

MP 2743



United States Department of the Interior
National Park Service

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 if needed (NPS Form 10-900a).**

1. Name of Property

historic name Amagansett U.S. Life-Saving and Coast Guard Station
other names/site number Amagansett Station
name of related multiple property listing U.S. Government Lifesaving Stations, Houses of Refuge, and pre-1950 U.S. Coast Guard Lifeboat Stations

Location

street & number 160 Atlantic Avenue not for publication
city or town Amagansett vicinity
state New York code NY county Suffolk code 103 zip code 11930

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:

X national ___ statewide X local

Signature of certifying official/Title Reg. Daniel Muehly Date 6-12-2018

State or Federal agency/bureau or Tribal Government DEAPO

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:) _____

Signature of the Keeper [Signature]

Date of Action 7/27/18

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

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

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

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

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

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

Number of contributing resources previously listed in the National Register

U.S. Government Lifesaving Stations, Houses of Refuge,
and pre-1950 U.S. Coast Guard Lifeboat Stations

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

DEFENSE / Coast Guard Facility

RECREATION AND CULTURE / Museum

TRANSPORTATION/ Water-related

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

LATE VICTORIAN / Shingle Style

foundation: Concrete

walls: Shingle

roof: Shingle

other:

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

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.)

Summary Paragraph

The Amagansett U.S. Life-Saving and Coast Guard Station (herein referred to as the "Amagansett Station" or the "station") is located at 160 Atlantic Avenue in the hamlet of Amagansett in the Town of East Hampton in Suffolk County. The easternmost town in the state of New York, East Hampton is located on the peninsula of the South Fork of Long Island. Situated just east of the Village of East Hampton, Amagansett is bisected by Montauk Highway. The area north of the highway is characterized by golf and country clubs and suburban development, while the area south of the highway has streets laid out in a grid pattern and generally smaller lots heading south toward the beach. Atlantic Avenue runs south from Montauk Highway, leading to a town-owned beach and preserve.

The Amagansett Station is located on the west side of Atlantic Avenue, in its original location just behind the first dune on the Atlantic Ocean beach, within the preserve. Two sand access roads lead to the north side of the station, and a wider sand and grass pedestrian path leads to the station from Atlantic Avenue. The immediate landscape around the station, which is framed by dunes to the north and south, is characterized by a relatively flat, sandy and grassy work yard. A few small scrubby trees and bushes, similar to those located in greater density throughout the surrounding preserve, dot the landscape around the building and demonstrate the edges of the historic work area surrounding the building.

Narrative Description

The Amagansett Station was built in 1901-02 by the U.S. Life-Saving Service based on the 1900 Quonochontaug Plan. This plan, which was used at 20 life-saving stations, featured a shingle-style design and an interior plan that had integral, but separate, living areas from work and life-saving areas. The building is a two-and-a-half story, five-bay by four-bay frame building covered in wooden shake siding. It was originally built on locust pilings with concrete footings and now rests on a concrete foundation and a low cellar. The roofline facing south is front gabled while the northern half, leading away from the watchtower, is hipped. The roof is covered in wooden shingles. A broad wrap-around hipped roof porch supported by simple square posts shades the full south side and wraps around about half of both the east and west sides of the building. Small brackets run under the roofline of both the primary building and the porch. Personnel entrances as well as the larger boat and apparatus doors are on the east and west sides of the station. The exterior of the building illustrates the remarkable silhouette emblematic of the Quonochontaug plan, with a rectangular watchtower and central brick chimney rising from the broad sweep of its roof.

The station's east elevation, which faces Atlantic Avenue, is the primary public façade for the building. Underneath the porch, which shades the two southernmost bays of the elevation, there is a nine-over-two double-hung sash wood window and a wood-paneled door with a three-pane glass transom. This entrance leads into the station's life-saving spaces. The northern end of the elevation has a ramp leading to one large wood double door; each door is covered in painted bead board and features long strap hinges. One front-gabled dormer with a six-over-two double-hung sash wood window projects from the roofline. Similarly, the west elevation has a nine-over-two double-hung sash window and entrance door underneath the porch

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

roofline. A V-shaped ramp leads to two double-door wood boathouse entrances of unequal sizes. One front-gabled dormer with a six-over-two double-hung sash wood window projects from the roofline.

The entire first floor of the south elevation is covered by the expansive porch. The first floor has five nine-over-two double-hung sash wood windows, the second floor has two six-over-two double-hung sash wood windows, and a single two-over-two double-hung sash wood window is in the gable. The north elevation has two six-over-two double-hung sash wood windows on the first floor. A wide, front-gabled dormer with two six-over-two double-hung sash wood windows extends from the roofline.

On the interior, the integrated plan of the station permits both the centralized access to all its functions as well as the separation of the station's major mandate – saving lives – from that of this mission's administrative and supply support. In plan, while doorways connect each of these spaces forming a unifying circuit, those spaces primarily purposed for carrying out the station's life-saving mission are grouped together in the building's northern segment and the support spaces in the southern. The set of plans for the station (Figures 7-9) uses color coding to illustrate the distribution of these two mandates among the rooms of the station.

An entrance door under the east side of the porch leads into the storm clothes room, where crew members coming in from patrol would hang their foul weather clothing. A door off the storm clothes room to the north gives access to the stair hall and stairs to the crew's quarters above, the large boat room along the entire width of the station's north side, and the keeper's room. The door on the south side of the storm clothes room leads to the range of connecting rooms along the station's southern side -- the mess room, kitchen, and pantry (now a restroom).

The entrance door under the west side of the porch leads into the vestibule separating the keeper's room from the pantry. The proximity of this entrance to the administrative and support spaces of the station suggests that its daily use was more frequent than the entrance under the east side of the porch and that it was considered the station's main entrance, even though it does not face Atlantic Avenue.

A substantial brick chimney rises through the building; chimney ports (now blocked) in each of the mess room, the kitchen, the pantry, the keeper's room, and the crew's quarters above attest to the venting of the cooking and heating stoves.¹ It is significant to compare the interior finishes of the mission spaces to those of the support spaces. The walls and ceilings of the spaces whose functions necessitate exposure to sometimes heavy weather, the storm clothes room, the boat room, even the watch room in the tower, are protected by varnished, long leaf yellow pine beadboard. The support spaces are variously finished with varnished long leaf pine wainscoting or chair rails and white gypsum board, wainscoting for the kitchen, passages, hallways, stairways, and chair rails for 'quieter' spaces like the mess room, the keeper's room, and the second story crew's quarters. Reproduction light fixtures were installed in appropriate locations throughout the building during the recent restoration.

The sequence of spaces within the northern or "mission" segment of the plan starts at the storm clothes room, which is long and narrow, its walls and, above the molded cornice, its ceiling sheathed in varnished, horizontal long leaf yellow pine beadboard. A pine shelf supported on iron brackets, about head height, runs around the

¹ Now a three-zoned, propane-fueled, HVAC system, vented from the western wall and roof, provide the interior with even, seasonal temperatures.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

deeper part of the space to accommodate foul weather head gear, gloves, etc., and below it there is a row of iron hooks for foul weather clothing. The outside entrance doorway has a glazed transom.² As noted above, there are two interior doorways from the storm clothes room, the one on the left leading to the mess room (support side) and the one on the right leading to the stair hall (mission side).

In the narrow stair hall, the wainscot is of varnished, vertical yellow pine beadboard with white-painted gypsum board (originally plaster). Although the stair hall leads west to the boat room and keeper's room, its main feature is the fifteen-stepped staircase ascending from east to west. Two newel posts with knobbed finials terminate the bannister below and above, and the straight-sided balusters are dovetailed into the treads. While the newel post at the stairs' head is engaged with the wall, the post at the foot is freestanding. Round it, the bottom three steps turn to re-orient the descending crewmembers toward the storm clothes room, the boat room, and the keeper's room. Natural light from a dormer window above the stairs is supplemented by a pendant glass globe.

Two steep steps down from the west end of the stair hall lead into the large boat room, which occupies the entire northern, ground floor portion of the building, an area spacious enough to house a 27-foot-long Beebe surf boat, a smaller boat, a McClellan Apparatus wagon, and an 1878 service boat wagon.³ The walls of the boat room and, above the pine corner molding, its ceiling are sheathed in varnished, horizontal long leaf yellow pine beadboard. The two steep steps down from the stair hall into the boat room give it its greater height. Two long beams, each carried on two stout posts with parallel impost, support the story above. Framed on the ceiling above the stair hall door is a now blind trap door. The space is lit four pendant electrical fixtures with enameled metal shades. The room's northeast and southeast corners are chamfered by door-accessed storage spaces. One great, thick, vertical, board-and-bead, diagonally braced, strap-hinged double door with corresponding ramp for the long Beebe surfboat is set in the room's eastern side. Set in the room's western side are two similarly constructed double doors, one larger than the other, and each with a ramp, which were used for a smaller boat and the wagons.

The keeper's room, the administrative heart of the station, is finished with varnished baseboard, chair rail, and cornice. One six-over-two double-hung sash wood window lights the room, and there is a pendant electrical fixture with a globe shade overhead. The upper panels of the vestibule door have been replaced by glass.

The sequence of spaces composing the southern or "support" segment of the station starts at the vestibule within the building's western entrance. Unlike the storm clothes room, the vestibule is more conventionally finished with a wainscot of varnished, vertical beadboard below white gypsum board and cornice. There is a pendant electrical fixture with a globe shade overhead.

The pantry (now a lavatory) has a wainscot of varnished, vertical beadboard, and corner trim. Overhead there is a pendant electrical fixture and globe shade. The kitchen (now an office) has vertical beadboard wainscoting, two six-over-two double-hung sash wood windows, corner trim, and a pendant glass globe electric fixture. A

² Transoms have a double function: to admit daylight and facilitate internal ventilation. The interior doorways have transoms, but doorways from rooms with direct exposure to the outside, like the storm clothes room, the boat room, and the western vestibule, do not, thus lessening the effect of a sudden blast of cold air or moisture within the building. Each of the building's six transoms is three paned.

³ A Beebe surfboat built in Greenport, Long Island, of the same type used at the Amagansett Station, is now in the boat room, on loan from the National Park Service.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

varnished pine chair rail and cornice run around the mess room, which is lit by a pendant electrical fixture with globe shade.

At the head of the stairs, on the second floor, a wide hall allows access to the crews' quarters and adjacent strangers' room (now an office) on the south, and to the storage room on the north. At the end of the hall, a narrower, dogleg staircase leads to attic storage and the watchtower room above. Each of the doorways leading off the second-floor hall has a transom.

The crews' quarters is the large space within the building's broad gable facing the ocean (south). The chimney that vented the stoves in the support rooms below rises through the center of the room also venting the stove warming the off-duty surfmen. A high shelf, supported on brackets articulated with incised volutes, runs around the chimney's four sides. Eight low, two paneled, closet doors, spaced four on each side to accommodate the cots between them, served as lockers for the crew. The space is finished with a varnished pine baseboard and chair rail. There are now four pendant electrical light fixtures with glass globes as well.

The strangers' room adjacent to the crews' quarters to the south of the second-floor hall served as a temporary refuge for rescued crew and passengers until more comfortable accommodations could be obtained. Long and narrow, it offered but a stout roof on dry land where shared misery could adjust into resolution to move on. The room has a varnished baseboard and low, framed closet doorway in the west wall, the door of which is beadboard. Overhead, there is a pendant electrical light fixture with a globe shade. The storage room on the north of the second-floor hall, like the strangers' room opposite it, is long and narrow, with a closet. The walls of the storage room are of unfinished horizontal boarding. There is a pendant electrical fixture and globe shade.

Like the main stairway from the ground floor, the banister of the dogleg stairway at the western end of the second floor hall has straight balusters and wainscoting of vertical beadboard. In a clever solution, daylight is brought onto these narrow stairs through two, side-by-side, two-over-two hopper windows. The narrow, dogleg staircase leads to a landing, the low doorway to the attic, and the ladder to the watchtower room. The wainscoting of varnished, vertical pine beadboard continues to the landing. There is a pendant electrical fixture and glass globe over the stairs.

The long, low attic is unfinished. The iron pipe banister on the north is a great aid in the climb up (and down) the six-stepped ladder through the trap door to the watchtower room. Like the storm clothes room and the boat room, the watchtower room is sheathed, walls and ceiling, in varnished, vertical/horizontal, pine beadboard. Seven, small, single pane hopper windows, two out to sea, two down the beach to the east and two down to the west with only a single window to the north, give the surfman on watch a 360-degree view of several miles on a good day. There is an electrical light fixture on the south wall between the windows. As shown in Photos 17-18, the commanding views from the watchtower room remain impressive and awe-inspiring today.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

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.)

- 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.
- 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.

Areas of Significance

(Enter categories from instructions.)

Maritime History

Architecture

Military History

Period of Significance

1901-1944

Significant Dates

1901-1902, 1937, 1942

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

George Russell Tolman

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned 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.

Period of Significance (justification)

The period of significance for the Amagansett Station extends from its construction in 1901 through 1944, when it was finally decommissioned by the U.S. Coast Guard.

