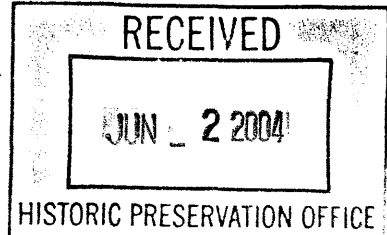


SEP 26 2005

United States Department of the Interior
National Park Service

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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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Great Egg Coast Guard Station
other names/site number n/a

2. Location

street & number 2301 Atlantic Avenue not for publication
city or town Borough of Longport vicinity
state New Jersey code NJ county Atlantic code 001 zip code 08403

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

John S. Watson Jr., Assistant Commissioner Natural & Historic Resources/DSHPO
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain:)

Signature of the Keeper

Date of Action

Patricia W. Andrews

10/31/2005

Great Egg Coast Guard Station

Name of Property

Atlantic County, NJ

County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DEFENSE/coast guard facility

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions)

Colonial Revival

Materials
(Enter categories from instructions)

foundation CONCRETE

walls WOOD/shingle

roof WOOD/shingle

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

see attached continuation sheets

Great Egg Coast Guard Station

Name of Property

Atlantic County, NJ

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.

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

C: architecture

Period of Significance

1939-1947

Significant Dates

1939

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

National Archives; U.S. Coast Guard Historian's Office

Great Egg Coast Guard Station

Name of Property

Atlantic County, NJ

County and State

10. Geographical Data

Acreage of Property 0.24 acres + or -

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid boxes for Zone, Easting, and Northing with values 18, 540680, and 4351467.

Empty UTM grid boxes for Zone, Easting, and Northing.

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

see attached continuation sheet

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.) see attached continuation sheet

11. Form Prepared By

name/title Joan Berkey, Historic Preservation Consultant

organization date July 6, 2005

street & number 1003 Bartlett Avenue telephone 609/927-7950

city or town Linwood state NJ zip code 08221-1137

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name The Borough of Longport

street & number 2305 Atlantic Avenue telephone 609/822-6503

city or town Longport state NJ zip code 08403

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

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Great Egg Coast Guard Station
Atlantic County, NJ

Narrative Description

Summary Description

The Great Egg Coast Guard Station, built in 1939, is a wood frame building comprised of a 2½ story main block that is rectangular in plan and has a one-story wing on each of its side (north and south) elevations. Colonial Revival in style, the building retains its original front porch and railings, original windows and most original shutters, original one-story look-out tower with balustrade on the roof, original wood shingle roof, and original wood shingle exterior. The interior is similarly well-preserved and retains most of its original floor plan along with original plaster walls, original wood trim and chair rails, original kitchen fixtures and cabinets, original flooring, and most of its original doors and built-in wood wardrobe closets or lockers. The structure was used as a Coast Guard station from 1939 until 1948, and housed crew members as well as the officer-in-charge. Between 1948 and 1990, it served as the municipal hall for the Borough of Longport in Atlantic County, New Jersey. During that use, a bedroom on the first floor was converted into a 2-cell jail and two bedrooms on the second floor were converted into one large municipal court room. In 1994, the building was leased to the Longport Historical Society and Museum which currently uses the first floor for its archives and museum display space; the second and third floors are currently used for storage.

The building stands on a small half-acre city lot in the heart of Longport, an oceanfront resort community on Absecon Island that was incorporated in 1898. It faces east onto Atlantic Avenue and is surrounded on three sides by asphalt pavement with a small grassed area in the front of the building. To the immediate north is the former Betty Bacharach Home for Afflicted Children, built in 1922, which is now used as the borough hall. To the south and across the street are a variety of residences, most of them occupied only in the summer; they range in date from the early to late 1900s and are predominately 2-story frame buildings. Immediately behind (to the west) of the station is a 2-story firehouse built ca. 1955, and behind the firehouse is a 1-story former Coast Guard boat house, built at the same time as the Coast Guard station. The boat house has been greatly altered from its original appearance and is currently used by the Longport lifeguard patrol for storage of their surf boats and related equipment. To the west of (behind) the boat house is a playground which fronts Riskey's Channel, the inland waterway. The ca. 1955 firehouse, the former boat house, the playground, and several modern storage buildings also located behind the Coast Guard Station are not included with the boundaries.

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Section number 7 Page 2

Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

Exterior Description

The building is comprised of a main block, rectangular in plan with a 46' wide by 32' deep footprint. The main block is 5 bays wide and has a central entrance. Both side elevations (north and south) of the main block have a gable roofed one-story wing that is 3 bays wide and 1 bay deep; the wings have a 17' square footprint. [photos 2 and 3] The entire building is sheathed in original wood shingles and stands on an elevated poured concrete foundation. The foundation is punctuated by 3-light wood sash windows that appear to be original and a datestone, marked "A.D. 1938" is located on the northernmost end of the façade foundation of the north wing. The main block and both wings have a gable roof covered with wood shingles and the roof ridges run parallel with the façade (east elevation). A modestly-corbelled brick chimney pierces the roof at the northernmost end of the main block. Wood pilasters mark the corners of the main block and both wings. All three sections have a small boxed cornice with modest returns, copper gutters and downspouts that appear to be original, and modestly projecting eaves on the gable ends.

Except where noted, windows are 6/6 double hung wood sash that appear to be original, and most of those on the façade (east elevation) and side (north and south) elevations are flanked by original louvered wood shutters with original S-shaped hold-backs. The façade of the main block is fronted by a 1 story wood porch with its original square wood columns, original first floor wrought iron balustrade between the columns, and original wood balustrade on top of the porch's flat roof. A modern handicapped access ramp with wood balusters is located on the north end of the porch. The front and rear slopes of the roof of the main block have 3 gable roof dormers with arch headed windows. Identical arch-headed windows, with original arch-headed louvered shutters, are found in both gable ends. The gable roof of the main block is topped with an original look-out tower, square in plan, with three 1/1 double hung wood sash original windows on all elevations but the west, which has one window and one door. The tower has its original wrought iron balustrade on all elevations which encloses a catwalk, and the tower is topped with a hipped roof.

The first floor façade of the main block has a centrally located modern metal door comprised of 9-lights over a crossbuck. To the north is one original window and to the south are two original windows.

The first floor of the rear (west) elevation of the main block has an off-center modern steel door of 6-lights over 2 raised panels that is topped by a four-light transom (original) and a gable roofed wooden hood (original) supported by original wood brackets. The door is flanked by a double window to the north and by a modern steel door (which opens into the basement stairs) and two windows to the south. The northernmost of the latter windows is a barred window and

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Great Egg Coast Guard Station

Atlantic County, NJ
(Section 7 continued)

the southernmost is an original 6/6 double hung wood sash window. The second story of the rear elevation of the main block has five windows.

Tucked into the northwest corner of the main block and ell, on the rear elevation, is a one-story shed-roofed addition which appears to date from the mid- to late 20th century. It is only accessible by a door on its west elevation. [photo #3]

Interior description

First floor:

In plan, the first floor of the main block is comprised of an entrance hall, a former mess room in the northeast corner, a former office in the southeast corner, a former bedroom for the officer-in-charge in the southwest corner, a kitchen in the northwest corner, a rear stair hall, and a 2-cell jail room (formerly a bedroom) between the rear hall and the officer-in-charge's bedroom. The north wing contains a single room that was formerly the day room, and the south wing contains a small hall, the former living room for the officer-in-charge, and the former bathroom for the officer-in-charge.

Except where noted, all windows and doors are trimmed with simple 4.25" wide molding (original); doorways have the same original molding but with original wood base supports that are 7" high. The chair rail found in several rooms is also original and is 4.25" wide. Floors on the first floor are covered with modern wall to wall carpeting, while those on the second and third floors appear to be original linoleum in a mottled dark brown color. Walls and most ceilings are original plaster, except where noted. Many of the windows on the first floor have been covered over on the interior with display board, but all have their original brass lifts, original locks and original sash chains.

Center hall: The north wall has an opening that may have been added when this room was used by the borough clerk, but extant molding under it and an indentation in the wall suggest there may have been an opening here originally. An open string staircase runs along the south wall; it has square 1.5" balusters, a molded handrail, and a 3.5" square newel post, all of which appear to be original. There is an original chair rail on all walls of the hallway and also going up the stairs. The original door to the mess room has been removed. [photo 4]

Former mess room: The window on north wall has been covered over, while the one on the east wall is open. The original chair rail is extant on the west and north walls, and part of the east wall to the north of the window. Doors leading to the kitchen and hallway have been removed.

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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

Original baseboards are extant on the north, east, and west walls; that on south wall is the same height, but is topped with modern ogee molding. [photo #5]

Day room: This room has the original chair rail and original baseboards on all walls. The three window openings on the west wall are now covered over for display purposes and the window on the north wall is fronted with a modern stained glass panel. [photo #6]

Kitchen: This room has a textured plaster surface above the original chair rail on the north and south walls; below the chair rail is a smooth plaster surface, except for northeast corner which is all textured plaster. The kitchen base and hanging cabinets are wood, painted white, with applied hinges and metal U-shaped pulls; all appear to be original. Also original is the stainless steel counter top and backsplash. The chair rail is 4'4" off the floor. There is an original radiator under the sink. Crown molding around the ceiling appears to be original and is found on all but a portion of the north wall in the northeast corner where the range originally stood. The door to the hallway on the south wall appears to be original and consists of 9 frosted lights over 2 raised panels; its door knob is missing. [photo #7]

Back stair hall: This section has its original chair rail and its original, stained wood handrail.

Jail: The jail is accessed through a small hallway with a barred entry door that leads to two jail cells and one storage closet. The jail cells are fronted by barred doors with large locks. The flooring consists of modern 6" square linoleum tiles and the ceiling and walls are covered with 4" x 6" modern ceramic tile. The jail cells have metal walls and ceilings; beds and toilets have been removed. [photo #8]

Office: This room has a dropped ceiling of 2' x 4' acoustical tile panels; the original plaster ceiling is extant. The two windows on the east wall and the one on the south wall have been covered over for display. The original plaster walls are now covered with ca. 1960 paneling, painted white. On the west wall is an original personnel locker fronted by its original double doors of 6 raised panels (2/2/2) with original hinges and brass knob. [photo #9]

Hallway: A chart closet, located on the west wall, is missing its double doors, but has its original shelves. [see in photo #9] This area also has a dropped ceiling and paneling on the walls, as does the living room to the south.

