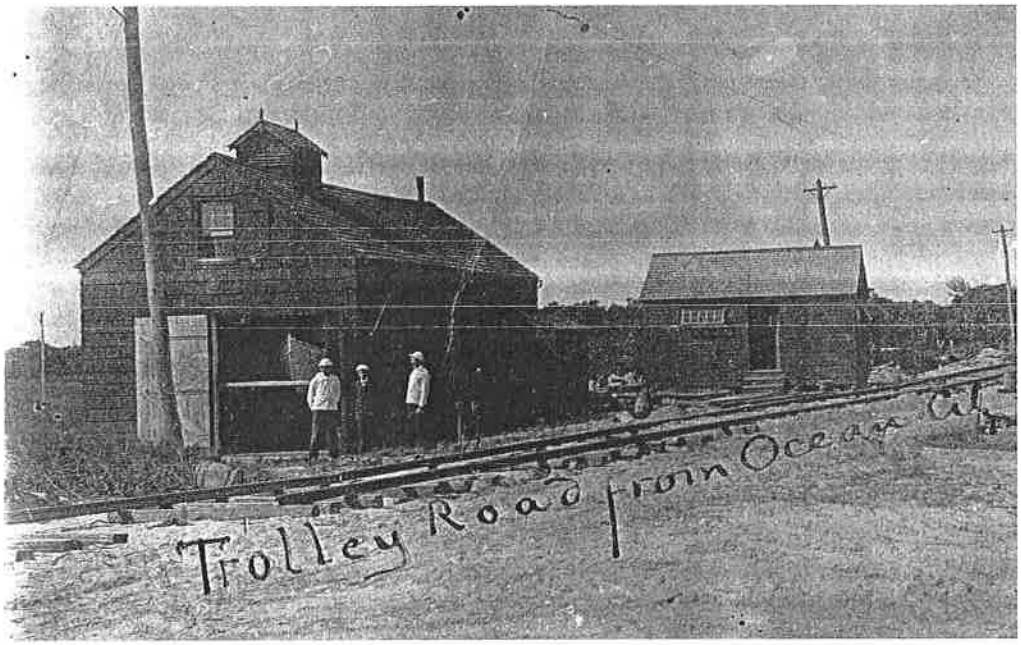


Figure 4: Corson Inlet Life-Saving Station, Ocean City, NJ, 1898
Red House design similar to the 1872 Ocean City Station
U.S. Coast Guard