Criteria Considerations (explanation, if necessary)

The Amagansett Station, which was sold and moved in 1966, was returned to its original, historic location in 2007 and was restored over a period of several years.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Amagansett U.S. Life-Saving and Coast Guard Station is locally significant under Criterion A in the area of Maritime History as one of a network of almost 300 life-saving stations built by the U.S. Life-Saving Service up and down the Atlantic Coast, the Pacific Coast and the shores of the Great Lakes from the mid-1800s through 1914. Only about 115 are known to survive today.⁴ Built in 1902 to replace two earlier stations in Amagansett (the first built in 1850 and the second in 1880), the Amagansett Station housed lifesaving supplies, small craft, and a crew of surfmen who patrolled the shore and performed rescues. As ocean-going ships provided the principal means of transporting goods and people in the coastal region, this work remained essential during the early decades of the twentieth century before the advent of reliable radio communication, better navigational aids, and motorized vessels. Prior to the establishment of the Life-Saving Service and its network of stations in the second half of the 1800s, tragic shipwrecks often went unassisted; after its creation, there was a remarkable 87.6 percent decrease in lives lost at sea in areas covered by its network of stations.⁵ The Amagansett Station is additionally nationally significant under Criterion A in the area of Military History for its role in the interception of the landing of four would-be German saboteurs sent by the Nazi regime in 1942. Two groups of saboteurs, each of which had the mission of blowing up strategic industrial and transportation resources, left from Brittany in May 1942. They traveled by submarine to two different locations. One of the groups arrived in Amagansett, where John Cullen, a patrolman from Amagansett Station, approached them during his patrol. Cullen's report, and the subsequent discovery of materials which the saboteurs intended to retrieve later, was followed by a successful FBI investigation and the capture of both groups of saboteurs. The Coast Guard responded swiftly, establishing new, substantial beach patrols on 3,700 miles of shoreline across the United States. The beach patrol lasted approximately two years, and never detected another attempt by Axis forces to land on American soil. The Life-Saving Service and later the Coast Guard, with which it was merged, operated the station until 1944, when it was decommissioned.

The station is also locally significant under Criterion C in the area of architecture because it is one of the few extant examples of a life-saving station building type. The 1900 Quonochontaug Pattern, created by George Russell Tolman, was specifically created for the Life-Saving Service and became recognizable as a distinctive life-saving station building type. The Amagansett Station is representative of an important stage in the evolution of a building typology as well as of larger trends toward simplicity of design in architecture. The elevations are spare, uniform in shingling, and devoid of superfluous ornament, finding architectural strength in the unbroken sweep of the roof from porch to roof ridge and watchtower and in the simple and pleasing relationship of its functional elements - porch, doors, fenestration, dormers, high roof (hipped at one end, gabled on the other), and taller, enclosed watchtower. On the interior, the building integrated living and life-saving areas under one roof, but separated them functionally within the plan. The building's simple design is enhanced by its unique setting, standing on its own in protected double dunes next to the Atlantic Ocean, a short walk from the nearby beach. The station is one of twenty-one stations built by the U.S. Life-Saving Service in accordance with its Quonochontaug Pattern, in use from 1892 through 1908, but it is one of the few

⁴ Ralph Shanks and Wick York, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 242.

⁵ *Ibid.*, 11.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

still extant.⁶ In its carefully restored state, the Amagansett Station is among the most representative of the Quonochontaug-type today.

Establishment of the U.S. Life-Saving Service

Prior to the establishment of the U.S. Life-Saving Service in 1878, shore-based ocean rescue was conducted largely by volunteers, either individuals who lived near a ship in distress and rallied to the need, or local volunteer humane societies such as the Massachusetts Humane Society, the first and most famous of such groups. Rescues along the Long Island coast during this early period were carried out primarily by local citizens, themselves fishermen and shore whalers, acting on their own initiative.⁷ Jeanette Edwards Rattray, whose grand uncle, Jesse B. Edwards, was the first Keeper of the 1902 station, was born in 1893 into one of the leading local maritime families. She was later a journalist who, with her husband, bought and ran *The East Hampton Star*, a local newspaper still owned and operated by the Rattray family today. She wrote in her history of the many shipwrecks off Montauk and eastern Long Island:

The cry "Ship ashore!" ringing through the street of a sleepy little village on eastern Long Island would bring the entire population to the beach on the run, in sailing-ship days. The men came to help. The women and children followed because a shipwreck was exciting. The men really could help. Until well into the present [twentieth] century, native Long Islanders were combination farmer-fishermen just as much at home maneuvering small boats through the surf as guiding the plow along their inherited acres. They could snatch a shipwrecked mariner from a watery grave, or they could advise a ship's captain how to save his vessel by working it off the treacherous sand bar along Long Island's south shore. They were skilled in wind and weather and tide. They knew the sea in all her moods and they knew particularly every inch of their own coast.⁸

Many daring and heroic rescues were made by these volunteers up and down America's coasts, but early on it became apparent that a more organized, professional system was needed. Periodic public outcries after maritime disasters and the urgings of commercial interests led to the federal government taking a series of steps starting in the mid-1800s to address the problem and culminating in the establishment of a formal national, government-run Life-Saving Service in 1878. In 1848, for the first time, the federal government provided funding for the construction of lifeboat houses and rescue equipment in New Jersey. In 1850, additional federal funding was provided for more new stations, this time including the Long Island coast, where there were no life-saving stations as yet, and which had been the scene that year of the shipwreck of the *Elizabeth*. Among the people lost in the wreck was the well-known author and feminist Margaret Fuller, and fellow authors such as Ralph Waldo Emerson and the Alcott family joined the call for better life-saving services.⁹ The new stations built at this time included the first one in Amagansett. That structure, which does not survive, was located somewhere to the west and north of the current station.¹⁰

⁶ Ibid., 234.

⁷ Jeanette Rattray, *Ship Ashore! A Record of Maritime Disasters Off Montauk and Eastern Long Island, 1640-1955* (Southampton, NY: Yankee Peddler, 1955), 3 – 11.

⁸ Ibid., 3.

⁹ Shanks and York, *U.S. Life-Saving Service*, 1 – 11. For a description of the events leading to the creation of the U.S. Life-Saving Service, see also: Dr. Dennis Noble, "A Legacy: The United States Life-Saving Service," U.S. Life-Saving Heritage Association, www.uslife-savingservice.org

¹⁰ Robert Hefner, "Amagansett Life-Saving Station: Historic Structure Report," December 2011, 3.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

Despite this additional funding and support, ocean rescue remained haphazard and ineffective. Ralph Shanks and Wick York, authors of an excellent history of the Life-Saving Service, wrote:

The [new] life-saving stations were small, garage-like structures manned by volunteers who were often unavailable when needed. The volunteers' stations soon fell into disrepair through neglect or even by 'wanton destruction.' Boats were taken for private use, repairs went undone and supplies were stolen. Despite praises sung about volunteerism, the results were a disaster.

The problems were easy to identify. First, there were no paid crews. As a result, there was little or no training, drill or practice working together. No regulations were written to guide employees or set minimum standards. No reports or records were mandated so no one knew what was going on. Most of the stations remained in this defective and unorganized condition.

The winter of 1870-71 was an infamous one. There were spectacular, well publicized fatal shipwrecks along the Atlantic coast and on the Great Lakes. The terrible disasters once again outraged the public and forced Congress to take more realistic steps to address the problem . . . On April 20, 1871 Congress finally appropriated \$200,000 to create a real life-saving system. The authorization included provisions allowing the Secretary of the Treasury to employ crews of paid surfmen at such stations as he deemed necessary and to build new stations where needed.¹¹

In 1871, Sumner Increase Kimball (1834-1923), a valued administrator in the Treasury Department, was appointed chief of the Revenue Marine Division and made responsible for the nascent federal government life-saving program. Kimball came from Maine and had been a member of the Maine legislature and a practicing lawyer in Boston before Abraham Lincoln appointed him to a position in the Treasury Department at the outbreak of the Civil War. He turned out to be an inspired choice and would dedicate the rest of his long public career to building a first-class U.S. Life-Saving Service. One of Kimball's first acts was to send a captain John Faunce, of the U.S. Revenue Marine, on an inspection of the lifesaving network. Faunce's report painted a dismal picture, detailing dilapidated stations, many too remote from each other, rusty or ruined equipment, and unfit volunteer keepers and crews.¹²

Armed with Faunce's report, Kimball proceeded to re-organize the life-saving network. He recruited qualified personnel, introduced paid staff, required constant training, updated rescue equipment, and built new stations housing not only surfboats and equipment but providing resident crew quarters. Finally, in 1878, a Congressional bill, the Act to Organize the Life-Saving Service, passed unanimously and was signed into law, formally creating the U.S. Life-Saving Service as a separate agency in the Treasury Department. President Rutherford B. Hayes appointed Sumner Kimball as general superintendent, a position Kimball held until 1915, when the Life-Saving Service was merged with the U.S. Revenue Cutter Service to form the United States Coast Guard as we know it today.¹³

During his long tenure, Kimball continued his work of building a highly professional, well-managed life-saving system and in so doing laid the foundation for the modern Coast Guard. He created thirteen districts, encompassing not only the Atlantic, Gulf Coast, and Pacific shorelines but those along the Great Lakes as well. His Fourth District comprised the length of Long Island, a district including thirty life-saving stations, from

¹¹ Shanks and York, *U.S. Life-Saving Service*, 7-8.

¹² *Ibid.*

¹³ *Ibid.*, 8-17.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

easternmost Ditch Plains to Rockaway Point in the west, each within five, or approximately five, miles of each other constructed over a period of years. The Amagansett Station was near the far eastern end of the Fourth District, between the Georgica Station to the west and the Napeague Station to the east.¹⁴

The Evolution of the Life-Saving Station Building Type

[For an expanded discussion of the different lifesaving station types, see the U.S. Government Lifesaving Stations, Houses of Refuge, and pre-1950 U.S. Coast Guard Lifeboat Stations Multiple Property Documentation Form.]

The earliest, documented lifeboat station, at Cohasset, Massachusetts, in 1807, was a long, one-story, wood-framed and shingle-sided, gable-ended shed, designed solely to house a surfboat and related apparatus.¹⁵ Later stations followed this shed precedent in design, although by 1850, when Congress began to fund the construction of stations, they were built according to mandated dimensions, gradually becoming longer and higher.¹⁶ The 1871 investigation ordered by Kimball referred to above found that stations had been located too far apart to help each other during a disaster. Accordingly, with the increased Congressional funding, in 1871 General Superintendent Kimball began a building program to ensure that each station would be no more than three to five miles from the next.¹⁷ He established an Office of Construction staffed by an architect and draftsmen to improve the stations themselves. At least six architects are known to have worked in the office: Francis Ward Chandler (1844-1926) from 1871 to 1875; J. Lake Parkinson (nd.s) from 1875 until c.1880; Paul J. Pelz (1841-1918) from 1882 to 1885; Albert Burnley Bibb (1853 -) from 1885 to 1890; George Russell Tolman (1848 -) from 1891 to 1896; and Victor Mendleheff (1860-1948) from c.1897 to 1914. Two architectural firms were contracted for individual commissions: John M. Pelton for work c.1885 in Oregon and California and McKim, Mead & White for the 1887 stone station at Narragansett Pier, Rhode Island.¹⁸

By 1872-73, thirty Red House Type stations designed by Francis Chandler, the first architect in the Office of Construction, had been built (See Figure 1). So-called because they were painted red, the Red House Type stations were constructed from standardized plans and were nearly twice as large as the earlier boathouses in order to accommodate resident crew as well as rescue equipment and to offer temporary refuge to shipwreck victims.¹⁹ The Red-House Type station design was followed by twenty-five 1874-Type stations, to which Chandler added an open roof deck and decorative eave brackets and barge boards in the exuberant "Stick Style" (See Figure 2). On the sixteen 1875-Type stations (designed by Chandler) and the twenty-six 1876-Type stations (designed by J. Lake Parkinson, his successor) that followed, the exterior decoration continued to be very ornate and varied station to station, reflecting current taste. A unique and ornate version of the 1876-type station was included on the grounds of the Philadelphia Centennial Exposition of 1876, later moved to Cape

¹⁴ Ibid., 13.

¹⁵ Ibid., 211. This early Cohasset station is no longer extant.

¹⁶ Ibid., 213-215.

¹⁷ Ibid., 214.

¹⁸ For information about the individual architects, see USCG Office of Management (CG-47), "U.S. Gov't. Life-saving Stations, Houses of Refuge, and pre-1950 Lifeboat Stations," E-25-27.

¹⁹ Shanks and York, *U.S. Life-Saving Service*, 213-214.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

May, New Jersey. J. Lake Parkinson designed the five 1879-Type (Michigan) and four 1880-Type stations (Texas). For his twenty-five 1882-Type stations, he introduced the enclosed lookout and large dormers.²⁰

Despite the differences in exterior decoration, until 1885 the stations remained largely consistent with the long-shed precedent in their overall design, while also taking on a sense of vertical massing as a second story and lookout were added above. Only with the stations designed in and after 1885 by Albert Bibb did the buildings move away from the elongated, verticalized shed precedent to a more successfully integrated structure characterized by horizontal massing, with wide sweeping roofs and narrow eaves, in keeping with the “Shingle Style” then popular in summer resorts. Albert Bibb had started at the Life-Saving Service as an Inspector of stations, an experience that gave him firsthand knowledge of how stations functioned. His earliest work consisted of alterations to existing stations requiring enlargement, and he started by remodeling the Red House Type, moving the later lean-to-like accretions (storage areas and living quarters) next to the boat room rather than behind it and extending the roof to shelter and unify the whole, the beginning of a move to a better integrated, more horizontal structure. He added a squat, enclosed watchtower that emerged up from the roof but appeared as part of it. Superfluous exterior decoration was limited to imbricated shingling, evoking the then-current “Shingle Style,” a return to an emphasis on the intrinsic beauty of materials inspired by the work of admired architects Henry Hobson Richardson and William Ralph Emerson and based on the simplicity of New England vernacular building.²¹

These changes were remarkable enough that subsequent stations bear his name. In plan the Bibb #2 Type and Bibb #3 Type stations (Figure 4) integrate in one structure what had in some cases been the separated functions of the crew, the storage of apparatus, and the housing of the surfboats. Yet on the exterior elevations these different functions still retained their inherent identity: more conventional fenestration, doorways, sometimes a verandah, and a broad gable-ended roof suggested the living quarters, while broad doors and an intersecting hip roof defined the prominence of the boat room.²² In addition, the position of the chimney in the Bibb-designed stations suggests that it was he who centralized the heating system.

