

PH 0501204

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUL 19 1977
DATE ENTERED JAN 30 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC *U.S.*
~~UNITED STATES~~ LIFE SAVING STATION NO. 14
 AND/OR COMMON

2 LOCATION

STREET & NUMBER *Seaside Park on*
ISLAND BEACH STATE PARK NOT FOR PUBLICATION
CITY, TOWN SEASIDE PARK *vic.* VICINITY OF 2nd CONGRESSIONAL DISTRICT
STATE NEW JERSEY CODE 34 COUNTY Ocean CODE 029

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME STATE OF NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
STREET & NUMBER LABOR & INDUSTRY BUILDING
CITY, TOWN TRENTON VICINITY OF STATE NEW JERSEY

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. NJ Bureau of Parks
STREET & NUMBER Labor and Industry Bldg
CITY, TOWN Trenton STATE NJ

6 REPRESENTATION IN EXISTING SURVEYS

TITLE NEW JERSEY HISTORIC SITES INVENTORY
DATE 1976 FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS LABOR AND INDUSTRY BUILDING
CITY, TOWN TRENTON STATE NEW JERSEY

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

U.S. Life Saving Station No. 14 is a 1½ story shingle style building of simple character with an "L" shape plan. It is entered on the north side in the approximate center. The north side is the long portion of the "L". The western portion of the building is formed by a large boathouse, under a hip roof. The eastern portion is formed by a service area, under a pitched roof. The service area is appended to the east side of the boathouse, so as to form a building with a continuous northern facade, in which the boathouse extends approximately 17 feet to the rear. The hip roof of the boathouse connects with the roof of the service area at an angle of 90°. The service area roof extends eastward, terminating in a gable at the east end of the building.

The eastern 2/3 of the service area extends forward (northward) approximately 10 feet in a wide gabled pavilion. At one time this contained the main entrance to the building. There is also an appended octagonal, 4 story, stair tower whose base is formed in the right angle where the frontal pavilion and the main north facade come together.

There is also a small sun room porch appended to the rear of the service area, and a small shed appended to the west side of the boathouse.

The present entrance is just west of the tower. A single vestibule with a large closet behind. The vestibule has a door which leads west to the boathouse, and another door which leads east to a corridor which provides access to the service area. Moving eastward from the entrance, the corridor first provides access to the octagonal stair tower. It also provides access to a paint room, to the rear. Continuing eastward it provides access to the aforementioned frontal pavilion, which contains a lunchroom on the east side, and a storage room on the west. This storage room, once the entrance, was an open corner porch with 3 wood doric columns. Behind the lunchroom is a kitchen. There are also several closets and bathrooms.

The garrett above the service area contains several storage rooms and a bathroom. The area above the boathouse is a simple loft. This area is lit by a dormer with a heavy colonial revival pedament and shutters. This dormer occurs in the north side of the roof, just west of the present entrance door.

Although the stair tower is set at the right angle intersection of the frontal pavilion and the main facade, the bulk of the tower proper is actually set to the rear above the service area. So only 3 of the towers 8 sides register on the ground floor. In effect the tower presents a 3 sided projection partially filling in the aforementioned right angle. The middle side (of the 3) which cuts across at 45 degrees, has a ground floor level window. The second floor level of the stair tower, (which

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1894

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Jersey Coast, the lee shore to Atlantic gales and a major shipping route to New York, was a likely place for the Federal Government to start a rescue establishment for wrecked and foundering ships. The United States Life Saving Service built a series of life saving stations along the Jersey Coast. Of these Station 14 is one of best preserved, not only in itself but in its setting. As clipper ships, and schooners gave way to more reliable power vessels, life saving stations became less and less necessary. Ultimately they were abandoned. Station 14 is uniquely a product of an era of sailing ship commerce and transport. As such it stands as a vividly evocative reminder of this much romanticized epoch.

Moreover, the shingled exterior, the picturesque composition, and the colonial details, mark Station 14 as an example of the shingle style of architecture. Indeed, the building's simplicity, the colonial aspiration, together with the seashore setting, constitute a lesson in architectural history. They illustrate the glorification of the seaside, and the yearning for the old, which was in many ways responsible for the style's development and popularity.

On August 14, 1848, Congress authorized the expenditure of \$10,000 for the purpose of providing "surfboats, rockets and carronades, and other necessary apparatus for the better protection of life and property from shipwrecks" on the New Jersey coast "between Sandy Hook and Little Egg Harbor."

But this proved to be inadequate. Realizing that the embryonic system of stations needed to be expanded, on March 3, 1849, authorization was given by Congress to extend coverage the full length of the Jersey coast and on Long Island as well.

A series of serious shipwrecks in 1854 pointed to the need for additional stations on both coasts. Congress again acted on August 3, 1854, to provide the necessary funding.