Living room: This room has no chair rail; the window on south wall is closed over for display purposes, but that on the west wall is open. The original door (with original hardware) is extant to bathroom and there is an original bookshelf on north wall. [photo #10]

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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

Officer-in-Charge bedroom: There is a chair rail on all walls and an original door of 2 raised panels over 2 louvered panels on the south wall that fronts the heater closet. This room has plaster walls and ceiling.

Officer-in-charge bathroom: This room has its original chair rail, plaster walls and ceiling, the same 6 panel door (original) on north wall, and modern toilet and sink fixtures; the original shower stall has been removed and not replaced.

Hallway leading to office: Modern wood paneling (painted white) covers all walls and the ceiling is covered with a modern dropped ceiling of acoustical panels; a closet on the south wall is extant but is missing its door. This area retains its original baseboards and trim.

Second floor:

The second floor contains a hallway, one large room (formerly two bedrooms) to the north, a bedroom in the southeast corner, another bedroom in the southwest corner, and a former crew's bathroom opposite the stairs.

Except where noted, baseboards, chair railing, and trim are identical to those on the first floor. The floors are covered with the original sheet linoleum (mottled dark brown), some of which are now covered with wall to wall carpeting. The doors are also the same as those on the first floor and consist of 6 raised panels (2/2/2) with original knobs and hinges. The door to the stairs leading down to the first floor has been removed but all others extant. Walls and ceilings are of original plaster.

Southeast and southwest bedrooms: These two rooms are identical and have a chair rail on all but the center dividing walls. The center wall in each room consists of four wardrobe lockers (original), each fronted by an original door consisting of 2 louvered openings over two raised panels over 2 louvered openings, all with original hinges and knobs. The locker interiors feature three drawers on the bottom with a closet bar and shelf above, all of which are original. [photo #12]

Bathroom: This room has a thin cork floor with metal baseboards, except in the all but southwest corner where the shower stalls (now removed) were originally located. There is a chair rail (original) on all walls but none in the southwest corner. Toilet and shower stalls, as well as all of the bathroom fixtures have been removed, but the original radiator is extant on the west wall.

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Great Egg Coast Guard Station

Atlantic County, NJ

(Section 7 continued)

Hallway: The original chair rail is extant on all walls. The door leading to the attic is original and has 2 raised panels over 2 raised panels over 2 louvered panels; it has its original hinges and knob.

Former court room: A modern raised dais is located at the west end of this room and there is a chair rail on all walls. A small chimney flue rises along the north wall. Modern wrought iron railing separates the dais from the rest of room. [photo #11]

Third/attic floor:

The third, or attic, floor is finished; it has a hallway, a large bedroom to the north, and another to the south.

This floor is accessed by wood steps with the original mahogany hand rail. In general, all finished areas have original trim, baseboards, plaster walls and ceilings, and original dark brown linoleum flooring. The original exhaust fan is extant on the west wall of the hallway [fig. 10] and there are original ventilation grills over the doors leading to the north and south bedrooms. Along the north wall is the original ladder leading to the observation tower; the ladder is made of metal pipe railing that is 1.75" wide and has its original wood steps. [photo #13] Access to storage under the eaves is through original 4-panel doors (2/2 raised panels) located in all areas. [see photo #13 and #14]

South Bedroom: This room has two tall wardrobe lockers (which have 3 drawers below a closet rod) and two short wardrobe lockers (with closet rod only) on the south gable end wall. All are original and have their original doors and hardware.

North bedroom: This room has only a pair of original wardrobe lockers on the north gable end wall to the east because the chimney rises to the west. Otherwise it is identical in finishes and layout to the south bedroom. [photo #14]

Hallway: There are two closets on the west wall in the hallway; both have their original doors consisting of 2 louvers over 2 raised panels over 2 louvers, and each has 3 shelves above a closet rod. [fig. 10]

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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

Observation Tower:

Access to the tower is through an original trap door in the northeast corner. The tower retains its original plaster original walls and ceiling, but the original equipment has been removed. The door leading to the balcony appears to be original, as does the compass painted on ceiling. The floor is comprised of plywood. [photo #15]

Basement:

The basement, accessed by a door on the west (rear) elevation of the main block, is unfinished; it has a concrete floor and poured concrete foundation walls. It was originally accessed by the rear stair hall, but after 1949 this configuration was changed to its present configuration. It has been divided into several rooms, none of which are used today.

Original Appearance and Subsequent Alterations:

Alterations to the building were undertaken after the building became the borough hall in 1948. According to historic photographs, the building originally had two windows on the first floor of the main block to the north of the center door; the window closest to the door was removed after 1949. A copper weather vane, delineated in original drawings and seen in historic photographs on top of the observation tower, was also removed (or stolen) sometime after 1948. [fig. 6]

Also after 1948, an opening was added to the south wall of the mess room, probably when this room was used as a borough office. Similarly, the first floor bedroom was converted into a 2-cell jail about the same time, and the stairs leading into the basement were closed off and a new access door to the basement was added to the rear (west) elevation. The office and officer-in-charge's living room original plaster walls and ceiling were likely covered in the 1960s or 1970s with the paneling and dropped ceiling that are extant today. On the second floor, the dividing wall and closets between the northwest and northeast bedrooms was removed and the rooms were converted into one large court room for use by the borough.

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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

Integrity

The Coast Guard station building retains a high degree of integrity since it has its original front porch and railings, original windows and most original shutters, original one-story look-out tower with balustrade on the roof, and original wood shingle exterior. The interior is similarly well-preserved and retains most of its original floor plan along with most of its original finishes including original plaster walls, original wood trim and chair rails, original kitchen fixtures and cabinets, original flooring, and most of its original doors and built-in wardrobe closets or lockers.

Minor alterations—the removal of one first floor window on the façade of the main block, the addition of a door to the basement on the rear elevation, and the placement of a small addition for storage on the rear elevation—have only minimally impacted the exterior appearance. It is regrettable that the original weathervane has disappeared, but the plans for it are extant and it could easily be reproduced based on those drawings. The interior has also received several alterations—the conversion of a former bedroom into 2 modern jail cells, and the conversion of two large bedrooms on the second floor into one large meeting room—but the overall floor plan remains intact. Although several rooms on the first floor now have modern wood paneled walls and a modern dropped ceiling, the original plaster is retained under these modern finishes.

Setting:

The Coast Guard station stands on a small 0.5+ acre lot on the west side of Atlantic Avenue in the borough of Longport, Atlantic County, New Jersey. The station is set back from the street approximately 30' and has a grassed front lawn. Landscaping is minimal, and consists of a few yews (*Taxus baccata*) placed along the front foundation of the north wing, a rose bush (*Rosa*) south of the porch, a holly (*Ilex*) bush to the north of the front steps, and several clumps of day lilies (*Hemerocallis*) near the foundation walls; another yew is located between the handicapped ramp and the main block.

A concrete walkway leads from the front porch to the 11' wide sidewalk, and the walkway is flanked by two modern electric lights that replicate late 19th century gas lights. The remainder of the building is surrounded by an asphalt driveway that provides access to several buildings located to the rear: a ca. 1955 firehouse [photo #19 and #20, the former Coast Guard boat house, four modern storage buildings [seen in photo #16 and #20], and a playground [partially visible in the foreground of photo #17].

A ca. 1960 photograph and the original site plan show that the building was originally fronted by a semi-circular sidewalk that stretched from one side to the other. The ca. 1960 photograph also

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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

shows a wood rail fence placed along the east border of the front lawn and the front sidewalk along Atlantic Avenue. [fig. 9]

Asphalt paving also surrounds the firehouse on its east and north elevations, and fronts the north elevation of the former boat house. There is a grassed lawn to the south of the boat house, and a modern playground, also grassed, to the rear (west). The playground fronts on Risley's Channel, an inland waterway that feeds into the Great Egg Harbor Bay and Inlet. A modern bulkhead separates the waterway from the land, and the bay and inlet are $\frac{3}{4}$ of a mile to the southeast. Immediately to the north of the coast guard station complex is the present City Hall complex, located in the former Betty Bacharach Home for Afflicted Children, built in 1922. Neighboring buildings along Atlantic Avenue are primarily residential in character and range in date from the early 1900s to the present.

Former Boat House (not within the boundaries)

Although the former boat house is not contained within the boundaries of the nominated property, its description and a statement of its integrity are presented here to clarify its exclusion from this nomination.

Exterior Description:

The boat house is sheathed in wood shingles and has a gable roof covered in modern asphalt shingles. [photo #16 and #17] The roof ridge runs parallel with the north elevation. There is a modest boxed cornice with returns. The north elevation is comprised of two modern metal overhead garage doors located at the westernmost end. The first floor of the east elevation has a modern door to the north, two small modern 4-light sliding sash windows in the center, and a door opening (now closed off) to the south. There are two vinyl or aluminum 4/4 double hung replacement windows in the east gable end. The west elevation has identical windows in the gable end; the first floor of this elevation has a 6/6 double hung modern vinyl replacement window to the north and a door opening (closed off) in the center. The south elevation has three equally-spaced windows that are modern 6/6 vinyl or aluminum double hung replacement sash.

Interior description:

In plan, the boat house has a rectangular footprint that is 56'3" wide by 36'3" deep. The first floor is comprised of one large boat storage area with three small offices located along the east

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Continuation Sheet**
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Great Egg Coast Guard Station
Atlantic County, NJ
(Section 7 continued)

wall. [photo #18] The flooring is comprised of poured concrete and interior walls are of sheetrock. The attic level is used for storage; it has been divided into two unfinished rooms. An original winch, hoist, and trap door are located in the easternmost room.