It was Bibb’s successor, George Russell Tolman, who designed the station type that can be seen as the apogee in the service’s twenty-year progression of station design.²³ The first of these was constructed in 1892 and named for its site, Quonochontaug, at Charlestown, Rhode Island (See Figure 5). Although Tolman largely retained Bibb’s interior plan, the boat room was enlarged, a side pantry and vestibule were added, and in the first story, access throughout the building was improved by interconnecting spaces around the central flue. In the second story, the ceilings of the earlier loft-like spaces were heightened to create actual rooms. To accommodate these changes, Tolman raised the roof and eliminated Bibb’s intersecting roof ridges, moving Bibb’s front gable 90 degrees to support a single ridge beam. Tolman’s hand can especially be felt on the exterior: the exterior elevations were spare, uniform in shingling, and devoid of superfluous ornament, finding

²⁰ Ibid., 215 - 220.

²¹ Ibid., 229–231.

²² Twenty-two Bibb #2 Type stations were built including the one at Napeague, 1888-89, the Amagansett station’s neighbor to the east. In the Bibb #3 Type plan, the gable above the living quarters was extended forward. Eleven of these stations were built, but only in the three states around Lake Michigan, 1886-93.

²³ Shanks and York give design credit to Tolman in the text of their book (p. 234) although in the appended “Station Lists” (p. 246) it is assigned to Bibb. Hefner credits Tolman with the design. See Hefner, *Historic Structure Report*, 4. The USCG Office of Environmental Management gives it unequivocally to Tolman.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

architectural strength in the unbroken sweep of the roof from porch to roof ridge and watch tower, and in the simple and pleasing relationship of its functional elements – porch, doors, fenestration, dormers, high roof (hipped at one end, gabled at the other), and taller enclosed watch tower. Tolman refined Bibb's successfully reorganized station design to give contained yet cohesive expression to a contemporary and more pro-active life-saving practice. With his Quonochontaug type, Tolman arrived at a design specific to and recognizable as a distinctive building type, a Life Saving Station. A modified Quonochontaug-type station was included in the government exhibit at the Chicago World's Columbian Exposition of 1893.²⁴ At least twenty-one Quonochontaug-type stations were built from 1892 through 1908.²⁵

By 1915, when the Life-Saving Service merged into the Coast Guard, new construction of life-saving stations had largely tapered off. In their history of the U.S. Life Saving Service, Shanks and York explain:

Soon after the creation of the Coast Guard in 1915, consolidation of operations began to take place due to changes in shipping, navigation and rescue techniques. Commercial sailing ships were gradually replaced by motorized vessels and improvements in navigational aids greatly reduced the dangers of coastal shipping. With the advent of radio, a more reliable communication system was developed which could warn of hazardous weather conditions and help to determine more accurately a ship's position.

It was the change from rescue boats powered entirely by oars and sails to motorized lifeboats which had the most far-reaching effect on the need for fewer stations. Motor lifeboats allowed crews to cover a much larger area ... Gradually, many of the remote outposts, especially on the East Coast, were deactivated as the need for a closely-knit network of rescue stations declined.

Today, at least 115 of the old life-saving stations stand. They are monuments of a great maritime saga. They must be preserved and their history made known to all.²⁶

As of 1996, only ten of the remaining Quonochontaug-type stations were known to survive.²⁷ Of these remaining stations, two have been placed on the National Register to date: the Caffee's Inlet Station in Dare County, NC (1978) and the Cape Lookout Life-Saving Station in Portsmouth Village, Carteret County, NC (2000, as part of the Cape Lookout Village Historic District).

History of Amagansett and Early Life-Saving There

The hamlet of Amagansett is located on the eastern end of Long Island in the southern part of New York State, with the Atlantic Ocean on its southern end and Gardiner's Bay to the north. It was settled in the late seventeenth century by four families, three originally from England, and the fourth originally from Holland. These families struck out further east, beyond the earlier settlements in nearby East Hampton and Southampton, for additional land since the inheritance of land there was limited by primogeniture.²⁸ From the

²⁴ Shanks & York, *U.S. Life-Saving Service*, 235.

²⁵ *Ibid.*, 234.

²⁶ *Ibid.*, 241.

²⁷ *Ibid.*, 246-247.

²⁸ Carleton Kelsey and Lucinda Mayo, *Images of America: Amagansett* (Dover, New Hampshire: Arcadia Publishing, 1997), 10.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

start, farming and fishing, including shore whaling, were the main economic activities, carrying on well into the beginning of the twentieth century.²⁹

Amagansett's location on Long Island's Atlantic coastline, a major route to the pre-eminent port of New York City, meant that shipwrecks and life-saving would be a significant part of its history. Jeannette Edwards Rattray quotes her father, a seafaring man from Amagansett, describing the Long Island coast as follows:

Long Island's south shore is a long strip of soft clean white sand; very different from the rocky New England coast to the northward, and from the hard sand beach down in the Carolinas and Florida. There is not a rock on it, from Sandy Hook (just outside of New York) to Nominick, where Montauk begins. Montauk Point is rocky and dangerous.

The length of Long Island, from Fire Island to Montauk, a sandbar formed by the undertow runs parallel with the beach about a quarter of a mile offshore. On the bar is an average depth of about 8 feet of water; and inside it the water is 18 to 20 feet deep. Outside of the bar, the water deepens gradually until it is about ten fathoms deep (60 feet) a mile offshore.

When the swell is heavy, the heft of the sea breaks on this bar. Vessels stranded on this coast invariably stop on the outer edge of the bar; and if of too deep a draft, they are apt to get torn to pieces there.³⁰

The first known life-saving "house" in Amagansett was built by the U.S. government in 1849-50. A simple, shed-like structure, it stood further from the beach than the 1902 station, behind the dunes near the end of the west side of Atlantic Avenue.³¹ It had no crew and was simply a building in which to store a lifeboat and gear.³² It was built and operated under the supervision of the Lifesaving Benevolent Association of New York, incorporated in 1849 and patterned after the Massachusetts Humane Society mentioned above.³³ In 1880, soon after its formal creation, the Life-Saving Service built a new station in Amagansett, this one a full-fledged life-saving station, in accordance with its 1876-Type design, used from 1878 to 1880. The 1880 station was located to the northeast of the 1902 station, also further away from the beach and near the intersection of Bluff Road and Indian Wells Plain Highway.³⁴ It had a full crew: Madison F. King was the first "Keeper" at this station and held the post until 1886, when Jesse B. Edwards was appointed.³⁵

By 1899, the Life-Saving Service had decided to replace the 1880 station with a new station to be built much closer to the beach on Atlantic Avenue. The Life-Saving Service selected its 1900 Quonochontaug Pattern for the new station. By December of 1901, the new station was framed: the inscription "A.J. Payne Amagansett LI December 2nd 1901" is written in pencil on the stairwell window frame in the storage room. The 1880 station

²⁹ Starting in the 1870s, however, with the arrival of "summer people" who enjoyed the rural charms of Amagansett, and fueled by the coming of the railroad, Amagansett changed gradually from a farming and fishing hamlet to the resort community it is today, whose population swells in the summer, and where development threatens the loss of open land and historic structures. Madeline Lee, *Miss Amelia's Amagansett* (Amagansett Historical Association 1976), 51-52, 61-64.

³⁰ Rattray, *Ship Ashore*, 8-9.

³¹ Hefner, *Historic Structure Report*, 3.

³² Carleton Kelsey, *Amagansett: A Pictorial History 1680-1940* (Amagansett, N.Y.: Amagansett Historical Association, 1986), 103.

³³ Van R. Field, *Wrecks & Rescues on Long Island* (East Patchogue, N.Y.: Searles Graphics, 1997), 3.

³⁴ Hefner, *Historic Structure Report*, 3

³⁵ Kelsey, *Amagansett: A Pictorial History*, 102.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

was moved to Main Street in Amagansett, where it still stands; the second story is recognizable above the retail storefront now below.³⁶

Work and Life at the 1902 Amagansett Station

Orders from General Superintendent Kimball, dated August 11, 1902, instructed Keeper Jesse B. Edwards to move the crew, apparatus, and all other government property from the 1880 station into the new station.³⁷ Nightly, sunset to sunrise patrols of the beach were made two and a half miles east toward Napeague and two and a half miles west toward Georgica. These patrols were also carried out in daytime in heavy weather. Two men shared this watch, alternating one man on the beach and the other in the watchtower. When the man patrolling the beach met his counterpart from the neighboring station, they exchanged metal badges, or checks, proof that the patrol had been completed. On patrol these men carried Coston flares to alert the watchtower if help was needed or to assure unfortunate victims of a wreck that help was on its way. The Life-Saving Service mandated weekly drills, which the men dutifully logged: signal flag practice five times a week; surfboat drills twice a week; and weekly, fire drills, resuscitation drills, and breeches buoy drills.³⁸

Only about four months after the Amagansett men had settled into their new quarters, they were called to assist their Napeague colleagues' efforts to rescue the crew of the bark *Alice Reed*, bound for Boston from New York, which lay stranded in heavy seas on the sandbar a quarter of a mile offshore, her masts blown overboard and her hull breaking apart. Rough surf and ship's debris made it difficult to launch surfboats or secure lines fired from shore, but eventually all the *Alice Reed's* crew were brought ashore. After the Life-Saving Service became part of the United States Coast Guard in 1915, standing watch and routine continued much as before. Crews from both the Amagansett and Georgica Coast Guard Stations joined forces when, in a heavy fog, the steamer *Kershaw* came aground at Main Beach on March 12, 1918. Surfboats were launched transferring passengers to attending revenue cutters, but as darkness fell the breeches buoy was run out to carry remaining passengers to shore.³⁹

Fluctuations caused by national priorities affected the Amagansett Station for the next two decades. The station was apparently closed circa 1923, for unknown reasons, because it is listed as "discontinued as an active unit" in the 1924 Annual Report of the Coast Guard but then in 1925 it was re-opened to assist in the effort to combat rum running.⁴⁰ *The East Hampton Star* reported in its April 18, 1924 edition:

³⁶ Hefner, *Historic Structure Report*, 3.

³⁷ Hefner, *Historic Structure Report*, 5. The surnames of the crew are all names of families still residing in Amagansett: Jesse B. Edwards, Keeper; Surfman No. 1 Samuel B. Loper; Surfman No.2 Courtland W. Rose; Surfman No. 2 Samuel Russell Miller (substitute); Surfman No. 3 Samuel M. Lester; Surfman No. 4 David Henry Schellinger; Surfman No. 5 George H. Mulford; Surfman No. 6 Frank H. Miller; and Surfman No. 7 Charles B. Edwards.

³⁸ Shanks and York, *U.S. Life-Saving Service*, 69-73; The breeches buoy was a cork life ring with a pair of canvas shorts sewn into it, used when conditions prevented using a surfboat to reach a stranded vessel. The life-saving crew would fire a projectile with a line attached out to the ship. The ship's crew then used the shot line to haul out a heavy hawser, which they fastened at the top of the lower mast. The ship's crew and passengers were then brought ashore one at a time with the breeches buoy.

³⁹ Hefner, *Historic Structure Report*, 9-11.

⁴⁰ U.S. Coast Guard History Program, "Station Amagansett, New York. USLSS Station #10, Third District, Coast Guard Station #68," <https://media.defense.gov/2017/Jul/03/2001772472/-1/-1/0/AMAGANSETT.PDF>

Amagansett U.S. Life-Saving and Coast Guard
Station

Name of Property

Suffolk County, NY
County and State

As a further means of fighting booze smugglers, four additional coast guard stations, which have been on the inactive list, have been ordered opened and re-conditioned. Hither Plains station at Montauk, and the Amagansett Station will be re-opened. These additions to open stations along the coast were made possible when the appropriation of \$14,000,000 to enforce the 18th Amendment was passed. More boats will be put in service and speedy engines will be installed in the smaller craft. The booze problem on Long Island has been recognized at last by the Department.

Ultimately, however, Prohibition was repealed, and in 1937 the Coast Guard announced the closing of 13 lifesaving stations, including the nominated station and four other Long Island stations, explaining:

The marked increase in the use of motor boats and radio has greatly facilitated life-saving work. While it has increased the cost of efficient operation of our stations, it has also tended to reduce the need for stations being so close together along certain sections of our coast line. Conditions governing the work of these stations are quite different now from what they were when many of them were established. Five other stations on Long Island are being modernized with the money saved.⁴¹

The advent of motorized surf craft and the implementation of ship-to-shore radio communication had rendered life-saving stations in close proximity dispensable, and the stretch of beach previously patrolled by the Amagansett Station was divided between its two neighbors, the Napeague station to the east and the Georgica station to the west.⁴² But the devastating Japanese bombardment of Pearl Harbor on December 7, 1941, propelled the United States into World War II. This attack in the Pacific raised concern about the vulnerability of our Atlantic seaboard, and the Amagansett Coast Guard Station, among others, was re-activated. And then, just seven months later, the Amagansett Station was thrust into the news when four Nazi saboteurs were encountered by a seaman on patrol.