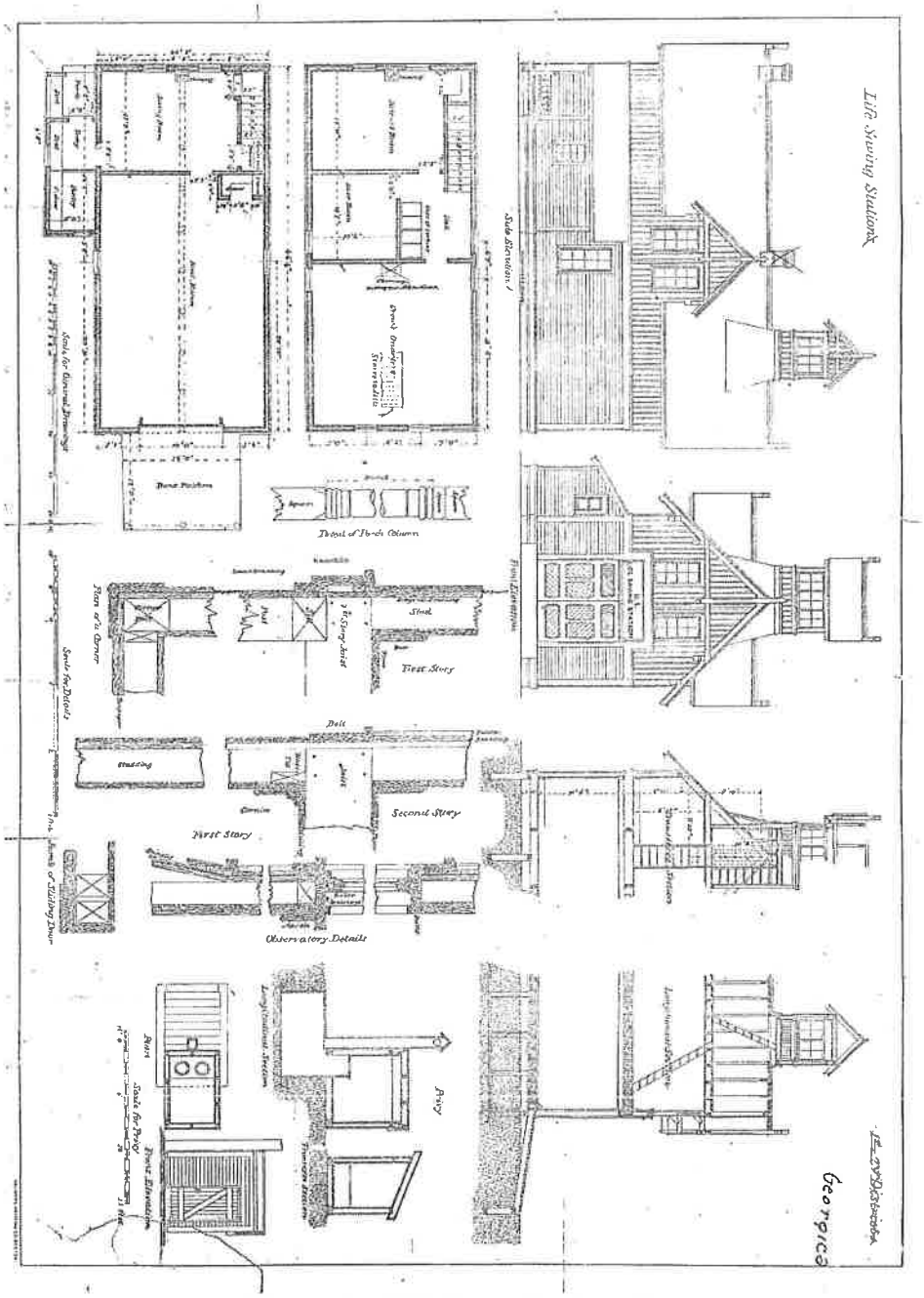


Figure 5: 1882-Type Station Plan
Same design as the 1886 Ocean City Life-Saving Station
National Archives and Records Administration

Figure 6: Ocean City Life-Saving Station, ca. 1890
Ocean City Historical Museum

House in center is at 4th & Central
Looking West from 4th & Atlantic Life-Saving Station

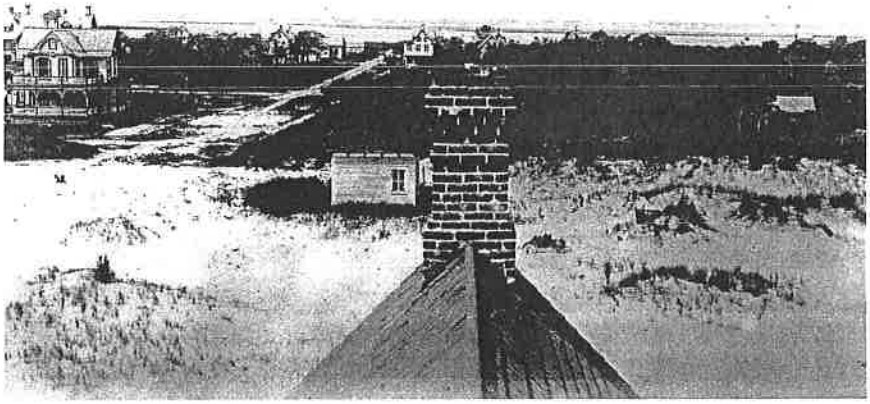


Figure 7: Ocean City Life-Saving Station, ca. 1890
Looking west from station lookout tower
Ocean City Historical Museum