Original Appearance and Subsequent Alterations:

The appearance of the boat house has changed greatly since it was built in 1938. Historic photographs and original plans and elevations in the possession of the Historical Society show that the north elevation of the building originally had an overhead-type garage door to the east and four 6/6 double hung wood sash windows to the west. [fig. 7 and 8] None of these are extant today. The west elevation (which faces the channel) originally had a 6/6 double hung wood window (extant) to the north and two large overhead type garage doors (neither of which is extant) to the south. The boat ramp on this elevation has also been removed and the land has been built up to a level surface. The south elevation originally had five 6/6 double hung wood windows, of which only three openings remain, and the east elevation had a door to the north and two windows to the south, none of which are extant. Windows in the gable ends are shown in the original plans as pairs of 4/4 double hung wood sash; these were replaced with vinyl or aluminum replacement 4/4 windows in the spring of 2004. The window and door openings were removed or altered after the building came into the possession of the borough in 1948.

Integrity:

The former boat house has suffered a significant loss of integrity, with its many changes in fenestration, the removal of its two overhead doors on the west elevation, and the removal of the tracks upon which the boats were launched into the water.

Further impacting the integrity of the boat house is the infilling of the waterway behind it (to the west), so that the boat house now has land behind it instead of water. This alteration negatively impacts its original setting.

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Great Egg Coast Guard Station
Atlantic County, New Jersey

Summary Statement of Significance

The Great Egg Coast Guard Station, located in the Borough of Longport (Atlantic County, New Jersey) and built in 1939, is of statewide significance under criterion C/architecture in the area of transportation history as a well-preserved example of a Roosevelt-type Coast Guard station. It was one of at least 42 similar stations built by the Coast Guard during the Great Depression using more than \$4.8 million in funds from the Emergency Relief Act of 1935 and more than \$4.3 million from the Public Works Administration. With those large appropriations, new life-saving buildings were erected along the Atlantic, Pacific, Gulf, and Great Lakes coast lines, and almost all of the new structures—which included stations with sleeping accommodations, boat houses, and equipment buildings—followed a prototypical Colonial Revival design. Most were built during the presidency of Franklin Roosevelt (1933-1945) with “New Deal” funds, but the latest is dated at 1949. In New Jersey, seven Roosevelt-era stations were built along the coast; of these, the Great Egg Station is among the best preserved and retains a high degree of integrity in terms of original building fabric, original details, and a mostly-original floor plan. The station was decommissioned in 1947 after which it served as the Borough’s municipal hall until 1990. In 1994, it was leased by the borough to the Longport Historical Society and Museum which presently uses the first floor as a museum and archives.

Historical Background

A Brief History of the U.S. Coast Guard and Its Buildings

Although the Coast Guard was not created until 1915, the first life-saving organization in the United States was established in Massachusetts in 1785. Modeled after a similar organization in Great Britain, the Massachusetts Humane Society laid the foundation of American maritime rescue work and counted among its members Paul Revere and Samuel Adams. In 1787, the Society began constructing small huts as houses of refuge to provide shelter for shipwrecked mariners along the Massachusetts shore. In 1804, the structures were described as standing on piles with the dimensions of 8’ long, 8’ wide, and 7’ high. They had a sliding door on the south, a sliding shutter on the west, and a pole, rising 15’ above the top of the building on the east; the inside featured a layer of straw or hay, and a bench.¹

¹ 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), p. 211.

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In 1807, the Society launched the first American lifeboat, a 30' long whaleboat rowed by 10 men, and established American's first lifeboat station at Cohasset, Massachusetts southeast of Boston.² Although no descriptions of this early lifeboat station building have been found, it was probably a simple frame structure, one-story high and only slightly longer than its 30' lifeboat.

In 1848, New Jersey congressman William A. Newell, a physician, succeeded in having Congress appropriate \$10,000 for "surfboats, rockets, carronades (line throwing mortars) and other necessary apparatus for the better preservation of life and property from shipwrecks on the coast of New Jersey lying between Sandy Hook and Little Egg Harbor."³ The program was to be supervised by an officer of the Revenue Cutter Service, a fleet of government-financed and government-staffed boats that was established by Congress in 1790 and was used for the enforcement of customs laws and for the protection of the seacoast.⁴

Accordingly, eight un-manned stations were built: they consisted of little wooden boathouses supplied with a metal surfboat, a life car, a mortar for firing lines, rockets, lanterns, and support equipment. [fig. 11] In January 1850, the New Jersey coast was devastated by a great storm which wrecked many vessels, among them the *Ayrshire*. Because of a newly-established life-saving station nearby, 201 of its passengers were rescued, including many children. This success bolstered life-saving efforts elsewhere in the country, and between 1849 and 1855 other stations were established; two-thirds of them were located in New Jersey and New York, and others were instituted at various coastal points from Maine to Texas and on the Great Lakes. [fig. 1] However, these small garage-like structures were staffed by volunteers who had no formal training, kept no records, and who neglected to maintain the stations.⁵

By 1871, several well-publicized fatal shipwrecks along the Atlantic coast and on the Great Lakes forced Congress to address the problem of marine transportation safety in a more comprehensive and responsible way. That year, Congress appropriated \$200,000 and established the Life-Saving Service, which built new and larger stations with room for paid live-in crews, purchased new equipment, and wrote regulations to guide its new employees. Stations were newly established or re-built along the Atlantic and Pacific coasts, the Gulf coast, and around the Great Lakes and were built in sufficient numbers so the coast lines were more adequately

² 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), p. 2-7.

³ Shanks and York, p. 7.

⁴ Robert Erwin Johnson, Guardians of the Sea: History of the United States Coast Guard 1915 to Present (Annapolis, MD: Naval Institute Press, 1987), p. 1; *Coast Guard Annual Report*, 1927, p. 52.

⁵ Shanks and York, p. 7; Johnson, p. 4-5.

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covered. As a result, there was an astounding 87.5% decrease in shipwreck deaths within the areas covered by the new Service.⁶

In the early years of the Life-Saving Service, life-saving stations and houses of refuge became the standard station types. The stations were designed to house paid crews with surfboats and/or lifeboats and were used everywhere except the east coast of Florida. Houses of refuge were built solely along Florida's east coast and provided a place where mariners, once ashore, could find water, food, cots, and shelter.

As previously mentioned, the earliest of the life-saving stations, which date from 1848 with the first federally-funded structures in New Jersey, were little more than one-story boxes that served to store lifeboats and related equipment. They were simple frame boathouses, 16' wide by 28' long and sheathed in wood shingles; a single room on the first floor housed the surfboat and other rescue equipment while the loft above was used for storage. [fig.11]

New stations erected after the establishment of the Life-Saving Service in 1871, while still humble, were designed using a standardized plan and were the first ones to accommodate a live-in keeper and crew of six plus any rescue victims. Called "red-house type" stations because many were painted that color, they were frame buildings covered in shingles like their earlier precedents. However, at 42' long and 18' wide, they were much larger, and contained a living room with cooking apparatus on the first floor (in addition to a boat storage room) and two rooms on the second floor—one for storage and the other outfitted with cots for the crew to sleep on.⁷

The first major change in station design began in the mid-1870s, when the buildings received a sophisticated Victorian architecture—a combination of Carpenter Gothic and the Stick Style—that featured a one-, one-and-a-half-, or two-story gabled fronted building, often embellished with verge boards and other gingerbread detailing, and almost always given a watch tower or observation deck from which the shore line could be monitored.

The trend toward architectural sophistication continued into the 1880s, although the buildings during that decade were increased in size and, as seen in the Bibb-type stations, assumed a residential appearance executed in the popular Queen Anne and Shingle Styles. [fig. 2 and 12] As the 19th century came to a close, life-saving stations were predominantly 1½ story structures with numerous dormers and a large 3-story lookout tower. Storage areas for the boats and equipment continued to be an integral part of the building, and were accessed by one or more

⁶ Shanks and York, p. 8-11.

⁷ Shanks and York, p. 214.

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large door openings placed on one of the elevations. No one type of station design prevailed: several stations were one-of-a-kind, while others were designed by a succession of Life-Saving Service architects. Thus, stations built in the last quarter of the 19th century could be classified as Fort Point-type, Marquette-type, Bibb-type, Duluth-type, Port Huron-type, and so on, named for either the location of the first one of the type to be built, or for the architect responsible for that particular design.

In 1915, Congress passed the Organic Act, which joined the Life-Saving Service with the Revenue Cutter Service to form the United States Coast Guard under the aegis of the Treasury Department. Since the Cutter Service was responsible for saving life and property on the seas and the Life-Saving Service performed similar duties along the coast, merging the two was done to save money and increase efficiency.⁸ At the time an all-time high of 279 Coast Guard stations were active at the changeover. Soon after the Coast Guard was formed, consolidation of its operations began to take place due to changes in shipping, navigation, and rescue techniques. Commercial sailing ships were being replaced by motorized vessels, navigational aids were being improved, and the advent of radio brought a more reliable communication system to forewarn ships' captains of impending hazardous weather conditions. Similarly, the change from rescue boats powered by oars and sails to motorized lifeboats had a far-reaching effect on the Coast Guard and its operations. Motor boats allowed crews to cover a larger area and to conserve their energy for the physically-demanding task of rescue work once they reached a boat in distress.⁹

Because of these changes, many of the more remote outposts, particularly on the east coast, were gradually deactivated in the early years of the Coast Guard's existence. In 1917, the Coast Guard was transferred to the Navy Department when the United States entered into World War I. Initially, most of its cutters were used for coastal patrol and similar duties, but as the war continued, coast guardsmen were placed on board vessels arriving to load explosive cargoes, not only to assure adherence to strict loading regulations, but to prevent unauthorized persons from boarding. The Coast Guard was also deployed to the T.A. Gillespie Company munitions plant at Morgan (Middlesex County) New Jersey, when it exploded in October 1918; two Guardsmen were killed while trying to move a train loaded with TNT away from the explosions.¹⁰

After war's end, the Coast Guard was returned to the Treasury Department and was charged with enforcing the legislation against smuggling liquor, the direct result of the 18th Amendment passed in 1919, which forbade the manufacture, sale, import, and export of intoxicating

⁸ *Coast Guard Annual Report*, 1927, p. 52.

⁹ Shanks and York, p. 241.

¹⁰ Johnson, p. 49.