Operation Pastorius⁴³

In 1933, Adolf Hitler and his National Socialist Party - the Nazis - came into power in Germany. The Gestapo organized intelligence and counter-intelligence agencies to promote sabotage and uprisings in foreign countries. By 1941, the Gestapo had initiated a sabotage school specifically to train agents for covert operations in this country. The American component was headed by Lt. Walter Kappe, a trusted propagandist, who had edited a newspaper and lectured in the United States advocating the values and political goals of National Socialism. After returning to Germany in 1937 (the year Amagansett's Coast Guard Station was temporarily closed), he was made propaganda director of a Berlin radio station. The school, located on a farm at Quenz near Brandenburg, was about thirty-five miles west of Berlin. Kappe selected as his trainees men

⁴¹ *New York Times*, March 7, 1937.

⁴² There had been a United States Navy radio station just steps away from the Amagansett Station since 1922.

⁴³ The Nazis named this operation after Francis Daniel Pastorius (1651-1720), who led a group of German Quakers to Philadelphia, where they purchased 15,000 acres from William Penn and laid out the settlement of Germantown, PA. In 1688 Pastorius signed the first anti-slavery petition to circulate in the English colonies. Pastorius served as schoolmaster (1702-19) and was Germantown's first mayor. The reader will be appalled at how grossly inappropriate was the use of Pastorius's name in this instance and see it as a reflection of how shallow was the National Socialist Party's knowledge of, and regard for history. The account of Operation Pastorius set forth herein is drawn from the following sources: Alex Abella and Scott Gordon, *Shadow Enemies*, (Guilford, CT.: The Lyons Press, 2002); William Breuer, *Hitler's Undercover War*, (New York: St. Marin's Press, 1989); Michael Dobbs, *Saboteurs*, (New York: Alfred A. Knopf, 2004); and Louis Fisher, *Nazi Saboteurs on Trial*, (Lawrence, Kansas: University Press of Kansas, 2003).

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

from the lower socio-economic strata, many of whom had lived and worked in the United States in the 1920s but subsequently had returned to Germany.

At the school there were two shooting ranges, rifle and pistol. The curriculum included training in handling explosives, fuses, and timing devices. Lectures specifically pinpointed American railroads, terminals, bridges, tunnels, waterways, locations of factories critical to the war effort, and other vulnerable targets like railway stations and department stores. Each of the trainees practiced English by reading American newspapers. Notes were forbidden because everything had to be memorized.

The indoctrination and training program began on April 5, 1942, and ran into May. Kappe created two teams of four men each, appointing one in each to be the leader. Two landing points on our Atlantic seaboard, Ponte Vedra, twenty-six miles from Jacksonville, Florida, and Amagansett, New York, were picked, presumably for their relative remoteness as well as their proximity to public transportation. Submarines would deliver each team to its assigned destination. Assigned specific objectives, each team carried with it the lethal means necessary to complete their missions. Once this operation was launched, Kappe planned to slip back into the United States, establish a headquarters in Chicago, and communicate with his teams through advertisements placed in *The Chicago Tribune*.

Heading for Ponte Vedra, the first team departed from Lorient, the German submarine base in Brittany on the French coast, on May 26, 1942. On the following day, U-Boat 202, the *Innsbruck*, the submarine bearing the second team, set its course for Amagansett. After seventeen days at sea, the *Innsbruck* arrived off Long Island on the night of June 12, 1942, a moonless night with a heavy fog. The mission of the saboteurs was to blow up aluminum plants in Alcoa, Tennessee; East Saint Louis, Illinois; Messina, New York; and Philadelphia; as well as to blow up the locks at Pittsburgh and Louisville along the Ohio River. Shortly after midnight, the saboteurs, led by George John Dasch, came up on deck and were conveyed with their duffels and boxes to the beach in a raft which, after they had changed into civilian clothes, returned to the *Innsbruck* with their uniforms.⁴⁴

As the saboteurs were carrying their gear to bury it on higher ground, Dasch noticed a figure approaching them through the fog. In the case of an encounter with a hostile party, his orders were to overpower and lug the person back to the U-boat. But after some difficulty maneuvering in a receding tide, the "*Innsbruck*" had quietly departed. On routine beach patrol, Seaman John Cullen, twenty-one years old, was armed with but a flashlight. "Coast Guard?" Dasch asked. "Yes sir," Cullen replied and then asked who they were. Dasch explained that they were fishermen, lost, but planning to stay on the beach until dawn. Cullen invited them to accompany him to the station. Refusing, Dasch, asked him if he had a father and a mother and wouldn't he like to see them again, then offered Cullen money, asking him to forget what he'd seen. When Cullen initially declined, Dasch gave him more money, saying "Take this and have a good time."

When Cullen got back to the station, he informed his superior, Chief Boatswain Mate Warren Barnes, what had transpired and gave him the money. By daybreak the saboteurs had gone, but their duffels and the four boxes

⁴⁴ The second team's leader was 39-year-old George John Dasch who, eager to leave Germany after World War I, arrived in Philadelphia as a stowaway in 1922 and returned to Germany only to re-enter the United States legally to qualify for citizenship. He remained in the U.S. working in restaurants until 1939 when, once again, at his mother's urging, he returned to Germany, where he met Walter Kappe.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

were located, dug up, and taken back to the station's boat room. Among the contents in a duffel bag were a pack of German cigarettes, some uniforms, and a cap with a swastika. The boxes held dynamite bombs, incendiary bombs that resembled pencils, TNT, time bomb mechanisms, and detonators that looked like fountain pens. Chief Barnes alerted Coast Guard Intelligence and two officers came from headquarters in New York City and removed this evidence of a dire mission interrupted and thwarted.

After they left the beach, Dasch and his three teammates took the early train from Amagansett to Pennsylvania Station in New York, where they split, two to one hotel and two to another. Dasch sensed that his teammate Ernst Peter Burger, who had worked in the U.S. and become a citizen, was, like himself, not committed to the mission of Operation Pastorius. These two agreed that they would turn themselves, their colleagues and all of the first team, in to the F.B.I. When Dasch identified himself as Franz Daniel Pastorius to an F.B.I. agent in New York and was rebuffed as a crank, Dasch traveled to Washington and to F.B.I. headquarters on June 19, 1942, where he related in detail the intent of the mission.

At that point, the Federal Bureau of Investigation assumed the investigation and the remaining saboteurs were apprehended and tried. At trial Dasch, the only one of the saboteurs who was not a member of the Nazi party, received a sentence of thirty years. Burger, a U.S. citizen, was sentenced to life and the other six were sent to the electric chair. It is uncertain if Dasch had planned from the start to be a double agent or if, as the situation unfolded, he played it by ear. He was released and repatriated to Germany in 1948. William Breuer relates that Dasch became a peddler of cheap household products. Once, at an outdoor market, he and Walter Kappe spied one another. They did not speak.⁴⁵

Cullen's chance discovery had a national impact. The landing of Nazi agents in Amagansett on June 13, 1942, coupled with the landing a few days later, on June 18, 1942, of the second Nazi team in Ponte Verda, Florida, led to a swift and dramatic response by the Coast Guard.⁴⁶ On July 25, 1942, it established a new Beach Patrol Division, described in the official Coast Guard history of the Beach Patrol as follows:

The new beach patrol was primarily a security force. It was designed to protect American shores against sabotage, enemy submarines and enemy landings and 'fifth column' activities along the coast. The previous system, which operated under the Port Security arm of the Coast Guard, was greatly expanded, patrolmen were to be armed and a system of telephone communication was established . . . Under this administrative organization, activation of patrols proceeded with exceptional rapidity. Hundreds of new stations were opened during the autumn of 1942, with temporary quarters hurriedly erected to provide necessary accommodations until permanent constructions were completed. \$720,000 was appropriated in July and \$12,525,000 in September to establish the new system. At the peak of its operation, the Coast Guard Beach Patrol employed approximately 24,000 officers and men who patrolled 3,700 miles of shoreline.⁴⁷

The Amagansett Station grew from the small unit described by John Cullen, from which one man patrolled the beach, to a much larger crew where the beach was patrolled by about twenty men at a time.⁴⁸ A photograph of fifteen armed men standing behind Chief Boatswain's Mate Warren Barnes dates to this second era of the

⁴⁵ Dobbs, *Saboteurs*, 275-6.

⁴⁶ These men were also captured and tried.

⁴⁷ Hefner, *Historic Structure Report*, 17, quoting *The Coast Guard at War, Volume 17, Beach Patrol*, p. 11, typed manuscript, Historical Section, Public Information Division, U.S. Coast Guard Headquarters, May 15, 1945.

⁴⁸ *Ibid.*

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

beach patrol. (See Figure 15) A Coastguardsman stationed at Napeague, the next station just west of Amagansett, described these wartime patrols:

We carried a telephone handset and a Rising submachine gun. There were posts set at the edge of the dunes that had phone wires to the station and a jack that we plugged our phone set into and reported to the station, these posts were set every one-quarter mile and supposedly we were to report in at fifteen minute intervals otherwise the station would assume something was wrong and then they would take appropriate action. There also was a crew that went from Amagansett to Napeague and we would meet on the beach and challenge them for a password and then both crews would continue on their way. We were picked up at the end of our patrol by our troop carrier and taken back to Napeague. We were happy at sunrise being half froze and a lot of times soaking wet to see Amagansett station as we knew we were finished for that tour and were going to get warm, dry, fed and some sack time.⁴⁹

Eleanor Bishop, the author of a history of the U.S. Coast Guard Beach Patrol during World War II, argues that the men of the Beach Patrol, aged 17 to 73, who protected our continental borders from enemy invasion after June, 1942, are unsung heroes of the war effort.⁵⁰ The sight of them on patrol, often mounted on horseback or accompanied by dogs, reassured the American citizens on the homefront that they were being protected by a vigilant armed force.⁵¹

The Beach Patrol lasted approximately two years. Eleanor Bishop notes that early in 1944, with plans for the Normandy invasion underway, "the vast preparations for the greatest military landing in the history of the world made enormous demands on Coast Guard personnel all over the world."⁵² By mid-1944, the wartime Coast Guard beach patrol on the eastern shore of the U.S. ended because the men were needed for sea duty in the war theater. According to the Coast Guard's history of the beach patrol, "other than patrolman Cullen's surprise discovery of the four German agents, no definite cases of sabotage were detected during the period of beach patrol operation."⁵³

Later History of the Amagansett Station

With the end of the Beach Patrol, the Coast Guard decommissioned the station in 1944, and it stood abandoned from then until the mid-1960s, when the Coast Guard deeded the surrounding land to the Town of East Hampton to be used for parks and recreation purposes. The town did not acquire the building, however, which was described in a 1963 appraisal report as follows:

The building is in such a badly deteriorated condition that it is a menace to health and safety. It should be destroyed as soon as possible as it may cause injury to children who might break in. It is suggested that the cheapest way to destroy this building is by fire. It is very possible that the local Fire department could use this as a training lesson.⁵⁴

⁴⁹ Ibid., 17-18.

⁵⁰ Eleanor C. Bishop, *Prints in the Sand: The U.S. Coast Guard Beach Patrol During World War II* (Missoula, Montana: Pictorial Histories Publishing Company, 1989), viii.

⁵¹ *Coast Guard Compass, Official Blog of the U.S. Coast Guard*, "Mounted Beach Patrol, When the Service Saddled Up," posted by LT Stephanie Young, August 28, 2012, CoastGuard.dodlive.mil.

⁵² Bishop, *Prints in the Sand*, 73.

⁵³ Quoted in Hefner, *Historic Structure Report*, 18.

⁵⁴ Quoted in Hefner, *Historic Structure Report*, 22.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

Fortunately, instead of burning it down, the Coast Guard put the station up for auction in 1966. It was purchased by Joel Carmichael, a writer and editor, who moved it to nearby Bluff Road and renovated it for use as a residence. Luckily, the renovation preserved much of the exterior appearance and interior floor plan. His daughter, Isabel Carmichael, now a trustee of the Amagansett Life-Saving and Coast Guard Station Society, recalls that her father said that he bought the building because he admired its "elegant silhouette."⁵⁵ Carmichael lived there until his death in 2006.

After Carmichael died, his family recognized the historical importance of the structure and was concerned that a new owner of the property might not preserve it. Accordingly, the family offered the building as a donation to the Town of East Hampton, which accepted it and recognized it as a historical landmark. In 2007, the building was moved back to its original location on Atlantic Avenue, just north of the ocean beach, in the dunes.⁵⁶ East Hampton appointed a committee of local citizens to oversee the restoration of the station and to raise funds to accomplish it. The effort began in earnest in 2011 with the commissioning of a historic structure report by Robert Hefner, Preservation Officer for the Village of East Hampton.⁵⁷ In accordance with the report's recommendation, the committee decided to restore the station to its original 1902 appearance, a viable option given the thorough 1900 specifications and drawings still in existence, historic photographs, and original components. Thanks to extraordinary community support, consisting of many in-kind contributions of materials and skilled labor by local builders and tradespeople as well as financial support from a broad base of citizens, (both "summer people" and year-round residents), a restoration of the exterior and the interior of the station was completed by summer 2017. An opening ceremony took place on May 20, 2017, complete with the participation of U.S. Coast Guard personnel responsible for the area.

The original committee has now been replaced by a non-profit corporation, the Amagansett Life-Saving and Coast Guard Station Society, which has been granted a provisional charter by the New York State Board of Regents to operate a museum at the station to interpret its history and the history of the U.S. Life-Saving Service and Coast Guard in the area for residents and visitors. The society entered into a long-term lease of the station with the Town of East Hampton to fulfill this mission. The year 2018 marks the second season that the station and museum inside are open to the public.