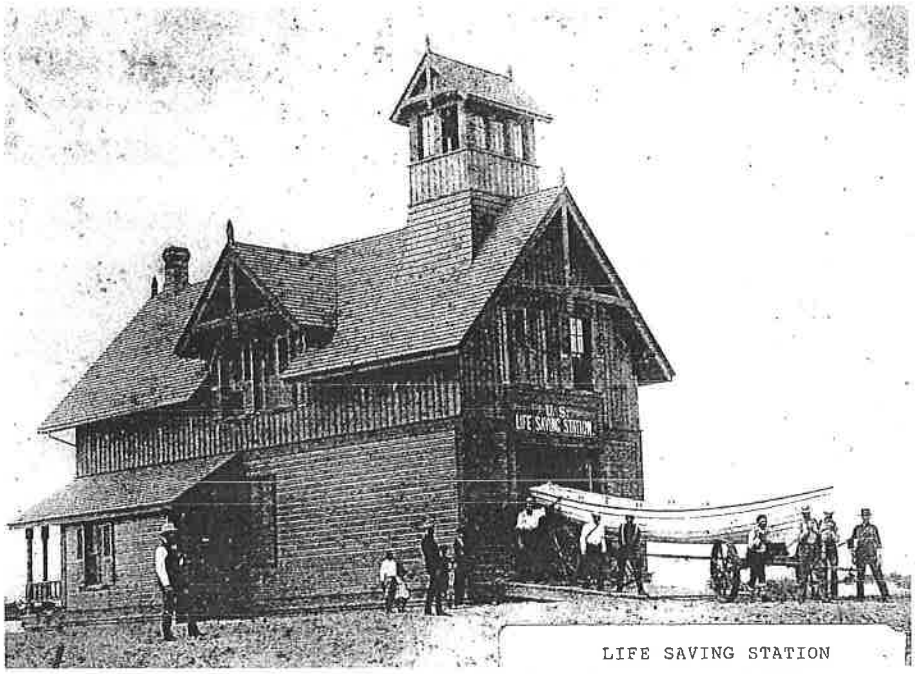


Figure 8: Ocean City Life-Saving Station, ca. 1890
Ocean City Historical Museum

Figure 9: Ocean City Life-Saving Station, ca. 1890
Ocean City Historical Museum

Figure 10: Ocean City Life-Saving Station, ca. 1895
Ocean City Historical Museum

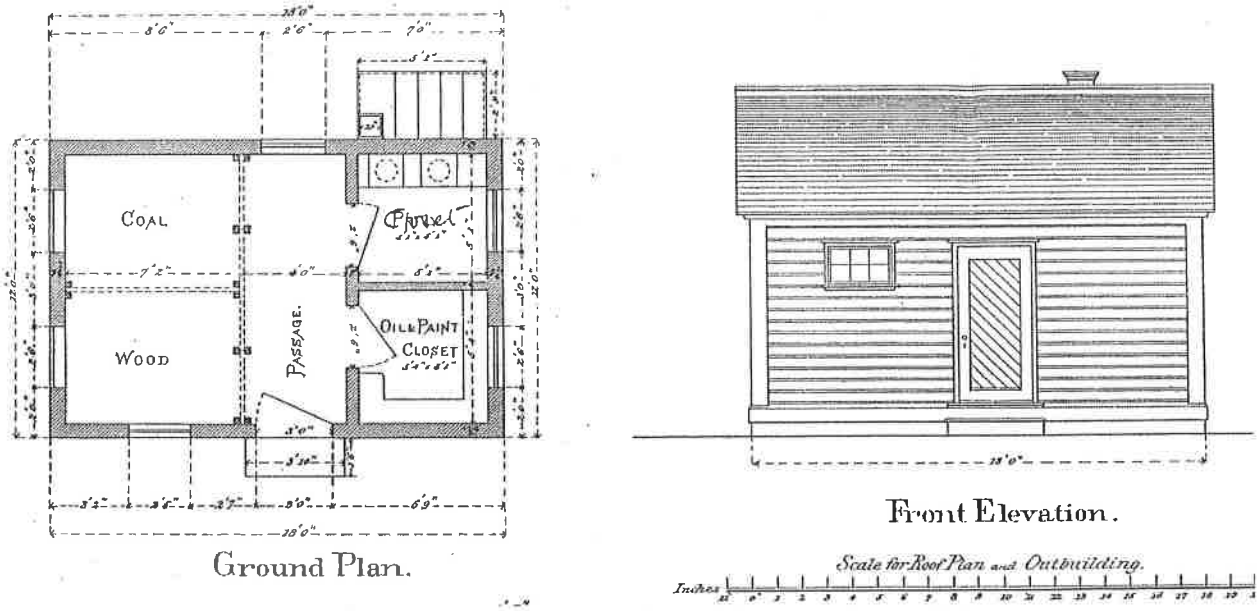


Figure 11: 1886 Plan for a Bibb #2 Station Outbuilding
Same design as west end of outbuilding at Ocean City Life-Saving Station
National Archives and Records Administration