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beverages. Congress balked at giving the Coast Guard the full funding it needed for this expansive task, but did appropriate monies to be used for building new vessels to combat the "rum runners."¹¹

By the mid-1920s, the duties of the Coast Guard were far-reaching; in addition to patrolling for liquor smugglers, it also rendered assistance to vessels in distress and saved life and property on vessels, destroyed or removed wrecks and other floating dangers, extended medical aid to American vessels engaged in deep-sea fisheries, enforced the laws and regulations governing merchant vessels, motor boats, and the anchorage of vessels in navigable waters, suppressed mutinies on merchant vessels, provided marine safety during regattas and marine parades, protected game, seal, and other fisheries in Alaska, and participated in an international ice patrol in Newfoundland, Canada.¹²

The design of stations built in the opening decades of the 20th century became more standard and less decorative, partly as a cost-saving measure and partly because of a shift toward a less-detailed architecture in America. However, they continued to be characterized by the domestic appearance established by their late 19th century precedents and became a full 2-stories tall with a hipped roof upon which an enclosed lookout tower was often (but not always) perched. These buildings, referred to as "Chatham-type," were generally rectangular in plan and modestly Colonial Revival in style, their only adornment (besides the look-out tower) being a columned one-story porch on the façade. The first of twenty-six known stations done in this style was built in 1914 at Chatham, Massachusetts.¹³ [fig. 13] During this period, the practice of separating the boat room(s) from the main building was introduced, but was not universally accepted as part of the standard design.

Beginning in the 1920s, Coast Guard officials began lobbying Congress for additional monies to be used for the construction of new, more modern facilities, and for the upgrading and repair of existing ones at its 252 active stations. As alluded to in the *Annual Report* for 1926, the pleas for added funding had been failing:

It is desired again to emphasize the need of adequate funds for rebuilding, repairing, and improving existing Coast Guard stations, and for constructing new stations the establishment of which has been authorized by law. These matters have been the subject of comment and recommendation in former reports of the service.¹⁴

¹¹ Johnson, p. 81.

¹² *Annual Report*, 1927, p. 53.

¹³ Shanks and York, p. 241.

¹⁴ *Annual Report*, 1926, p. 40.

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In 1927, the Coast Guard *Annual Report* further emphasized:

Attention has been invited in former reports to the need of rebuilding, repairing, and improving existing Coast Guard (Life-saving) stations. It is very necessary to rebuild some of the stations and to repair and improve others that have fallen into a state of dilapidation on account of age and usage. A number of the stations are more than 50 years old. Existing physical conditions at some of the stations are detrimental to the important life-saving interests concerned, and must seriously interfere with their efficient operation. These conditions, too, reflect unfavorably upon the service and the Government. The moneys appropriated from year to year have been used to the best advantage but they are not ample to meet the actual pressing requirements of modernization and sanitation of which many of the stations are sorely in need. The appeal can not be too strongly stated, and it is earnestly hoped that means may be found to correct these very unfavorable conditions.¹⁵

In fact, Congress had authorized the building of several new stations in the mid-1910s, but had not appropriated the funds for their construction. Line item expenditures mentioned in the annual reports show that the Coast Guard was given between \$290,000 and \$350,000 per year in the 1920s "for rebuilding and repairing stations and houses of refuge, temporary leases, rent, and improvements of property for Coast Guard purposes, including use of additional land where necessary."¹⁶

In 1929, at the start of the Great Depression, a new Coast Guard station (named the North Superior station) was established on the coast of Lake Superior in Cook County, Minnesota. Its design was a variant of the Chatham-type, but its one-story porch topped with a wood balustrade added a Colonial Revival sophistication not seen in other Chatham types. [fig. 14] The annual report for 1929 noted that the North Superior Station was "the only new life saving station for which funds have been appropriated since 1918."¹⁷ The Annual Report continued its appeal for additional funding, stating that "very unfavorable conditions obtain at a number of Coast Guard (life-saving) stations due to very old age, usage, inadequacy, and the absence of modern facilities and conveniences. This situation should be remedied, and it is hoped that means will be provided to restore such stations needing it to a livable condition."¹⁸

¹⁵ *Annual Report*, 1927, p. 40.

¹⁶ *Annual Report*, 1926-1929.

¹⁷ *Annual Report*, 1929, p. 56.

¹⁸ *Annual Report*, 1929, p. 54.

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Congress authorized the construction of a Coast Guard station in 1929 at Quillayute River, Washington, in 1930 at Grand Island, Michigan, and in 1931 at Port Orford, Oregon. All three were variants of the Chatham-type. [fig. 15]

As the Great Depression deepened, Congress passed several important pieces of legislation which infused much-needed monies into the Coast Guard. The first of these was the National Industrial Recovery Act of 1933, part of President Franklin Roosevelt's "New Deal," which appropriated \$3.3 billion for the Public Works Administration and provided work for the millions of unemployed. A little more than \$4.3 million of the PWA monies were given to the Coast Guard, and some of that funding was used for construction projects. Equally important was the passage of an Emergency Relief Appropriations Act in 1935, which appropriated \$4,850,950 to the Coast Guard and monies from both acts were used for "reconditioning, modernizing, and construction of shore facilities at various Coast Guard stations" along with other site specific projects.¹⁹

When Admiral Russell Waesche assumed leadership of the Coast Guard in June, 1936 he undertook a series of visits to Coast Guard stations and cutters across the country and determined that conditions had changed markedly in the years since most of the stations had been established. Commercial sailing vessels, which had needed assistance the most frequently, had all but disappeared from American coastal waters; improvements in methods of navigation and the widespread use of radio had reduced the number of craft getting into difficulties; and the employment of power boats in rescue work had extended the range of operations from individual stations, as had the replacement of horses with tractors and trucks to haul apparatus to the disaster scene. He also found that a number of stations still lacked adequate heating, lighting, and sanitary systems, and to upgrade these stations required funds that the Coast Guard did not have.²⁰

In the face of these problems, Waesche closed 41 stations by mid-1938, leaving 200 fully manned. Using the federally-appropriated funds, Waesche then undertook a massive re-building campaign that brought much-needed upgrades to some facilities while more than 40 others were replaced with entirely new buildings. In 1939, the Bureau of Lighthouses was transferred from the Department of Commerce to the Treasury Department for consolidation with the Coast Guard. At the same time, additional personnel had been authorized for the Coast Guard to meet the needs of vessels on Neutrality Patrol during the early years of World War II, adding further to the period of expanding resources and responsibilities under Waesche's leadership.

¹⁹ *Annual Report*, 1936, p. 120

²⁰ Johnson, p. 149-152.

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Regrettably, the Coast Guard's *Annual Reports* did not enumerate all of the individual stations which were erected during the great period of new construction that preceded World War II. The 1938 report commented only that "a number of new boathouses and launchways, several station dwellings, and miscellaneous projects at shore units were completed," but it did mention that the Secretary of the Treasury had authorized the establishment of new stations in Beaver Bay, MN, St. Augustine, FL, Dauphin Island, AL, Ft. Myers, FL, Panama City, FL, and Shelter Cove, CA. At the time, there were 200 active stations and 74 inactive stations.²¹

The annual report for 1939, the year that the Bureau of Lighthouses was transferred to and consolidated with the Coast Guard, noted that the Coast Guard was now responsible for overseeing 30,000 aids to navigation (which included lighthouse and light vessels) and commented:

As part of the station rebuilding program, projects completed consisted of 7 dwellings, 36 equipment buildings, 21 boathouses, 22 launchways, 5 wharves, 19 bulkheads, 4 breakwaters, and 12 dredging jobs, in addition to major repairs to about 25 structures.²²

A draft list of Roosevelt-type Coast Guard stations, compiled by Wick York (co-author of The U.S. Life-Saving Service) and augmented with research done by this preparer, shows that at least 42 new stations were built during the Great Depression. Of these, 34 are of the standard Colonial Revival prototype with or without minor alterations, while 8 are variations of the prototype. In New Jersey, the standard prototype was used in the Great Egg Station (Atlantic County, extant), Barnegat Light Station (Ocean County, extant, fig. 20 and 21), Little Egg Station (Ocean County, extant, fig. 22, 23, 24), Manasquan Station (Monmouth County, extant, fig. 27), and Hereford Inlet Station (Cape May County, extant, fig. 25). Variations of the prototype were built at the Ocean City Station (Cape May County, extant, highly altered, fig. 28 and 29) and the Atlantic City Servicing Center (Atlantic County, extant, fig. 26).

The Roosevelt-type station is clearly a descendant of the Chatham-type which had prevailed in the first three decades of the 20th century. The "Early American" Colonial Revival style, characterized by a center hall/double parlor floor plan, wood porches, 6/6 double hung windows with shutters, was an immensely popular domestic architectural style in the early 20th century that was marketed *en masse* to the American homeowner through mail order catalogues and was furthered by the opening of Colonial Williamsburg in the 1930s. Although most of the buildings were not faithful replicas of 18th and early 19th century precedents, their traditional styling had broad appeal and acceptance. Thus, as an architectural style for use in Coast Guard stations built

²¹ *Annual Report*, 1938, p. 123.

²² *Annual Report*, 1939, p. 115.

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during the 1930s, it was appropriate for use in all areas of the country and brought a sophistication to this specialized building type that had not been seen since the last quarter of the 19th century.

The standard Roosevelt station prototype consisted of a 2 or 2 ½ story main block that was five bays wide and two bays deep. It usually (but not always) had two one-story wings on each of the side elevations and a one-story front porch supported by wood columns and topped with a wood balustrade. The gable roof ran parallel with the façade and was pierced by three gabled dormers on the front and rear elevations. Colonial Revival detailing was represented in large corner boards with capitals, multi-paned windows flanked by operable shutters, eave returns, and metal porch and look-out tower railings executed in classical motifs. In most cases, the building was topped with a one-story look-out tower that had a wrought iron balustrade around a catwalk. In plan, the main block had a rectangular footprint that featured a center hall with stairs to the second floor; typically, one-story wings on each side of the main block provided additional living space for the officer-in-charge and recreational space for the live-in crew members.