⁵⁵ Interview of Isabel Carmichael by Charles Savage, March 12, 2018.

⁵⁶ The Station now sits in its exact former location.

⁵⁷ Hefner, *Historic Structure Report*. A copy of the Report is on file at the New York State Historic Preservation Office.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Abella, Alex and Scott Gordon. *Shadow Enemies*. Guilford, CT.: The Lyons Press, 2002.

Amagansett Historical Association, Manuscript Collection, Kelsey Archive.

Annual Reports of the United States Life-Saving Service for the Fiscal year ending June 30th, 1901,
Washington, D.C., 1901-1915.

Bishop, Eleanor C. *Prints in the Sand: The U.S. Coast Guard Beach Patrol During World War II*. Missoula,
Montana: Pictorial Histories Publishing Company, 1989,

Breuer, William. *Hitler's Undercover War*. New York: St. Marin's Press, 1989.

Dobbs, Michael. *Saboteurs*. New York: Alfred A. Knopf, 2004.

East Hampton Library, Long Island Collection – Carl Jennett Archive of the History Project.

Interview: Carl Jennett to Tony Prohaska, November 10th, 1997.

Edwards, Everett J. and Jeannette Edwards Rattray. *"Whale Off!" The Story of American Shore Whaling*. New
York: Coward-McCann, Inc., 1956.

Field, Van R. *Wrecks & Rescues on Long Island*. East Patchogue, N.Y.: Searles Graphics, 1997.

Fisher, Louis. *Nazi Saboteurs on Trial*. Lawrence, Kansas: University Press of Kansas, 2003.

Hefner, Robert. "Amagansett Life Saving Station – Historic Structure Report." December 2011.

Kelsey, Carleton. *Amagansett: A Pictorial History 1680-1940*. Amagansett, N.Y.: Amagansett Historical
Association, 1986.

Kelsey, Carlton, and Lucinda Mayo. *Images of America: Amagansett*. Dover, New Hampshire: Arcadia
Publishing, 1997.

Lee, Madeline. *Miss Amelia's Amagansett*. Amagansett Historical Association 1976.

National Archives, Northeast Region, New York.

Amagansett Life-Savings Station Logs, 1876-1937.

Amagansett Life Station, Plot Plan, April 27, 1945.

Appraisal Report, Amagansett Lifeboat Station, July 3rd, 1963.

Crouser, Capt. C.R. Third District Legal Officer, U.S. Coast Guard, "Report of Title Part Of Amagansett
Lifeboat Station Site," January 25th, 1962.

Mathews, James F. MAI, *Appraisal Report, Amagansett Lifeboat Station*. July 3rd, 1963.

U.S. Radio Station, Amagansett. Operating and Barracks Buildings. Property Survey, May 26th, 1942.

National Archives, Washington, D.C.

Commandant, Navy Yard, Brooklyn to Commandant, Third Naval District, October 14th, 1937, microfilm
reel RG 181.

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

Ecker, Edward V. East Hampton Supervisor, to Albert Wilson, Chief, Real Property Division, G.S.A.,
June 25th 1964, MS.

Plot Plan, Amagansett Lifeboat Station. April 27th, 1945.

Rieke. Ralph D. Department of the Interior, Report on Application by Town of East Hampton for
Amagansett Lifeboat Station Property, December, 1963, Ms.

Squires, Theodore F. Survey of the Coast Guard Station and Navy Radio Station properties, March
30th, 1942. Exhibit A, Appraisal Report, Amagansett Lifeboat Station and Navy Radio Station
properties. March 30th, 1942.

Noble, Dennis. "A Legacy: The United States Life-Saving Service." U.S. Life-Saving Heritage Association.

www.uslife-savingservice.org

O'Donnell, Pierce. *In Time of War*. New York: The New Press, 2005.

Rattray, Jeannette Edwards. *East Hampton History*. Garden City N.Y.: Country Life Press, 1953.

Rattray, Jeannette Edwards. *Ship Ahoy*. New York: Coward-McCann, 1955.

Shanks, Ralph, and Wick York. *The U.S. Life-Saving Service*. Petaluma, CA: Costano Books, 1996.

"Transcripts of Proceedings before the Military Commission to Try Persons Charged with Offenses Against the
Law of War and Articles of War, Washington, D.C., July 8th, 1942." University of Minnesota, 2004. [http:
//www.soc.umn.edu/~samaha/naziOI.htm](http://www.soc.umn.edu/~samaha/naziOI.htm)

United States Coast Guard. *Instructions for the United States Coast Guard Stations*. Washington, D.C.:
Government Printing Office, 1921.

U.S. Coast Guard Historian's Office – www.uscg.mil/hq/g-cp/lhistory/stations/Amagansett.html

Proposed Sites for Radio and Radio Compass StationS. January 1925.

"Station Amagansett, New York. USLSS Station #10, Third District, Coast Guard Station #68."

<https://media.defense.gov/2017/Jul/03/2001772472/-1/-1/0/AMAGANSETT.PDF>

"The Coast Guard at War." vol. 17, Beach Patrol, typed Ms.; Historical Section, Public Information, U.S.
Coast Guard Headquarters, May 5th, 1945.

Transcript of Interview with John C. Cullen conducted Dr. William Thiessen, March 30th, 2006, U.S.
Coast Guard Oral History Program.

U.S. Coast Guard, Amagansett Station, Alterations and Improvements. May, 1934. U.S. Coast Guard
Museum, New London, CT.

U.S. Coast Guard Office of Environmental Management (CG-47). "U.S. Government Life-saving
Stations, Houses of Refuge, and pre-1950 U.S. Coast Guard Life Boat Stations," National Register
of Historic Places Multiple Property Documentation Form, U.S. Department of the Interior, 2013.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

Newspapers

- The Brooklyn Eagle*, December 4th, 1902.
- The East Hampton Star*, March 15th, 1918.
- New York Times*, March 7th, 1937 – December 3rd, 1966.

Collections and Interviews

Collection: Isabel Carmichael.

D. Gaffney, Contracting Officer, Third Coast Guard District, to Joel Carmichael, January 12th, 1966, typed manuscript.

Richard Bender, architect. "House for Joel Carmichael, Amagansett, Long island, New York." February 1966.

Interview, Bruce Backland by Robert Hefner, May 2nd, 2007.

Interview, Joe Wyatt by Robert Hefner, January 1st, 2005.

Interview, Isabel Carmichael by Charles Savage, March 12, 2018.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

10. Geographical Data

Acreage of Property 2.15 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u> Zone	<u>741892</u> Easting	<u>4539453</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed map with scale.

Boundary Justification (Explain why the boundaries were selected.)

The National Register boundary for the Amagansett U.S. Life-Saving and Coast Guard Station was drawn to reflect the historic setting and working landscape surrounding the station during the period of its operation. Currently, the station sits in a cleared, graded area in the dunes much as it did historically, and is located on a parcel owned by the Town. Due to the construction of additional buildings on the parcel, the National Register boundary has been drawn to include the immediate landscape surrounding the station. The cleared area is surrounded by dune land, and the boundaries chosen extend to the approximate crest of the surrounding dunes. The building was constructed between these two dunes to take advantage of the shelter it provided from the elements. The National Register boundary includes the historic work area between the two dunes and extends to the road historically used to access the station.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

Amagansett U.S. Life-Saving and Coast Guard Station
Amagansett, Suffolk Co., NY

160 Atlantic Avenue
Amagansett, NY 11930



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Life Saving and Coast Guard Station

NEW YORK STATE OF COURTESY
Parks, Recreation and Historic Preservation

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

Amagansett U.S. Life-Saving and Coast Guard Station
Amagansett, Suffolk Co., NY

160 Atlantic Avenue
Amagansett, NY 11930



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Life Saving and
Coast Guard
Station

NEW YORK
STATE OF
CONSERVATION
Parks, Recreation
and Historic Preservation

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

Amagansett U.S. Life-Saving and Coast Guard Station
Amagansett, Suffolk Co., NY

160 Atlantic Avenue
Amagansett, NY 11930



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Life Saving and
Coast Guard
Station

NEW YORK
STATE OF
CONSTITUTION
Parks, Recreation
and Historic Preservation

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

11. Form Prepared By

name/title Nina D. Gillman and Charles C. Savage (edited by Jennifer Betsworth, NY SHPO)
organization Amagansett U.S. Life-Saving and Coast Guard Station date May 2018
street & number P.O. Box 51 telephone 631-527-7317
city or town Amagansett state NY zip code 11930
e-mail Amagansettusls@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **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.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

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

Name of Property: Amagansett U.S. Life-Saving and Coast Guard Station

City or Vicinity: Amagansett

County: Suffolk State: NY

Photographer: Alana Leland (except where noted)

Date Photographed: February 18, 2018 (except where noted)

Description of Photograph(s) and number:

NY_Suffolk Co_Amagansett Station_0001
South and east elevations, facing northwest. Charles Goldsmith, July 2017.

NY_Suffolk Co_Amagansett Station_0002
South and west elevations, facing northeast. Charles Goldsmith, July 2017.

NY_Suffolk Co_Amagansett Station_0003
South elevation, facing north

NY_Suffolk Co_Amagansett Station_0004
East elevation, facing west

NY_Suffolk Co_Amagansett Station_0005
West elevation, facing east

Amagansett U.S. Life-Saving and Coast Guard

Station

Name of Property

Suffolk County, NY

County and State

NY_Suffolk Co_Amagansett Station_0006
North elevation, facing south

NY_Suffolk Co_Amagansett Station_0007
First floor, hall, facing east

NY_Suffolk Co_Amagansett Station_0008
First floor, storm clothes room, facing west

NY_Suffolk Co_Amagansett Station_0009
First floor, mess room, facing southeast

NY_Suffolk Co_Amagansett Station_0010
First floor, kitchen, facing south

NY_Suffolk Co_Amagansett Station_0011
Stairs to second floor, facing west

NY_Suffolk Co_Amagansett Station_0012
Second floor, hall, facing north

NY_Suffolk Co_Amagansett Station_0013
Second floor, spare room, facing northeast

NY_Suffolk Co_Amagansett Station_0014
Second floor, crew's quarters, facing east

NY_Suffolk Co_Amagansett Station_0015
Stairs to tower, facing north

NY_Suffolk Co_Amagansett Station_0016
Watch tower, facing south

NY_Suffolk Co_Amagansett Station_0017
Watch tower, detail, facing southeast

NY_Suffolk Co_Amagansett Station_0018
Watch tower, detail, facing south

NY_Suffolk Co_Amagansett Station_0019
Entrance to boat room, facing east

NY_Suffolk Co_Amagansett Station_0020
First floor, boat room, facing northeast

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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

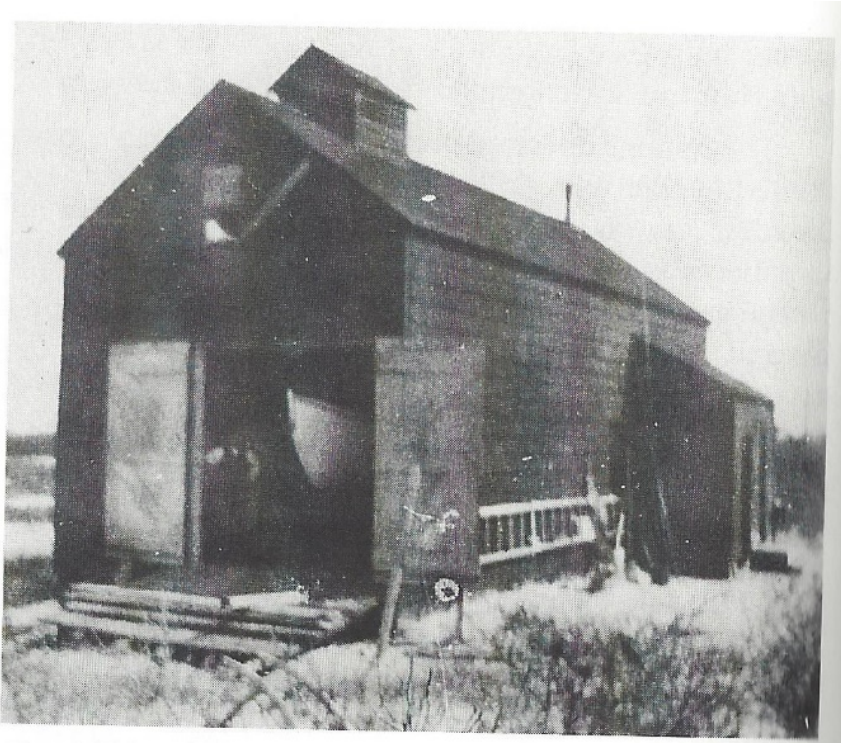


FIG. 1 Red House Type Station, Loveladies Island L.S.S, N.J.