Figure 12: Ocean City Life-Saving Station, ca. 1910
Ocean City Historical Museum

Figure 13: Ocean City Life-Saving Station, ca. 1910
Ocean City Historical Museum

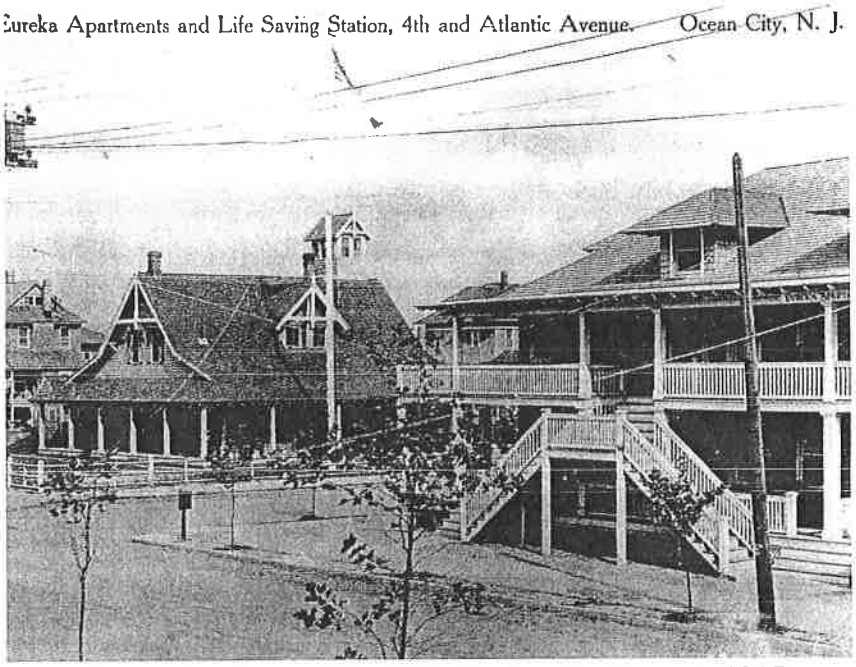


Figure 14: Ocean City Life-Saving Station, ca. 1915
Ocean City Historical Museum

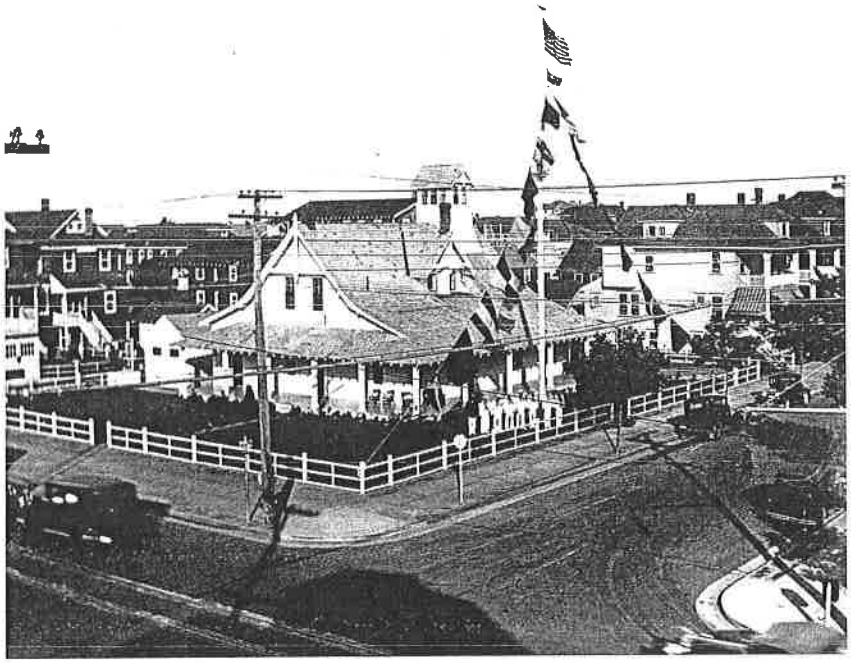


Figure 15: Ocean City Life-Saving Station, ca. 1925
Ocean City Historical Museum

Figure 16: South Brigantine Life-Saving Station, Brigantine, NJ