Minor deviations to the basic form are found in several stations, as seen in historic photographs found at the U.S. Coast Guard Historian's Office in Washington, D.C. Two have no front porch (Nauset, MA and Menemsha, MA), several have a screened porch instead of a wing (Cobb Island, VA and Little Egg Station, NJ, fig. 23), one has no wings and no observation tower (Ashtabula, OH), one has no wings or side porches (Menemsha Station, MA), and another has no tower on top (Yaquina Bay, OR, fig. 18). In at least two other stations, the main building was connected by one of the wings to the boat house (Little Egg Station, Ocean County, NJ [fig. 22] and Nauset Station, MA).

Variations of the prototype included several that had the same main block, but the middle dormer on the façade was eliminated and replaced with a three-story observation tower on the front of the façade (Point Judith Station, RI, fig. 19; Block Island Station, RI; Galveston Station, TX). Others were one-of-a-kind and include the Ocean City Station (Cape May County, NJ, fig. 28 and 29) that had dormers, but its front porch and side wings were eliminated to accommodate a small resort-sized lot, the Parramore Beach Station (VA) which had a hipped roof and no tower, the ca. 1940 Atlantic City Servicing Center (Atlantic Co., NJ, fig. 26) which had an L-shaped footprint created by two large 2 ½ story dormered wings off of a typical main block, and the Ocracoke Island Station (NC), which had the typical main block but with its tower placed to one side rather than on top.

In addition to stations, boat houses and equipment buildings were also designed as an integral part of many Roosevelt-type Coast Guard facilities. The boat houses were typically rectangular in plan, one-story tall, of frame construction, and with at least two large bays that allowed for the

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ingress and egress of boats along a rail system into the water. [fig. 7, 8, and 22] As utilitarian structures, they had very little, if any, stylistic architectural detailing. On the other hand, the equipment buildings were Colonial Revival in style and featured 1½ story buildings with gable roof dormers on the front and rear elevations. [fig. 16 and 17] Windows on the first floor were 6/6 double hung wood sash, while those in the dormers were arch-headed 6/6 double hung wood sash; all were flanked with operable shutters. Most had wood shingle roofs, a wood shingle exterior, corner capitals, and several large garage door openings on the façade. Plans for the equipment building (never built) at the Great Egg Station show that the building was 50' wide by 32' deep; it featured a shop, heater room, and storage room on the first floor, with a finished loft for storage on the upper floor.

The extant architectural drawings for the Great Egg Station show that the Roosevelt-era stations were designed in the Civil Engineer's Office of the Coast Guard in Washington, D.C. The plans are signed with the initials of PKP and DKR, but research in the National Archives failed to determine the names of those two architects. Minor alterations to the plans were made by the Coast Guard's Associate Civil Engineer's Office located in nearby Atlantic City, New Jersey. Historic interior photographs were not commonly found in the files at the U.S. Coast Guard Historian's office in Washington, D.C., but several views of the kitchens show that they contained identical cabinetry, suggesting that interior finishes and details were standardized, as well. [fig. 30]

Roosevelt-type stations had the highest square footage with the most livable space of any of the pre-WWII station and their design completed the evolutionary trend of increasing livable space for the crew. With both wings, the prototype was a commodious 80' wide and 32' deep, designed to sleep 17 but capable of accommodating more if needed.

Generally, the construction dates for the Roosevelt-type stations fall within Franklin Roosevelt's presidency (1933 to 1945), but the station built in 1949 at Yaquina Bay, Oregon is considered one of the last of the Roosevelt-type stations in the nation. It was typical of the standard prototype, but was built without the tower on top.²³ [fig. 18]

During World War II, the Coast Guard was again transferred to the Navy Department and was given a variety of assignments that ranged from supervising the loading of explosives and fuel to Europe to serving in combat roles in all of the amphibious operations in both the Atlantic and Pacific Oceans. Guardsmen hunted for enemy submarines, piloted landing craft, and continued to rescue many from the sea. Personnel attached to Coast Guard stations and lighthouses were

²³ David Pinyerd, *Preservation of Pre-World War II Coast Guard Architecture in Oregon.*, Master's thesis, University of Oregon, Eugene, OR, 2000 p. 77. [<http://www.hp-com>]

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put to use as coast watchers in 1942, a move that stemmed from the landing of saboteurs from a German submarine on Long Island, NY in June of that year. After that incident, the Coast Guard established a comprehensive system of armed beach patrols that also reported and assisted the crews of downed airplanes and vessels in distress, kept unauthorized persons away from restricted zones, investigated reports of unusual occurrences, and generally served in a variety of ways not unlike those traditionally associated with the Coast Guard.²⁴

World War II also brought about an expansion in Coast Guard facilities and many look-out stations and towers were constructed to supplement the coastal network of lighthouses and life-saving stations. For the fiscal year 1944, 7,839 projects were completed at a total cost of over \$6.3 million.²⁵

When the war broke out, many of the discontinued life-saving stations were re-opened. Kenneth Hollemon, a retired U.S. Coast Guard Commander who wrote a history of Coast Guard activities in southern New Jersey and Delaware, noted that at least eleven in Cape May and Atlantic County, New Jersey were re-opened and equipped with motorized surfboats which could be launched over the beach. He also noted:

A lookout post or tower was located in or near most of the stations and lookouts kept an eye open for signs of distress. In addition, most served as the base for a patrolman—some with dogs and others mounted on horses or jeeps—who patrolled the beach looking for shipwrecks, survivors or persons landing from submarines.²⁶

Hollemon reported that dock watches were also instituted in southern New Jersey during the war. Fishing vessels had to pass a picket vessel stationed at the jetties, and had to have their boats inspected before clearance was issued. Reportedly, at least one fishing vessel was discovered to be carrying stores to a German submarine.²⁷ The Coast Guard took over several hotels in Cape May County for the housing of personnel, while a hotel and a BPOE building in Atlantic City were taken over to train radiomen for the Coast Guard.²⁸

After the end of World War II in 1945, beach patrols were discontinued and some lifeboat stations were either placed in caretaker status or were operated with severely reduced staff.

²⁴ Malcolm Willoughby, The U.S. Coast Guard in World War II (Annapolis, MD: US Naval Institute, 1957), p. 45-53; Johnson, p. 223-256.

²⁵ Willoughby, p. 33-34.

²⁶ Kenneth C. Hollemon, From Whence We Came: A History of the Coast Guard in Southern New Jersey and Delaware (self-published, 1987), p. 41-42.

²⁷ Hollemon, p. 43.

²⁸ Hollemon, p. 44.

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Others, including the Great Egg Station, were abandoned entirely. A June 7, 1946 newspaper article (paper not identified) was quoted by Hollemon as describing widespread protest in southern New Jersey, presumably Cape May County, against the closing of stations at Stone Harbor, Avalon, Cape May Point, Ocean City and Hereford Inlet, and further stating that "in all, twelve New Jersey stations have been closed or reduced."²⁹

Thus, the end of World War II also marked the end of a great period of expansion in the 1930s and 1940s, not only in terms of the construction of new facilities, but in terms of war-associated responsibilities and duties as well.

After WWII, coast guard station designs returned to purely functional ones influenced by the wave of International Modernism which held the elaboration and ornamentation of the designs in check.

The History of the Great Egg Coast Guard Station

The Borough of Longport (which was part of Egg Harbor Township, Atlantic County, until its incorporation in 1898) received its first life saving station in 1849; in appearance, that building was a one-story gable-roofed frame structure used to house the life saving boats and related equipment. The Great Egg Station, so named for its proximity to the Great Egg Harbor River immediately to the south, was one of 16 stations established that year in New Jersey and on Long Island. This first station was located on the dunes, at the beach and 32nd Street, and its erection preceded the founding of Longport by some 33 years. [fig. 1] It was moved around the turn of the last century to 31st and Pacific Avenues and is currently a garage for a house located at 3110 Pacific Avenue.

In 1888, the original building was replaced with a larger life-saving station. A Bibb #2-type station, the new building was based on a design that was carried out in at least 22 stations built on the Atlantic Coast, and one on the Gulf Coast, between 1887 and 1892.³⁰ It featured a steep gable roof with two hipped dormers and a look-out tower, along with Queen Ann detailing, small-paned windows, and a wood shingle exterior. [fig. 2] This building was located on the ocean side corner of 23rd and Atlantic Avenues, opposite to the current location of the subject property. In 1914, the U.S. Government abandoned that site and purchased the lot across the street for \$6,000.³¹ After the purchase of the new lot, the building was picked up and moved

²⁹ Hollemon, p. 45.

³⁰ Shanks and York, p. 246

³¹ Atlantic County Deeds, book 526, p. 5-7.

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(criterion C continued)

across Atlantic Avenue to where the present station stands.³² [see Sanborn Maps, figs. 3, 4, and 5]

The 1888 building fell victim to extensive termite damage and was replaced with the present building in 1939. Examination of the station's log books at the National Archives/New York City branch reveals that the foundation for the new building was dug in November of 1938 (the year that appears on the date stone), but the building was not finished until December of 1939 when the crew moved in.³³ Presumably, the 1888 building was moved off-site before construction was begun; it was auctioned after the new structure was finished.

The newly completed building was typical of the Roosevelt-type stations with its 2½ story main block, dormers, symmetrical façade, balustrade-topped front porch, two one-story wings, and a balustraded look-out tower on top of the gable roof.

As previously mentioned, the original floor plans and drawings show that the base drawings were produced by the Civil Engineer's Office in Washington, D.C., while minor alterations and adjustments were made by the Associate Civil Engineer's Office in Atlantic City. The drawings also show that the doors, windows, kitchen cabinets, and other millwork was fabricated locally by Somers Lumber Company; the structural steel was produced by Max Corchin, Inc. of Philadelphia; the porch columns were made by Hartmann Sanders Co. of Chicago, the date stone by John Hagan Company of Philadelphia, and the railings, weathervane, and radiators were produced by William Stein Ironworks in Philadelphia.

The construction of the new station was not covered by the local papers. However, its opening was reported in the *Atlantic City Press*:

The recently completed Great Egg Coast Guard Station in Longport was officially opened by Chief Boatswain Kent M. Redgrave with a crew of 15 men now in their new quarters.

The new station has 20 rooms including the 65' look-out tower which is 15' higher than the tower in the old station. In the basement there are a game room, storage rooms, and a heater room in which is housed a modern oil burner. The main floor has six rooms, which include a modern kitchen, offices and bedroom of Chief Bos'n Redgrave, dining room, and a den room. The second and third floors comprise the quarters of the men and the 65' tower. The station has all modern equipment and one of the new improvements is the indirect lighting system through-out the building.