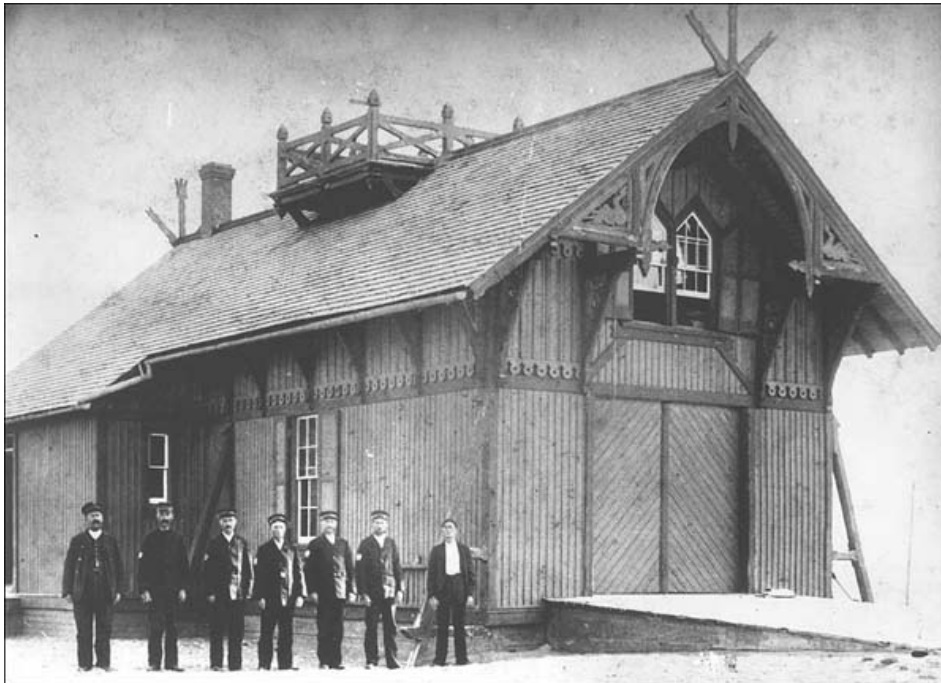


FIG. 2 1874 Type Station, Little Kinnakeet L.S.S, N.C.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

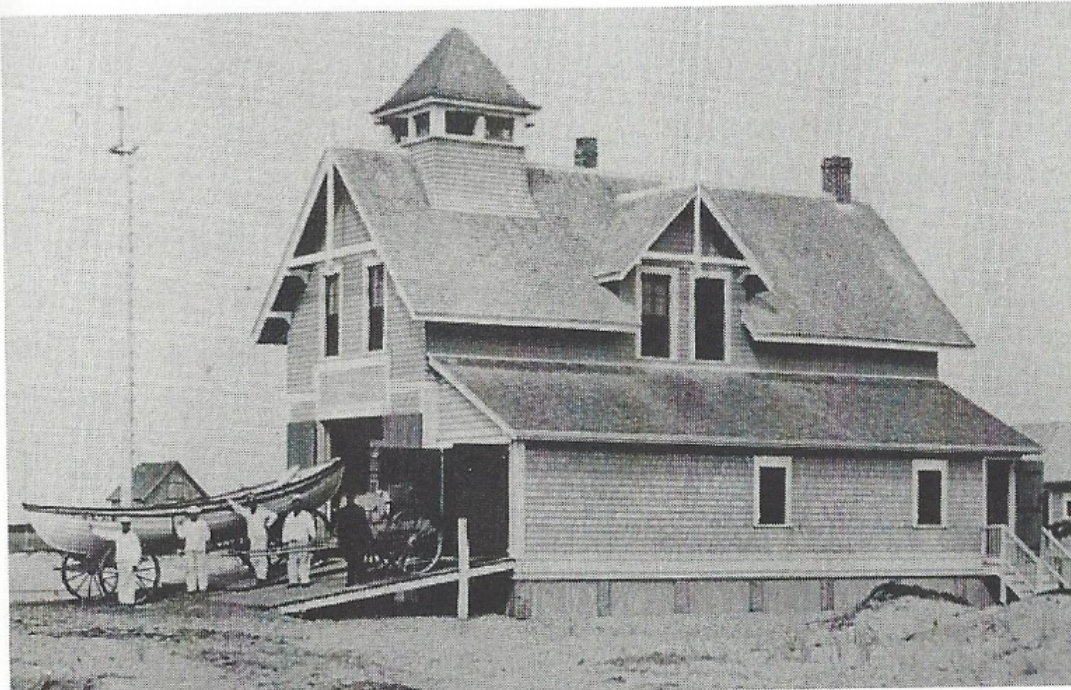


FIG. 3 1882 Type Station, Coskata L.S.S, Nantucket Island, Mass.



FIG. 4 Bibb #2 Type Station, Hereford Inlet L.S.S., N.J.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

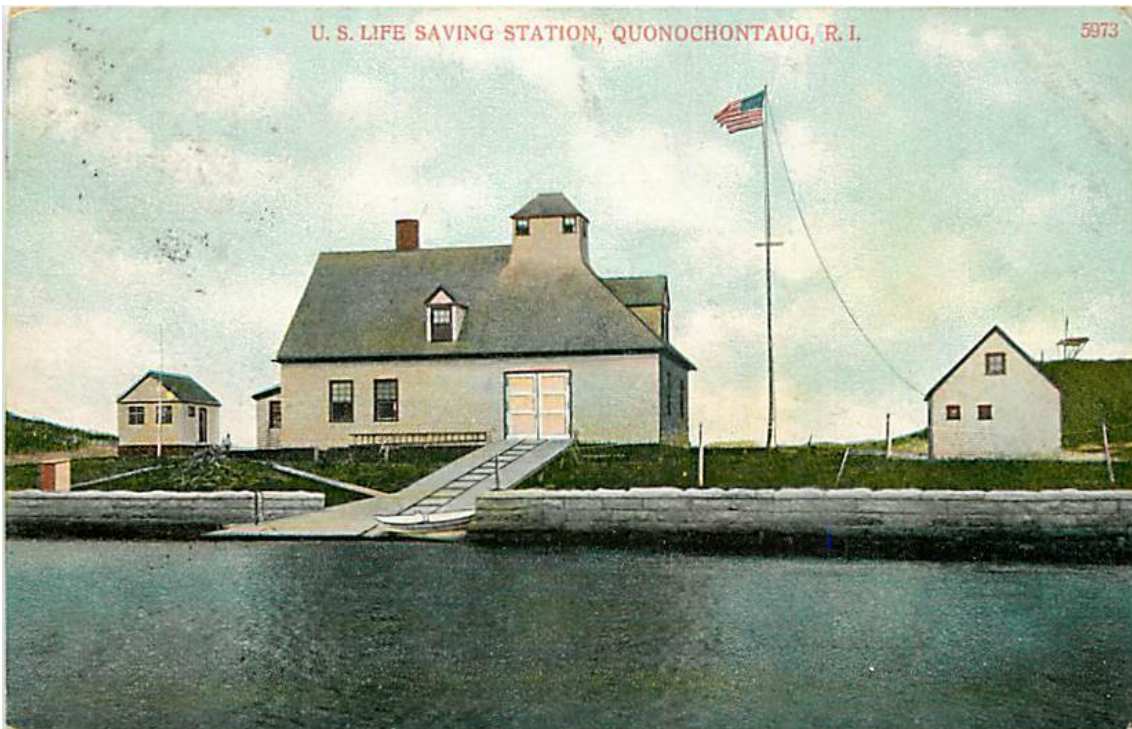


FIG. 5 Quonochontaug Type Station, Quonochontaug L.S.S., Charlestown, R.I.



FIG. 6 Quonochontaug Type Station, Amagansett L.S.S., Amagansett, N.Y. This photograph was taken shortly after the Amagansett Station was built. The surfboat on its wagon is visible in the east boat-room doorway. Courtesy of the East Hampton Historical Society.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

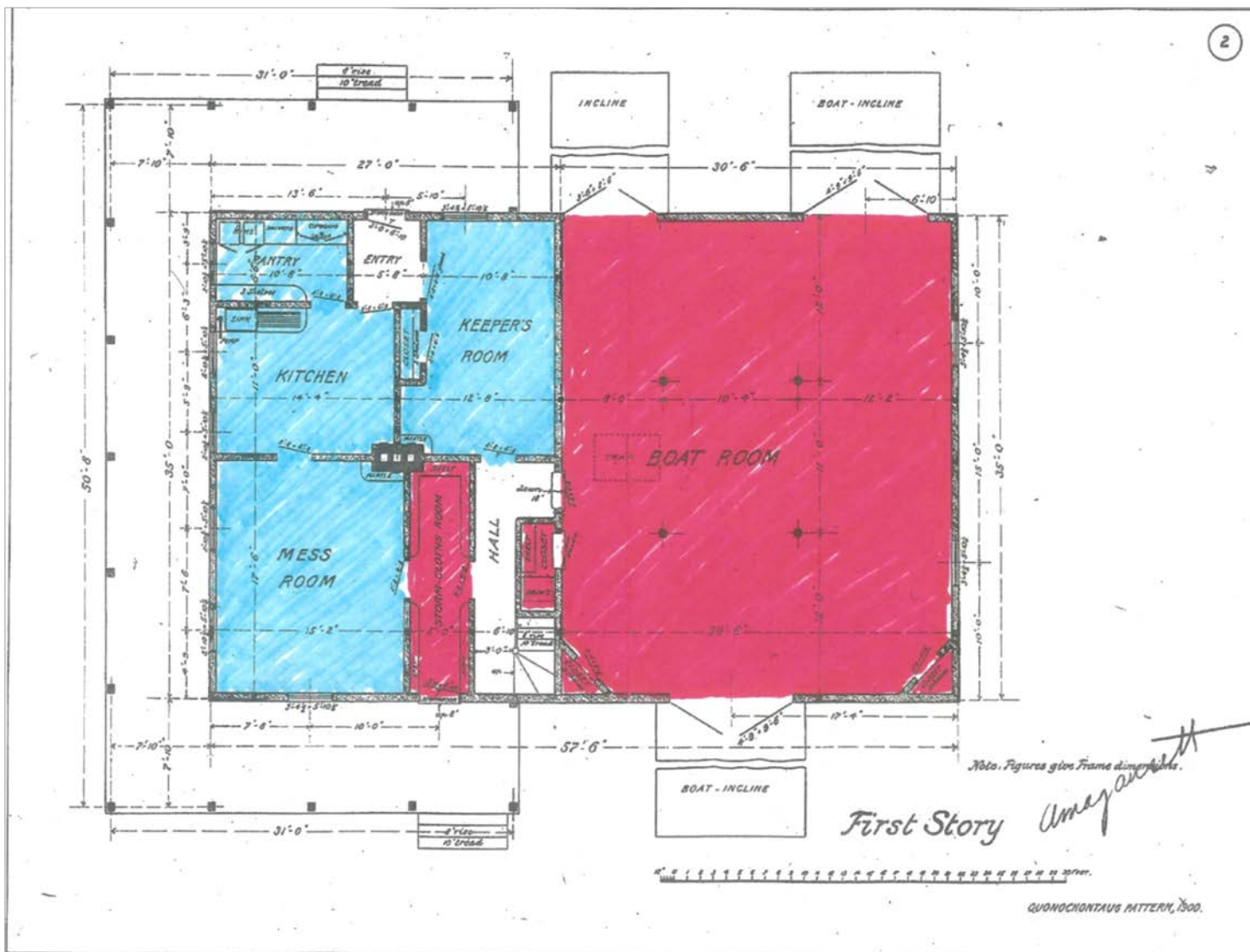


FIG. 7 Amagansett Life-saving Station, First floor plan. Living spaces (blue), work spaces (red).

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

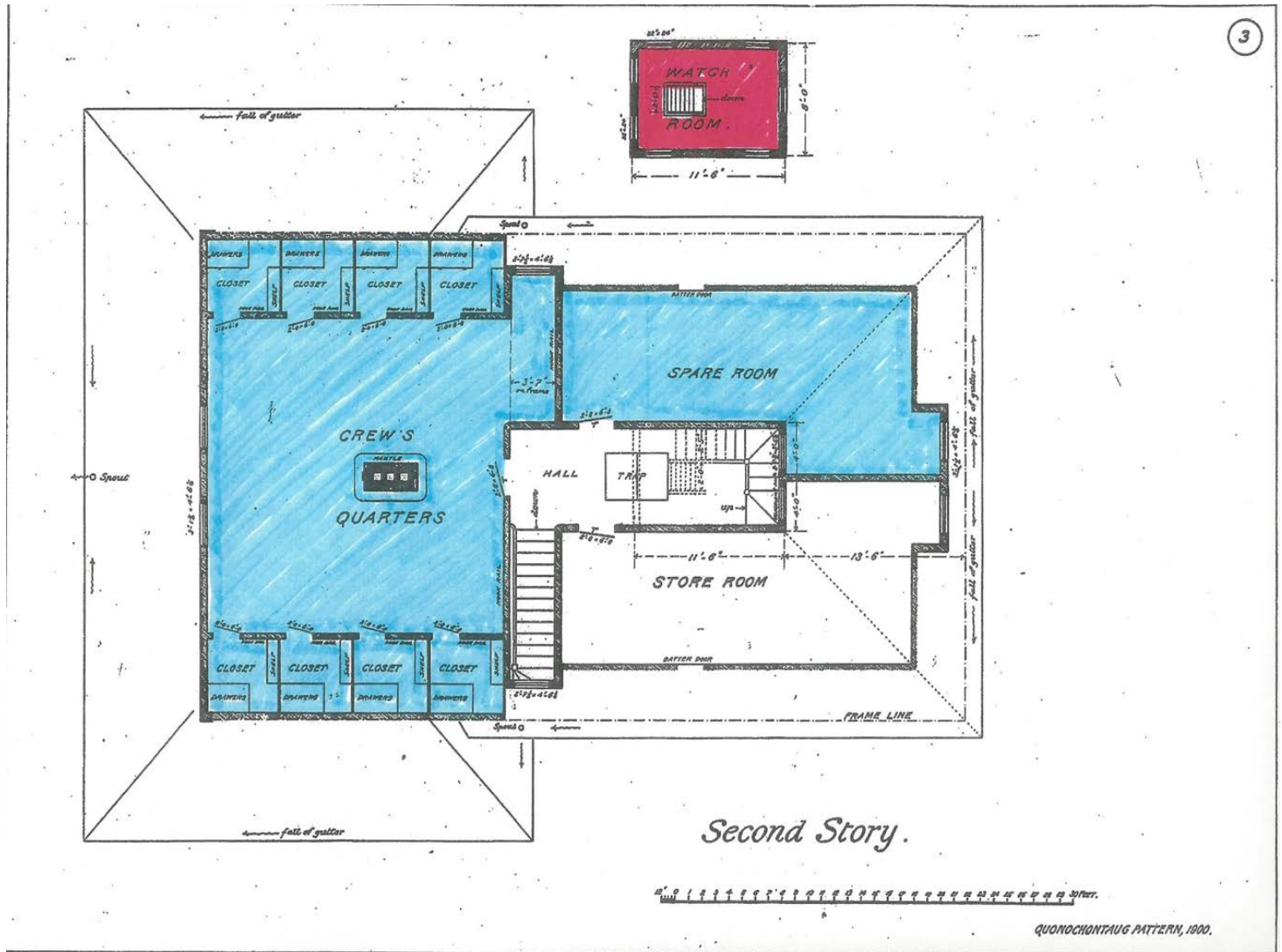


FIG. 8 Amagansett Life-saving Station, Second floor plan. Living spaces (blue), work spaces (red).