Station had the same alterations as those at Ocean City
National Archives

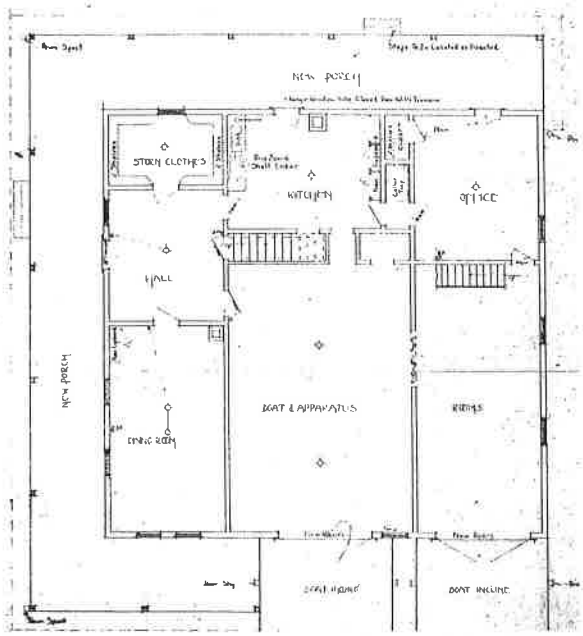


Figure 17: 1st Floor Plan of Alterations to Chadwick, NJ Life-Saving Station
Station had the same alterations as those at Ocean City
U.S. Coast Guard Academy Library (Microfilm Copy)

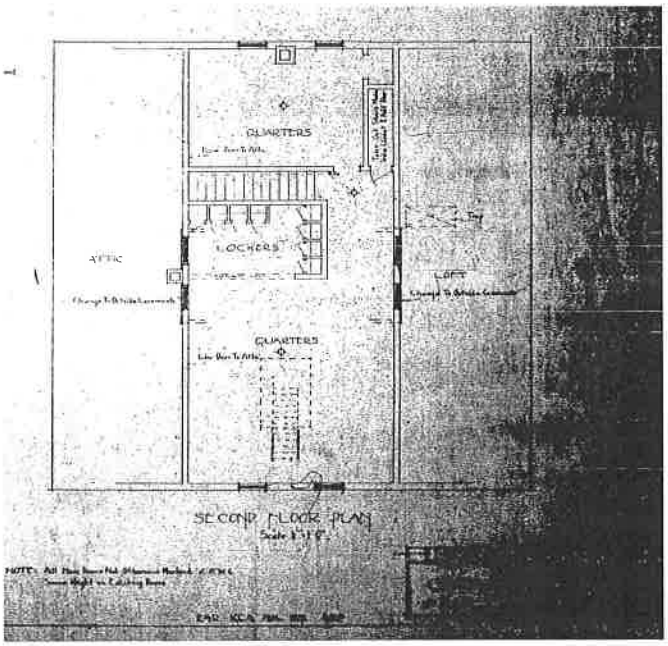


Figure 18: 2nd Floor Plan of Alterations to Chadwick, NJ Life-Saving Station
Station had the same alterations as those at Ocean City
U.S. Coast Guard Academy Library (Microfilm Copy)