³² Michael Cohen, *Longport: "The Way We Were"* (Longport Historical Society, 1997).

³³ *Great Egg Station Log Books*, 10-17-1938, 12-21-1939.

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Continuation Sheet
Section number 8 Page 14

Great Egg Coast Guard Station
Atlantic County, New Jersey
(criterion C continued)

The 75 [sic]-year old station, which had become a landmark in the Down Beach community, was sold to the highest bidder who is C.L. Frye, of Longport, who have [sic] the building demolished and salvage the lumber.³⁴

The station log books, which are only extant through 1941 at the National Archives, show that the crew's duties included monitoring speed boat races, dragging for dead bodies, assisting boats and swimmers in distress, and performing other acts related to water safety and recovery. When not responding to a call for assistance, the crew spent many hours engaged in general maintenance and practicing life saving procedures.³⁵

The new facility was used as a coast guard station until August 1947³⁶, after which it was vacated and its functions consolidated with the station in Atlantic City. According to a deed filed in the county Clerk's Office, the U.S. Treasury officially abandoned the property in January 1948, declaring that the "interests of commerce and humanity do not require the existence of a Coast Guard station on the parcel of land..."³⁷ The coast guard station in Ocean City (Cape May County) was then assigned the name "Great Egg Station" in 1964.³⁸ Immediately after the government abandoned it, the former Great Egg station property and its buildings were bought by the City of Longport,³⁹ which used the former station as its municipal hall and the boat house for a garage. The newspaper article that described the sale mentioned that the Borough had purchased 5 Coast Guard buildings, but only two show on the 1951 Sanborn Map. [fig. 31]

Sometime between 1948 and 1951, the borough sold or gave a portion of the original lot to the Betty Bacharach Home for Afflicted Children. [fig. 31] In 1990, the Borough moved their facilities into the newly remodeled Betty Bacharach building immediately to the north. [seen to the right in photo #1] In 1994, the borough leased the building to the Longport Historical Society and Museum; today the first floor is used for museum displays and a research library. The second and third floors are unused.

³⁴ *Atlantic City Press*, 12-31-1939.

³⁵ *Great Egg Station Log Books*, RG 26; Records of the United States Coast Guard, Records of the Lifesaving Stations 1873-1941, National Archives, New York District.

³⁶ Kenneth C. Holleman, From Whence We Came: A History of the Coast Guard in Southern New Jersey and Delaware (self-published, 1987), p. 24.

³⁷ Atlantic County deeds, book 1633, p. 498-500.

³⁸ Holleman, p. 23.

³⁹ *Margate Beacon*, Margate, NJ. "Longport Buys Five Coast Guard Buildings," 1-30-1948. The deed from the federal government to the Borough of Longport was not recorded in the Atlantic County Clerk's Office.

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Continuation Sheet
Section number 8 Page 15

Great Egg Coast Guard Station
Atlantic County, New Jersey
(criterion C continued)

Other Roosevelt-type Coast Guard Stations in New Jersey

During the great period of rebuilding during the Depression, five standard Roosevelt-type stations and two variant Roosevelt-type stations were built in New Jersey and all are extant today. The standard types are:

- *Great Egg Station* (north side of Great Egg Inlet, Borough of Longport, Atlantic County)
- *Manasquan Station* (Borough of Manasquan, Monmouth County)
- *Barnegat Light Station* (south side of Barnegat Inlet, Borough of Barnegat, Ocean County)
- *Little Egg Station* (north side of Little Egg Inlet, Ocean County)
- *Hereford Inlet Station* (south side of Hereford Inlet, City of North Wildwood, Cape May County)

The variant types are:

- *Atlantic City Servicing (training) Center* (south side of Absecon Inlet, Atlantic City, Atlantic County)
- *Ocean City Station* (south side of Great Egg Harbor inlet, City of Ocean City, Cape May County)

Of the seven, three are still active stations used by the Coast Guard: Atlantic City, Manasquan, and Ocean City/ Great Egg. The station at Barnegat Light was abandoned in 1972 and a new station built closer to the water. The former station was used as a guest house in the 1980s and its present fate is uncertain.⁴⁰ [fig. 20 and 21] The Little Egg Station in southern Ocean County was decommissioned in 1964⁴¹ and its buildings are currently being used as a field station by the Rutgers University Institute of Marine and Coastal Sciences. [fig. 22, 23, and 24] The Hereford Inlet Station in Cape May County was also decommissioned in 1964⁴² and the building now serves as a base for the New Jersey Marine Police. [fig. 25] The Atlantic City Station was built about 1940 and served as a recruit training center during World War II; it was "re-furbished" in 1974 and is still an active station.⁴³ [fig. 26] The Ocean City Station (now known as the Great Egg Station) was built in 1938 and its name was changed from Ocean City Station to Great Egg

⁴⁰ Hollemon, p. 29.

⁴¹ Hollemon, p. 24.

⁴² Hollemon, p. 20.

⁴³ Hollemon, p. 25.

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Continuation Sheet**

Section number 8 Page 16

Great Egg Coast Guard Station

Atlantic County, New Jersey
(criterion C continued)

Station in 1964.⁴⁴ [fig. 28 and 29] As previously mentioned, the original Great Egg Station (in Longport, Atlantic County) was decommissioned in 1947, was used as a municipal hall from 1948 until 1990, and currently serves as the headquarters of the Longport Historical Society and Museum.

Architecturally, the standard design stations in New Jersey are nearly identical. The Great Egg, Manasquan, Hereford Inlet, and Barnegat stations are carbon copies, while the Little Egg Station has an identical main block but one side wing became a connector to the boat house and the other side wing was eliminated and replaced with a porch. It also has a Palladian window in the gable end, a detail not commonly seen in other stations of this type. The Atlantic City station, used as a training center, has a similar tower-topped main block, but its larger wings are placed to create an L-shaped footprint. Interestingly, its boat house has a hipped roof with dormers, but its equipment building looks identical to others built during this time period. The Ocean City (now Great Egg) station, located on a small, resort-sized lot, has a dormered roof line, but its fenestration was changed on at least the west and south elevations, the wings were eliminated and replaced with one porch on the west side, and it has no observation tower.

Statement of Significance

Within these contexts, the Great Egg Coast Guard Station is of statewide significance under criterion C/architecture in the area of transportation history as a well-preserved example of a Roosevelt-type Coast Guard station. Executed in the Colonial Revival style, the Great Egg station is typical of at least 42 stations of this type that were built nationwide during the Great Depression using almost \$5 million in funds appropriated by the Emergency Relief Act of 1935. Collectively, the Roosevelt-type stations represent the Coast Guard's share of President Franklin Roosevelt's "New Deal," an ambitious and far-reaching series of laws that covered everything from employment relief, to banking reforms, to agricultural aid.

It is an excellent example of the standard prototype designed by the Coast Guard's Civil Engineer's Office, which featured a 2 ½ story main block, a gable roof pierced by gabled dormers, a one-story front porch with wrought iron railings and topped with a wood balustrade, a one-story wing on each side, a look-out tower on top of the roof with a wrought iron balustrade,

⁴⁴ Hollemon, p. 23.

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Section number 8 Page 17

Great Egg Coast Guard Station
Atlantic County, New Jersey
(criterion C continued)

a wood shingle exterior and roof, and 6/6 double hung windows with operable shutters. All of these features are intact in the Great Egg station, although two windows and some of the shutters have been removed. The Great Egg station also retains most of its original floor plan; during its use as a municipal hall, one bedroom was converted into a jail cell and two others were combined into one large municipal court room. Otherwise, the building retains most of its original lockers, doors, trim, woodwork, chair rails, linoleum floors, plaster walls and ceilings, and kitchen cabinets.

The Great Egg Coast Guard Station is one of five standard and two variant Roosevelt-type stations, all of which are extant. Three of the stations are still active Coast Guard facilities, one is used as a NJ State Marine Police building, one is vacant, one is used as a marine observation field office, and the Great Egg station is used as a local history museum and archives. Of these seven, the Great Egg station is one of the best preserved.

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Continuation Sheet**
Section number 9 Page 1

Great Egg Coast Guard Station
Atlantic County, NJ

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Section number 9 Page 2

Great Egg Coast Guard Station
Atlantic County, NJ
(bibliography, continued)

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Section number 9 Page 3

Great Egg Coast Guard Station

Atlantic County, NJ

(bibliography, continued)

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National Park Service

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Continuation Sheet**
Section number 10 Page 1

Great Egg Coast Guard Station
Atlantic County, New Jersey

Geographical Data

Verbal Boundary Description

The boundary comprises the easternmost portion of block 19, lot 11 as shown on the site plan. The block and lot number are as identified on the current (2004) tax map for the Borough of Longport. The east boundary line incorporates the entire lot line that fronts along Atlantic Avenue, while the west boundary line consists of a straight line that runs parallel with the rear (west) wall of the station and is 12' to the west of the station. This boundary line roughly divides in half the space between the ca. 1955 firehouse and the Coast Guard station. The north and south boundary lines follow the present north and south lot lines, but terminate at the rear (west) boundary line.