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

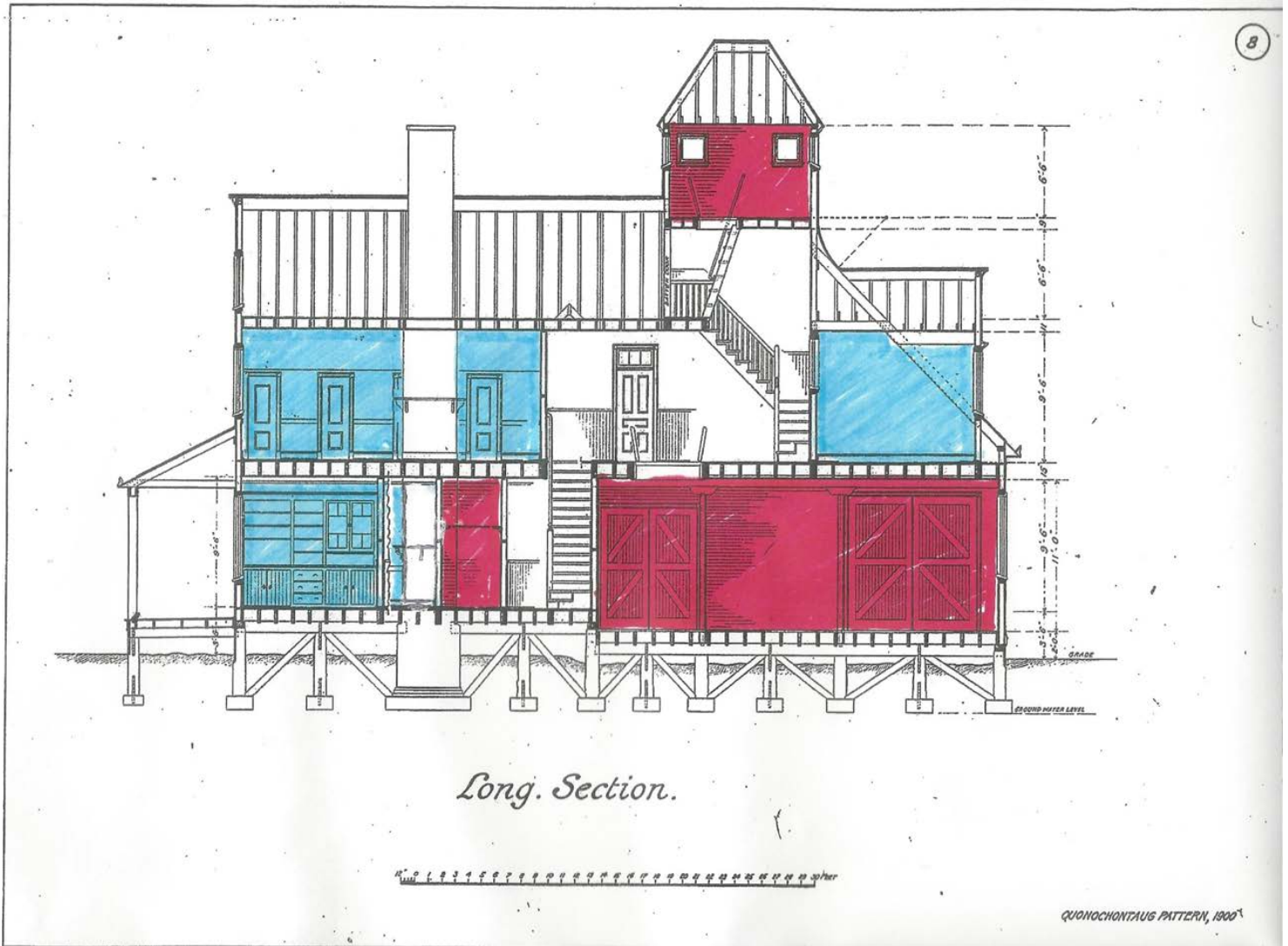


FIG. 9 Amagansett Life-saving Station, Elevation plan. Living spaces (blue), work spaces (red).

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State



FIG. 10 Postcard view showing a breeches buoy drill underway at the Amagansett Station, c. 1910. Courtesy of the Amagansett Historical Association: Kelsey Archive.

Amagansett U.S. Life-Saving and Coast Guard
Station

Suffolk County, NY
County and State

Name of Property

County and State



FIG. 11. In this c. 1905 photograph the Amagansett crew is posing at the wreck pole in the dunes near the Station used to simulate a ship's mast for the breeches buoy drill. Courtesy of the Amagansett Historical Association: Kelsey Archive.

Amagansett U.S. Life-Saving and Coast Guard
Station

Name of Property

Suffolk County, NY
County and State



FIG 12. In this c. 1905 photograph, the Amagansett life-savers pose with the cart that carried all the apparatus for setting up the breeches buoy. To the far left is Keeper Jesse B. Edwards and to the far right is surfman No. 1 Samuel B. Loper. Courtesy of the Amagansett Historical Association: Kelsey Archive.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State



FIG 13. This postcard, dated January 17, 1906, shows Keeper Jesse B. Edwards, left, with a full crew of seven surfmen posing with the Beebe surfboat on its wagon at the east boat-room doorway. Courtesy of the Amagansett Historical Association: Kelsey Archive.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State

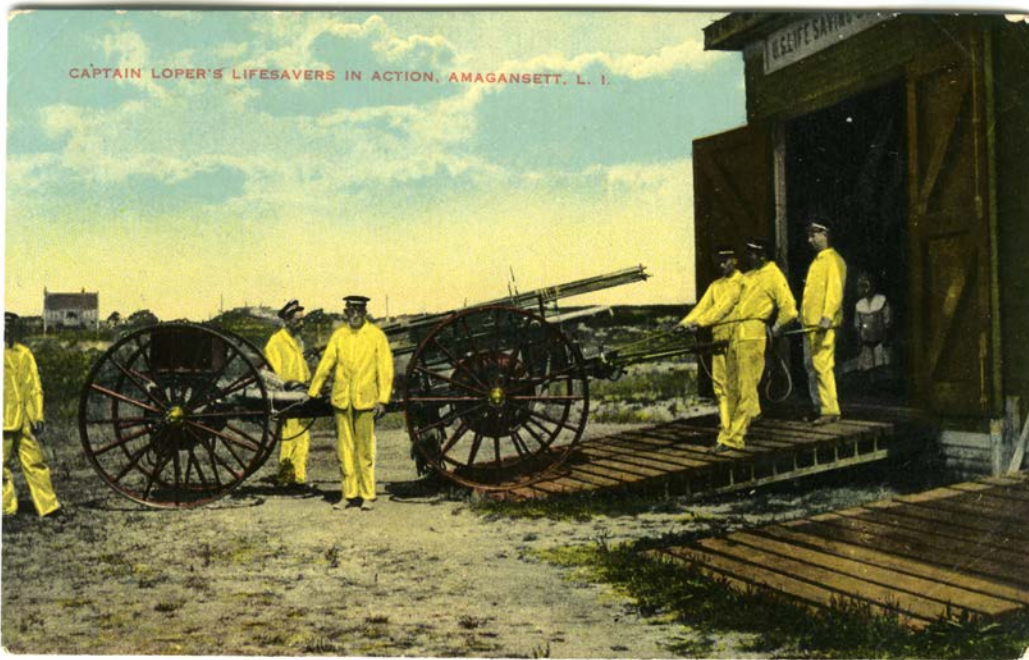


FIG 14. When this c. 1915 postcard was issued, Samuel B. Loper had succeeded Jesse B. Edwards as keeper. Three surfmen on the ramp are straining on the 2" manila drag ropes used to haul the cart. Courtesy of the Amagansett Historical Association: Kelsey Archive.

Amagansett U.S. Life-Saving and Coast Guard
Station
Name of Property

Suffolk County, NY
County and State



FIG 15. The caption for this photograph in *Amagansett* by Carleton Kelsey and Lucinda Mayo, Arcadia Publishing, 1997, p. 54, reads: "This is Captain Warren Barnes of the Amagansett Coast Guard Station with his crew." The rifle each man is holding dates this photograph to the period after July 25, 1942.

Amagansett U.S. Life-Saving and Coast Guard
Station

Name of Property

Suffolk County, NY
County and State



The East Hampton Library, Long Island Collection

FIG 16. Sixteen Coast Guard beach patrolmen in front of Amagansett Station, sometime after July 25, 1942. Courtesy of the East Hampton Library: Long Island Collection.







U.S. LIFE SAVING STATION.



U.S. LIFE-SAVING STATION





U.S. LIFE SAVING STATION.



U.S. LIFE SAVING STATION.







THE HISTORY OF THE
LIFE-SAVING STATION
ON THE
COAST GUARD STATION
PROBATION

The station was built in 1872 and was the first of its kind in the state. It was built on a small island in the bay, and was used to train and house life-saving men. The station was used for many years, and was finally closed in 1912. The building was then used as a school, and later as a museum. It is now a part of the state park system, and is open to the public.

The station was built by the state, and was used for many years. It was finally closed in 1912, and the building was then used as a school. It is now a part of the state park system, and is open to the public.

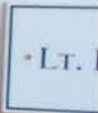


**MASSACHUSETTS
COAST GUARD
STATION**

THANK YOU!
We are grateful to everyone
that has donated to the
Massachusetts Life-Saving
Coast Guard Station Project.



























UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 6/19/2018 Date of Pending List: 7/9/2018 Date of 16th Day: 7/24/2018 Date of 45th Day: 8/3/2018 Date of Weekly List: 7/27/2018

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input checked="" type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 7/27/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Alexis Abernathy Discipline Historian

Telephone (202)354-2236 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Robert Hefner
Historic Preservation Consultant
P. O. Box 489
Amagansett, New York 11930

631 324 0393
roberthefner@optonline.net

May 31, 2018

Jennifer Betsworth, Historic Preservation Specialist
NYS OPRHP
Div. for Historic Preservation
P.O. Box 189
Waterford, NY 12188

Re: Amagansett Life-Saving Station National Register nomination

Dear Ms. Betsworth:

I am writing in support of nominating the 1902 Amagansett Life-Saving Station to the National and State Registers of Historic Places. I have been involved in planning the return of the building to its original site and in its restoration since the beginning of this effort in 2004.

I can testify to two important considerations for the Life-Saving Station's National Register eligibility:

1. The Station was returned to its exact original location. Old surveys indicated the general location and excavation revealed the 1934 concrete foundation that replaced the original pilings. I was present at the excavation of the 1934 foundation and at the installation of the new foundation in 2007 and can assert that the 2007 foundation is at the exact location of the 1934 foundation.
2. The restoration of the Station, with which I was also involved, followed very closely the documentation provided by the 1900 architectural plans for the Quonochontaug Pattern Station labeled "Amagansett" and by the 1900 specification manual for the Quonochontaug Pattern Station.

Today, the Amagansett Life-Saving Station has integrity of design and location and is significant as an example of the Quonochontaug Pattern Station. The restored building clearly conveys its associations with the period when it was an active life-saving station and its associations with the notable incident of the landing of Nazi agents on June 13, 1942.

National and State Register listing would be a meaningful recognition of the great effort made by the Town of East Hampton and by many individuals to return the Amagansett Life-Saving Station to its original site and to restore its original design.

Sincerely yours,



Robert Hefner

DEPARTMENT OF ART

Lawrence Hall

Tel.: (413) 597-2377

Fax: (413) 597-3498

Jennifer Betsworth
New York State Historic Preservation
1 Delaware Ave.
Cohoes, NY, 12047

WLS Spencer Studio Art Bldg.

Tel.: (413) 597-3578

Fax: (413) 597-3693

re: Amagansett U.S. Life-Saving and Coast Guard Station

June 5, 2018

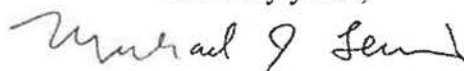
Dear Colleague:

The Amagansett U.S. Life-Saving and Coast Guard Station embodies the history of the United States in an exceptional way. Normally that architectural history in terms of the civic buildings built by the federal government across the country, which in the formative years consisted chiefly of custom houses and post offices. But the federal presence was expressed just as dramatically and significantly along the coastline in the form of forts, lighthouses, and coast guard stations. For understandable reasons, these utilitarian structures have received far less attention than the monumental buildings designed by the office of the Superintendent Architect of the U. S. Treasury. As a result, the remarkably functional Ounochontaug-type of life saving station, of which at least 21 were built, has now virtually vanished. Only three remain, of which the well-preserved Amagansett Station is the only one that has been restored to its original purpose.