In April 1871, funds were provided to build new station houses in New Jersey at 12 designated new sites and to refurbish the existing 28 stations. The plan was to erect new two-story 42' x 18' houses at the new sites, and to modify the 14 1848 stations by raising their roofs 3½ feet and adding 12 feet to their length. The 14 remodeled 1855 stations were to retain their same height but were to have 9 feet added to their

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Ca. 1900 promotional brochure for Seaside park

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 (less than)

UTM REFERENCES

A	7 1 8	5 7 1 8	4 6 0	1 1 1 7 6 3 5 1 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING	
C					D			

VERBAL BOUNDARY DESCRIPTION

Nominated property is bounded by the walls of the building

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

NEW JERSEY HISTORIC SITES STAFF

ORGANIZATION

DATE

STREET & NUMBER

LABOR & INDUSTRY BUILDING

TELEPHONE

609-292-2024

CITY OR TOWN

TRENTON

STATE

NEW JERSEY

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

David G. Boyle

TITLE

COMMISSIONER, DEPARTMENT OF ENVIRON. PROTECTION

DATE

March 27 1977

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. H. ...

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE 1 30 78
KEEPER OF THE NATIONAL REGISTER
DATE 1 24 78

ATTEST

Charles ...

KEEPER OF THE NATIONAL REGISTER

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presents most of its 8 sides) has a small window in the north side, which actually occurs at the 1½ story level. The 3rd floor, in which all 8 sides register, has a window above the aforementioned ground floor window. The 4th floor of the tower has an observation room with 8 windows, one on each wall. The 5th floor repeats this pattern. The windows, which are relatively small, with one small square pane each, are set between an upper and lower molding strip. The tower is surmounted by an octagonal conical roof, of 45 degree pitch. The tower tapers slightly from the third floor level upward. The 5th floor level was a later addition to the tower.

The entire first floor of the building is surmounted (except for the tower) by a heavy cornice and frieze. The 2 gables are articulated as follows. The aforementioned cornice and frieze separate each from the ground story. Within each gable is set a pair of windows surmounted by a fanlight in the colonial revival mode. The pavilion front (ground floor) has 2 sets of triple windows, one of which lights the forward storage room, one of which lights the lunchroom. These windows are 6 over 1. Single 6 over 1 windows dominate the sides and rear of the building. At one time, the front of the boathouse had 2 pairs of large vertical board doors. Today only one (on the west side) remains. It is approached by means of a shallow ramp.

The exterior is of flat bottom shingles of approximately 4 inch exposure. The fenestration is cleanly articulated with thin boards and moldings.

The life saving station is set on the beach, just inshore of the dunes. It has a small black top area in the front. The station retains its original setting with scrub, sand, dunes, and small windblown pines.

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length. Contracts for stations at the new sites were bid and awarded to one builder, (Cottrell, Gallup and Company of Mystic, Conn.). Upon further consideration, and in the light of experiences with altering a few existing structures on Long Island, the modification plans were scrapped and, instead, new buildings were erected at most all of the existing old station sites. The old structures were disposed of, their parts often going into the new buildings.

The mid-1890's saw a further expansion of the Coast Guard life saving system. A number of stations were replaced by larger buildings with observation towers. In 1894 Life Saving Station No. 14 was built. Most stations were named for a nearby cove or point. But in this case there was no convenient land form for which the station could be named. So the station was simply known as Station No. 14. It is probable that Station 14 replaced an earlier station on the site. However, this cannot be determined from the available evidence. To learn the actual history of this particular life saving station would require a search of the official Coast Guard records in the National Archives in Washington. This was not feasible for purposes of this nomination. It is known, however, that the station was much a part of the Coast Guard life saving establishment. A constant watch was kept for shipwrecks and ships foundering. Crews were rescued by the use of small rowing boats or "surfboats". Crews were also rescued by the following means. A harpoon with a light line attached was fired over the ship from a cannon. The crew would then grasp hold of the line and use it to pull on board a heavy of line from the shore. This line was made taut and secured to the ship. Men were then transported from ship to shore by means of a surfcar or a breeches buoy. A surfcar was a covered boatlike vehicle which rode over the surf, suspended by pullies from a line. A breeches buoy was an iron pair of trousers, suspended above the surf by ropes and pullies, in which a man could sit and be pulled by an overhead line to the shore.

The station was initially manned during the stormy winter season by "surfmen" or "life savers". The station did not function during the summer. These life savers were hired because of their skills. Each year they signed an employment contract called the "Articles of Agreement" to work for the winter season. While under the terms of the contract, these rough, independent and generally uneducated men were subject to the leadership and discipline of the station Keeper, the Regulations, and to the guidance of Revenue Marine officers. These Revenue Marine officers were usually lieutenants and were referred to as Assistant Inspectors of the Life Saving Service. The Inspector, to whom they reported, was a Revenue Marine Captain whose office was in New York. He, in turn, reported directly to the General Superintendent.

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In the late 19th Century, many of the surfmen earned a living during the summer months at the fast growing beach resorts.

The introduction of a civil service employment program and the desirability of non-government jobs during the 1890's and 1900's dampened the enthusiasm of coastal residents for careers in the U.S.L.S.S. At that time, there was no civil service retirement. By 1900, the "stormy winter" season had expanded to 12 months, thus terminating the attractiveness of limited U.S.L.S.S. employment during that "off-season". Eventually, job applications dropped off. The creation of the U.S. Coast Guard, in 1915, provided for retirement of the older men and a rejuvenation of the rescue system.