Verbal Boundary Justification

The boundary of the nominated property has been drawn to contain only the portion of lot 11 on which the Coast Guard station stands. The boat house, which now stands on a separate lot, and the station originally stood on the same lot [see figure 5 and site plan annotated to show original lot lines], but because the boat house has lost a great deal of integrity in terms of appearance and setting, it is excluded from this nomination and is not within the proposed boundaries. Also excluded are the ca. 1955 fire house and three modern storage buildings which stand on the same lot as the Coast Guard station but have no historic association(s) with the station.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Photographs**

**Great Egg Coast Guard Station
Atlantic County, New Jersey**

Typical Information for All Photographs

1. Name of Property: Great Egg Coast Guard Station
2. County and State: Atlantic County, New Jersey
3. Photographer: Joan Berkey
4. Date of Photograph: April 2004
5. Location of Negatives: Joan Berkey
1003 Bartlett Avenue
Linwood, NJ 08221

Photograph # and Description of View

1. Exterior view showing setting and streetscape; looking southwest down Atlantic Avenue
2. Exterior: façade (east elevation) and south (side) elevations; looking northwest
3. Exterior: west (rear) elevation and north (side) elevations; looking southeast
4. Interior: first floor stair hall; looking almost east
5. Interior: former mess room; view southeast
6. Interior: former day room; view northwest
7. Interior: kitchen; looking southwest
8. Interior: former first floor bedroom; now two jail cells, view southwest
9. Interior: former office; view southwest
10. Interior: former officer-in-charge living room on first floor; view southwest
11. Interior: former municipal court room on second floor (originally two bedrooms); view southwest
12. Interior: bedroom in southwest corner, second floor; view southeast
13. Interior: attic level hallway, showing ladder to look-out tower; view almost north
14. Interior: attic bedroom on north side; view northeast
15. Interior: look-out tower; view southwest
16. Exterior of former boat house (contributing): north and east elevations; note also the non-contributing shed; looking southwest
17. Exterior of former boat house (contributing): west and south elevations; looking northeast
18. Interior of former boat house (contributing); view almost east
19. Exterior of fire house (non-contributing): east (façade) elevation and north (side) elevation; view southwest
20. Exterior of fire house (non-contributing): north (side) and west (rear) elevations; note also the rear addition and the three non-contributing storage sheds; view southeast

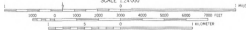


April 14
 U.S. Hydrographic
 Co. 11700-107
 Great Bay
 East of Longport
 East of Longport

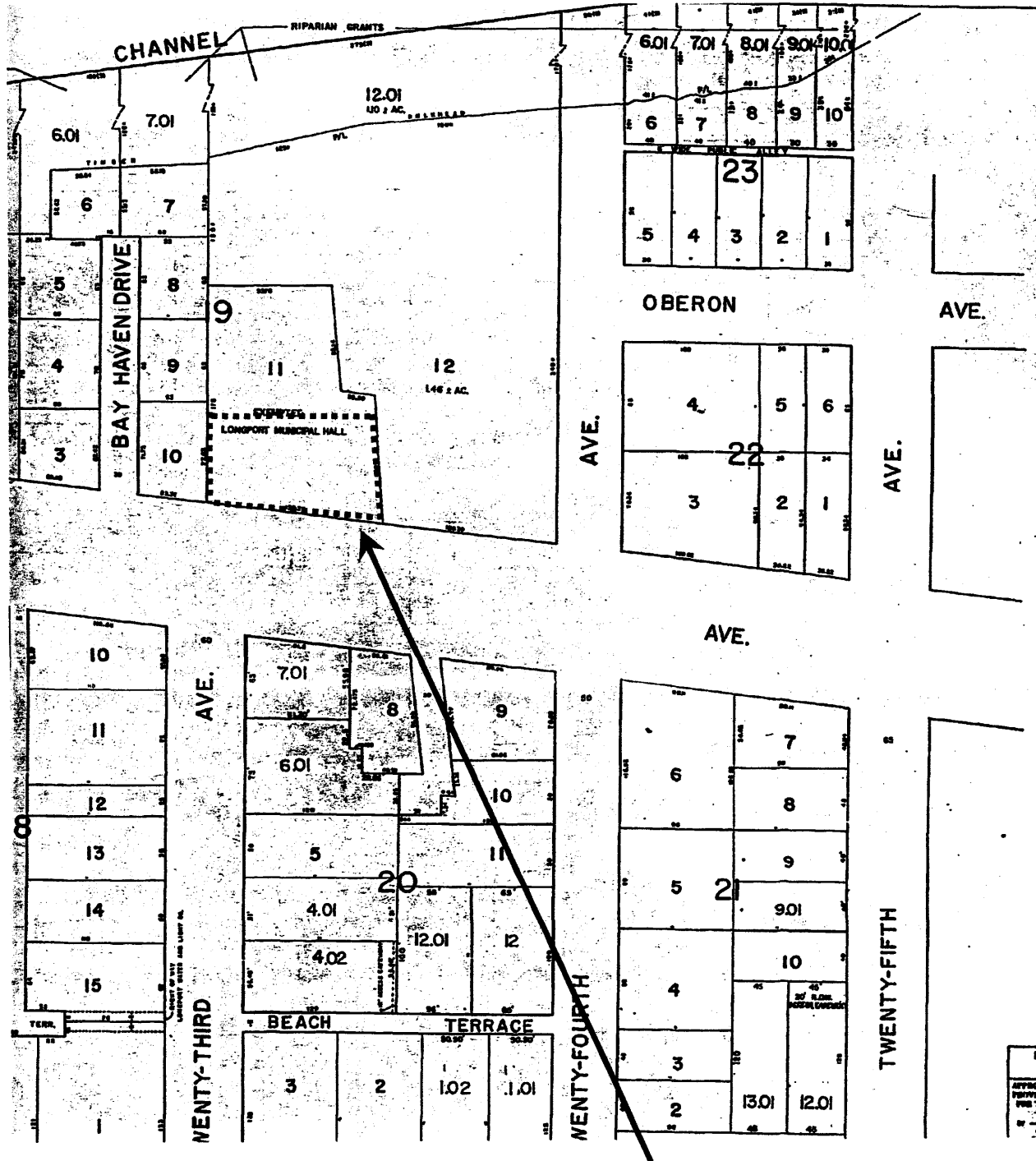
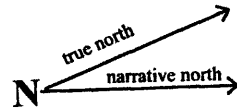


**USGS Map
Ocean City Quad**
partial photocopy
showing the location of the
Great Egg Coast Guard Station

SCALE 1:24,000



Scale: 1" = 100'



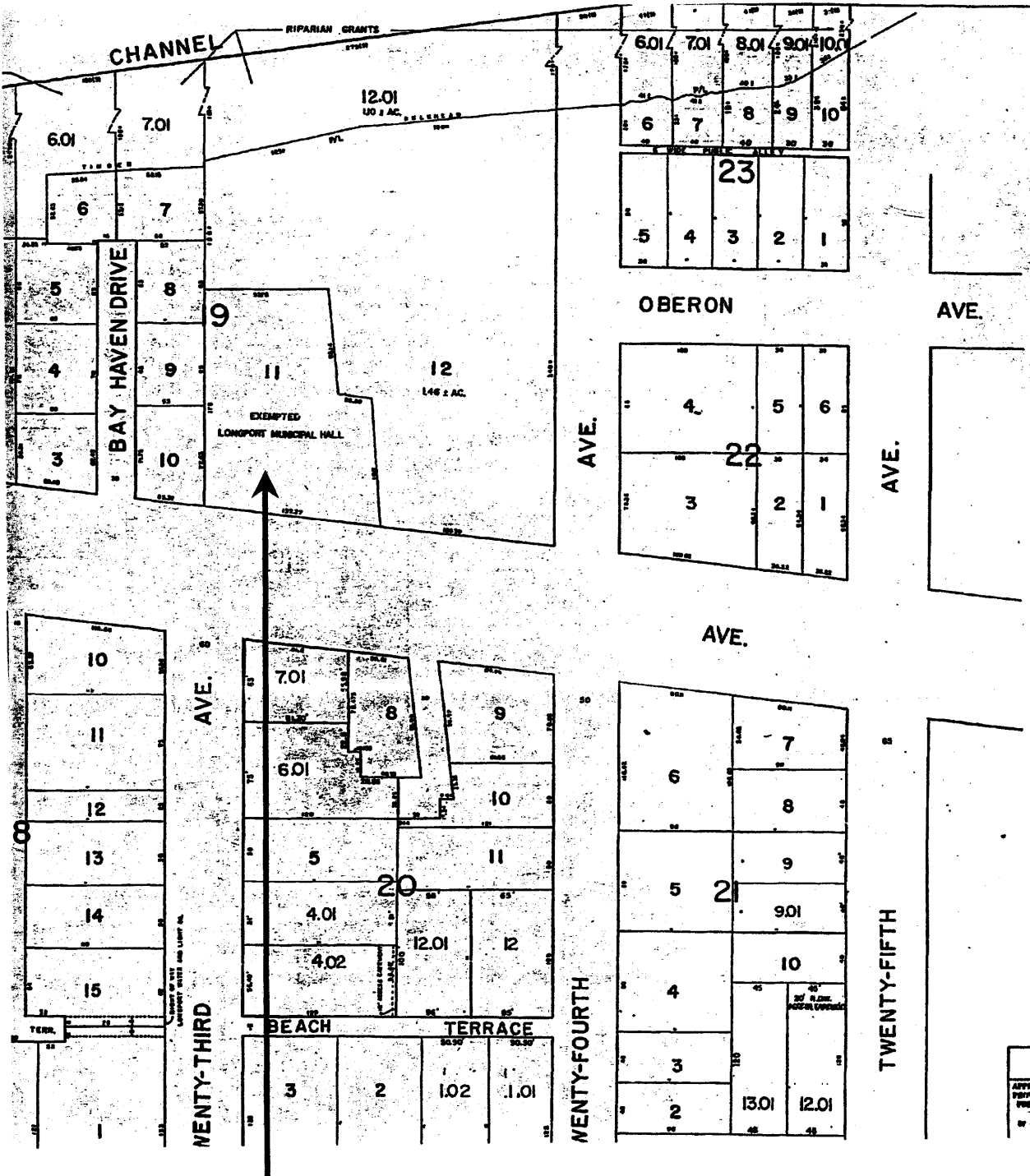
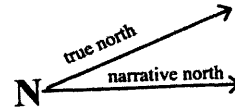
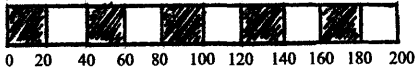
Great Egg Coast Guard Station

2301 Atlantic Avenue

Borough of Longport, Atlantic County, New Jersey

Tax Map Annotated to Show Boundary
(see site plan for detail)

Scale: 1" = 100'



Great Egg Coast Guard Station

2301 Atlantic Avenue

Borough of Longport, Atlantic County, New Jersey

Tax Map Annotated to Show Location
Block 19, Lot 11--Coast Guard Station House

Risley Channel

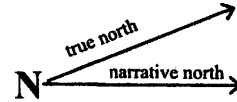
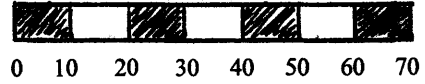
present location of bulkhead

bulkhead as shown on tax map

3' vinyl picket fence

playground

Scale: 1" = 33'