The Ounochontaug life-saving station type is the consequential product of nearly a century of design evolution, which produced the characteristic form with its tapered roof rising seamlessly into a low watch tower. Its functionality was recognized as soon as it achieved definitive form in 1892, just in time for it to be exhibited at the 1893 Columbian Exhibition in Chicago, and represent American architectural innovation to the world. Its extraordinarily expressive shape, resulting from the adaptation of materials to specific needs, was the product of historical forces; its heyday ended by about 1910, when radio and steam-powered motor launches changed the nature of ocean rescue.

The Amagansett Station is of considerable national significance in several areas – in the history of American architecture, in the history of the federal government's role in controlling and shaping the landscape, and in the history of ocean commerce. It is the best survivor of a nearly extinct building type – having nearly all of its original woodwork in an impeccable state of preservation – and it eminently deserves the full protection of our state and federal government.

Cordially yours,



Michael J Lewis

Faison-Pierson-Stoddard Professor of Art



TOWN OF EAST HAMPTON

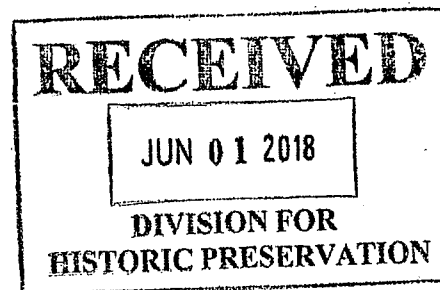
159 Pantigo Road
East Hampton, New York 11937

PETER VAN SCOYOC
Supervisor

(631) 324-4140
pvanscoyoc@ehamptonny.gov

May 29, 2018

Jennifer Betsworth,
Historic Preservation Specialist
NYS OPRHP Division for Historic Preservation
Peebles Island
P.O. Box 189
Waterford, N.Y. 12188



Dear Ms. Betsworth:

I am writing to voice my support of including the Amagansett Life-Saving and Coast Guard Station on the National Register of Historic Places.

As owner of this important historic site, the Town of East Hampton has been supportive of the efforts to achieve its authentic restoration, and is thrilled with the results. The station is a significant example illustrating the history of United States coastal protection, and played a key part in the fascinating World War II-era story of the landing in Amagansett of Nazi saboteurs.

The Town recognizes the importance of preserving our maritime history and connection with the past, which not only provides a rich cultural sense of place but enhances tourism in our area. From the Montauk Lighthouse to the 1747 Second House in Montauk, and East Hampton Village's Mulford Farm and Home, Sweet Home restorations and museums, East Hampton's present is infused with and informed by its past, and is all the better for it.

The Amagansett Life-Saving and Coast Guard Station is clearly a site worthy of the highest recognition and protection, and I urge you to add it to the National Register. Thank you for your consideration.

Sincerely,

Peter Van Scoyoc
Supervisor, Town of East Hampton



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEES
Ways and Means
Education
Environmental Conservation
Oversight, Analysis and Investigation
Transportation

FRED W. THIELE, JR.
Assemblyman 1st District

CHAIR
Committee on Small Business



June 4, 2018

Michael F. Lynch, P.E., AIA
Director, Division for Historic Preservation
NYS Office of Parks, Recreation and Historic Preservation
P.O. Box 189
Waterford, NY 12188

Dear Mr. Lynch,

I am writing to urge you to approve the inclusion of the Amagansett U.S. Life-Saving and Coast Guard Station in the Town of East Hampton on the National and State Registers of Historic Places. Now a museum, this station is dedicated to the historical preservation of the building and to all who served at the Amagansett U.S. Life-Saving & Coast Guard Station from 1902 to 1944. Restored to its original appearance and situated in the same footprint where it was built in 1902, the Station is a significant part of the Town of East Hampton's maritime history.

In 1902, the Amagansett Station was constructed on Atlantic Avenue and was one of a network of 30 life-saving stations on the South Shore of Long Island. The crew at these stations kept watch from the lookout tower and by patrolling the beach. Discovering a ship in distress, the life-savers would perform a rescue by launching their surfboat or by firing a line to the ship and taking people off with a breeches buoy. From 1902 to 1937, the crew of the Amagansett Life-Saving Station, most of who were experienced local fishermen and shore whalers, kept watch over this beach and rescued sailors and passengers from several shipwrecks.

The Amagansett Station is also associated with a notable incident of World War II. On the morning of June 13, 1942, coastguardsmen John Cullen had just begun a beach patrol from this station when he encountered four Nazi agents who had landed from a U-boat. Cullen returned to the Amagansett Station to report the incident. Later that morning, Chief Boatswain's Mate Warren Barnes brought into the boat room four boxes of explosives, which his men had found buried in the sand. After one of the Nazi agents turned himself in to the F.B.I., the others were apprehended and tried. This Amagansett incident led to the establishment of the Coast Guard Beach Patrol, which grew to consist of 24,000 men and played an important role in coastal defense during the war.

Providing the Amagansett U.S. Life-Saving and Coast Guard Station with a Historic Preservation designation will safeguard an essential part of East Hampton's rich maritime history. Thank you for the opportunity to comment on this nomination.

Sincerely,

Fred W. Thiele, Jr.
Member of Assembly

FWT/csl



U.S. Life-Saving Service
Heritage Association
P.O. Box 1031, Eastham, MA 02642
www.uslife-savingservice.org

President

CDR Timothy Dring, USNR (Ret.)
Historian and Author

Vice President

Kimberly Mann
Historical Architect
Sleeping Bears Dunes Nat. Lakeshore

Treasurer/Clerk

LCDR Richard Ryder, USN (Ret.)
Historian and Author

Secretary

Michael Carlson, MD

Jeff Shook

Michigan Lighthouse Conservancy

William Clark, Owner

Former West Quoddy Head (ME)
USCG Station

Michael DiPaolo

Lewes (DE) Historical Society

Fred Stonehouse, PhD

President Emeritus
Marquette (MI) Maritime Museum

Steve Marthouse

Historian

Debbie Allyn Jett

Historian

Wick York

Architectural Historian

James Hall

Delaware Department of Natural
Resources and Environmental Control

John C. Stires

Indian River LSS Museum

Penelope S. Watson, A.I.A.

Architecture, Planning and
Engineering Principal
Watson & Henry Associates

Chief Warrant Officer

(Surfman)

Jay O. Greiner, USCG-Retired

13 June 2018

Jennifer Betsworth, Historic Preservation Specialist
New York State Office of Parks, Recreation, and Historic Preservation
Division for Historic Preservation; Peebles Island State Park
P.O. Box 189
Waterford, NY 12188

**Subject: Support for Granting of National Historic Place Status for Former
Amagansett Life Saving Station, Long Island, New York**

Dear Ms. Betsworth:

The US Life Saving Service Heritage Association (USLSSHA) is the national non-profit historical society dedicated to the preservation of the history of the former U.S. Life-Saving Service (USLSS) and early U.S. Coast Guard (USCG), including the preservation and display of relevant equipment, artifacts and historical structures. The USLSSHA fully supports the efforts of the Amagansett Life-Saving and Coast Guard Station Society to obtain National Historic Place status for the former USLSS/USCG station at Amagansett, New York.

The former Amagansett life-saving station is unique in that it is one of only a very small number of surviving so-called "Quonochontaug" architectural type life-saving stations still in existence in the U.S., and the only one to have undergone a complete restoration to its original appearance, being appropriately operated as a maritime museum commemorating the service and rescues of the surfmen who served there over the 75 years of its operation. It is also the only former Long Island area life-saving station, out of a total of 32 that originally dotted the its shorelines, to have undergone restoration and reopening as a museum.

The Amagansett Life-Saving and Coast Guard Station Society has expended a significant and noteworthy amount of money and effort from its volunteers and supporters to achieve this project. The results speak for themselves in the tremendous success they have had in completing the restoration, and in opening the station to the public as a maritime museum; all the more laudable given that it was only up to several years ago that this station building was at serious risk of complete deterioration and destruction.

We strongly encourage you to approve this listing application. Our organization applauds the successful work that has been accomplished by the Amagansett Life-Saving and Coast Guard Station Society to restore the Amagansett life-saving station and operate it as a museum commemorating the heroic service of the Life-Saving Service and Coast Guard surfmen who served there, helping to preserve this important part of Long Island's maritime heritage. Thank you in advance for your consideration and support in this important matter.

Sincerely,

Timothy R. Dring; President

Home: 609-259-5636

timdrcgghist@gmail.com



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner



15 June 2018

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to submit the following ten nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Amagansett U.S. Life-Saving and Coast Guard Station, Suffolk County (U.S. Government Lifeboat Stations, Houses of Refuge, and pre-1950 U.S. Coast Guard Lifeboat Stations)

St. Stephen's Roman Catholic Church Complex, Erie County [note: no longer owned or used as a religious institution]

Fuller Shirt Company Factory, Ulster County
Immanuel Union Church, Richmond County
Buffalo Public School #57 (PS57), Erie County
Buffalo Public School #44 (PS 44), Erie County
Pine Hollow Cemetery, Nassau County
Wollensack Optical Company, Monroe Company
Faith Missionary Baptist Church, Erie County

Wardenclyffe Laboratory, Suffolk [note, while Wardenclyffe is technically a district, there is only one owner, who supports the nomination; please see the file of supporting documentation, which contains more than 9,500 expressions of support for this nomination]

Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office

H32(2280)

SEP 07 2018

The Honorable Kirsten Gillibrand
United States Senate
Washington, D.C. 20510

Dear Senator Gillibrand:

Thank you for your letter of July 26, 2018, to Deputy Director P. Daniel Smith supporting the nomination of the Amagansett U.S. Life-Saving and Coast Guard Station in Amagansett, New York, to the National Register of Historic Places. This property was listed in the National Register of Historic Places on July 27, 2018.

If we can provide further information or other assistance, please contact Alexis Abernathy of the National Register staff at 202-354-2236, or at alexis_abernathy@nps.gov. We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

/s/ Joy Beasley

Joy Beasley
Acting Associate Director, Cultural Resources,
Partnerships, and Science
Keeper of National Register

cc: New York/SHPO

bcc: 7228 Ernstein
Basic File Retained in 7228

FNP:AAbernathy:OP:08/16/2018:S://NR/Alexis/Letter/Amagansett_letter_Gillibrand_NY

H32(2280)

The Honorable Kirsten Gillibrand
United States Senate
Washington, D.C. 20510

Dear Senator Gillibrand:

Thank you for your letter of July 26, 2018, supporting the nomination of the Amagansett U.S. Life-Saving and Coast Guard Station in Amagansett, New York, to the National Register of Historic Places. This property was listed in the National Register of Historic Places on July 27, 2018.

If we can provide further information or other assistance, please contact Alexis Abernathy of the National Register staff at 202-354-2236, or at alexis_abernathy@nps.gov. We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

Joy Beasley
Acting Associate Director, Cultural Resources,
Partnerships, and Science
Keeper of National Register

cc: New York/SHPO

bcc: 7228 Ernstein

Basic File Retained in 7228

FNP:AAbernathy:OP:08/16/2018:S://NR/Alexis/Letter/Amagansett_letter_Gillibrand_NY

runner 8/28/18

Janeit Ernstein
8/16/18

8/16/18
Christine Aris
for J. Beasley
8/17/18

M. Kuehn
8/22/18

DCN# 26249

KIRSTEN GILLIBRAND
NEW YORK
SENATOR

RUSSELL SENATE OFFICE BUILDING
SUITE 478
WASHINGTON, DC 20510-3205
202-224-4461

AD/ASSOCIATE ASSISTANT DIRECTOR
United States Senate

MRK 8/8/18
COMMITTEES:
ARMED SERVICES
ENVIRONMENT AND PUBLIC WORKS
AGRICULTURE
SPECIAL COMMITTEE ON AGING

DUE DATE 8/24/2019 July 26, 2018

WASHINGTON, DC 20510-3205

Mr. Paul Daniel Smith
Deputy Director
National Park Service
1849 C Street NW
Washington, DC 20240

Dear Mr. Smith,

I write in support of the nomination of the Amagansett U.S. Life-Saving and Coast Guard Station to be listed on the National Park Service's National Register of Historic Places. This inclusion will enhance the station's mission to preserve its historical significance in East Hampton as well as Long Island's maritime history.

The Amagansett U.S. Life-Saving and Coast Guard Station was constructed in 1902 as one of 30 life-saving stations along the southern coast of Long Island. From its construction until 1915, the station operated as a U.S. Life-Saving station, which was a government agency with the focus of saving the lives of shipwrecked mariners and passengers. After 1915 until the station's last year of operation in 1944, the U.S. Coast Guard worked out of the Amagansett station. The station has been restored to its original 1902 design and currently serves as a spot of historical maritime significance for the Town of East Hampton and all maritime towns on the southern shore of Long Island.

In addition to its local importance, the Amagansett U.S. Life-Saving and Coast Guard Station served a national purpose during World War II. After an Amagansett coastguardsman encountered Nazis during his patrol of the beach, the Coast Guard Beach Patrol was established. This consisted of a group of 24,000 service members and was a crucial component of coastal defense during the Second World War. The Amagansett U.S. Life-Saving and Coast Guard Station, located in the Town of East Hampton, is a staple of local maritime history. Adding the station to the National Park Service's National Register of Historic Places will enrich its status as a local and historical treasure on Long Island.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Laura Driscoll at (202) 224-4451.

Sincerely,



Kirsten Gillibrand
United States Senator