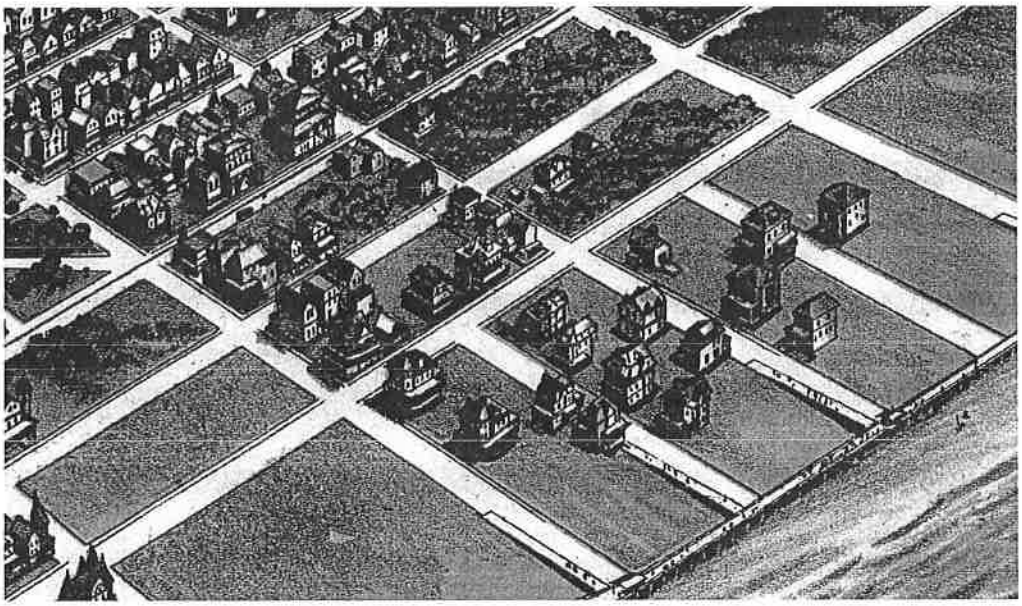


Figure 19: Detail, 1903 Bird's Eye View Map of Ocean City, NJ
Station is in center right of map
Library of Congress

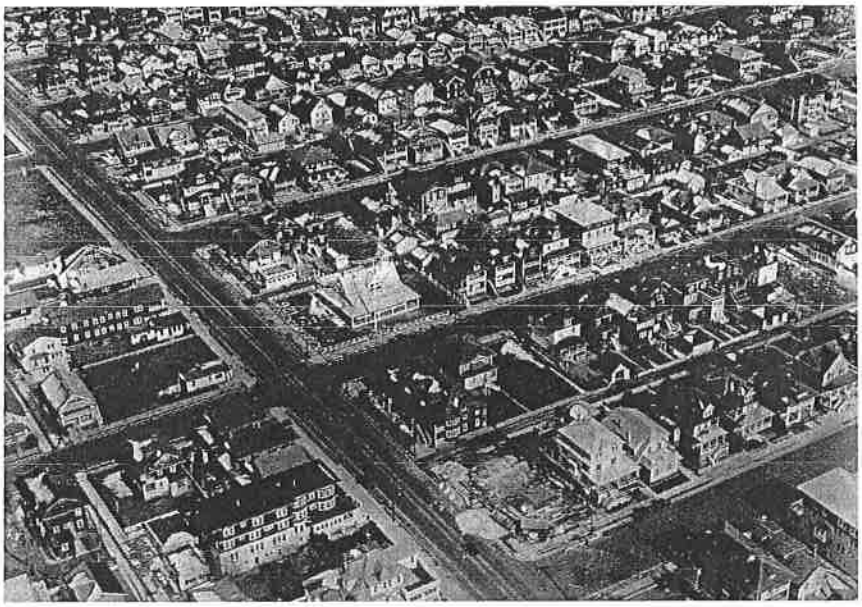


Figure 20: Ocean City Life-Saving Station, 1931
Station is in the center left of photo
U.S. Coast Guard

Figure 21: Ocean City Life-Saving Station Auxiliary Lookout Tower, 1919
Tower was located at the north end of the boardwalk and North Street
U.S. Coast Guard

DOG WASTE