- - - boundary
- lot line
- █ grass

4' stockade wood fence

boat house

modern storage shed

storage shed (modern)

storage shed (modern)

storage shed (modern)

fire house

Great Egg Coast Guard Station

2301 Atlantic Avenue
Borough of Longport
Atlantic County, New Jersey

Site Plan

block 19, lot 11

Great Egg Coast Guard Station

handicapped access ramp

block 19, lot 12

Atlantic Avenue

Risley Channel

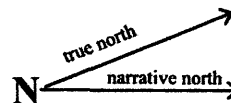
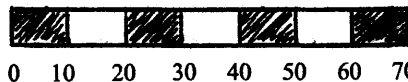
present location of bulkhead

bulkhead as shown on tax map

3' vinyl picket fence

playground

Scale: 1" = 33'



--- boundary

— lot line

grass

original lot line

4' stockade wood fence

boat house

storage shed

storage shed

storage shed

storage shed

fire house

block 19, lot 11

Coast Guard station

handicapped access ramp

block 19, lot 12

Atlantic Avenue

**Great Egg
Coast Guard Station**
2301 Atlantic Avenue
Borough of Longport
Atlantic County, New Jersey

*Site Plan
Annotated
to Show
Original Lot Lines*

Risley Channel

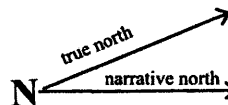
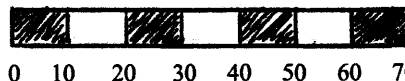
present location of bulkhead

bulkhead as shown on tax map

3' vinyl picket fence

playground

Scale: 1" = 33'



4' stockade wood fence

17

18

boat house

storage shed

20

storage shed

storage shed

16

storage shed

fire house

**Great Egg
Coast Guard Station**
2301 Atlantic Avenue
Borough of Longport
Atlantic County, New Jersey

Site Plan
Annotated for Photographs

block 19, lot 11

19

3

Coast Guard station

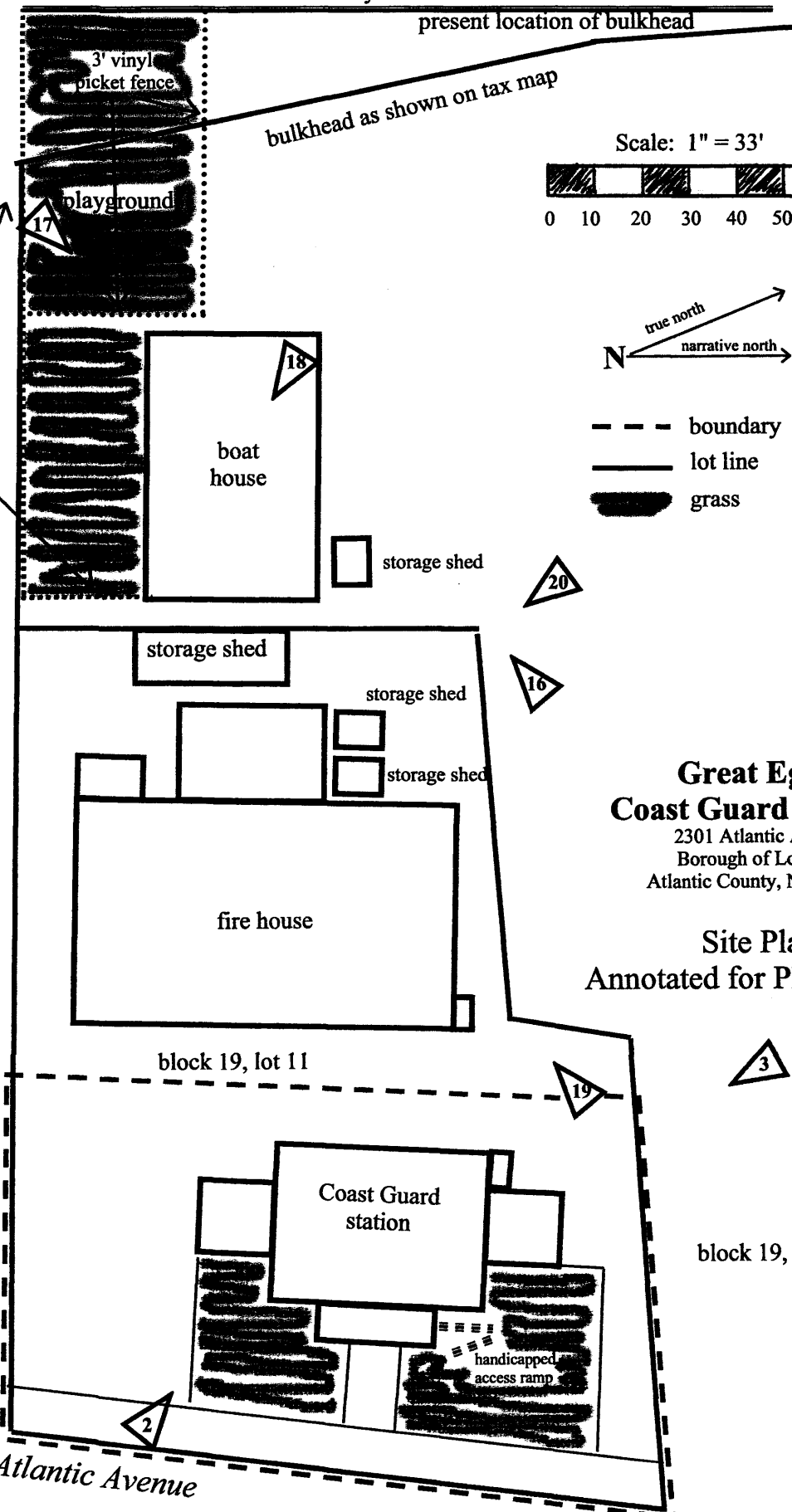
block 19, lot 12

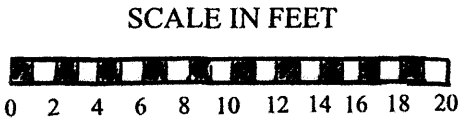
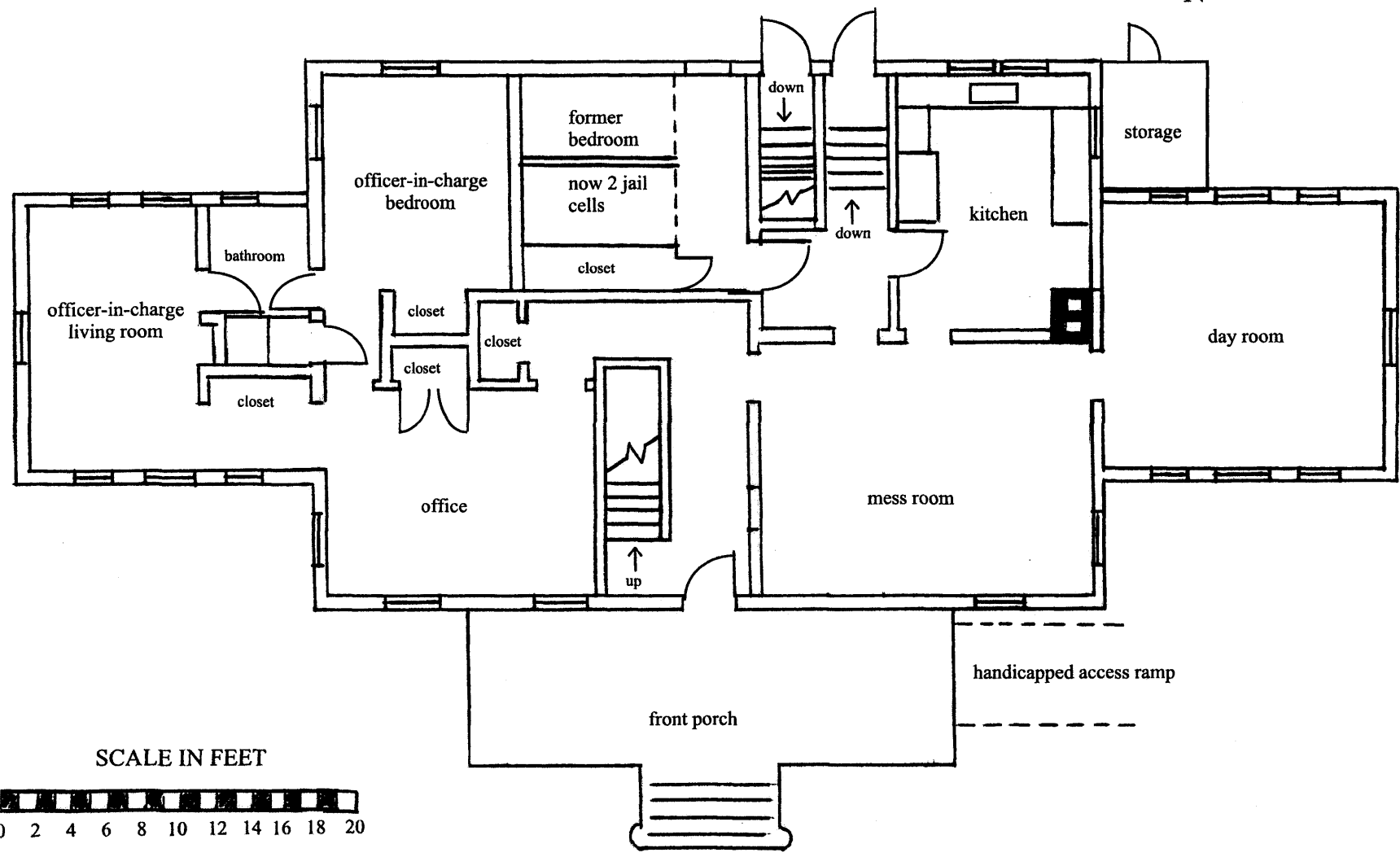
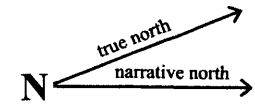
handicapped access ramp

2

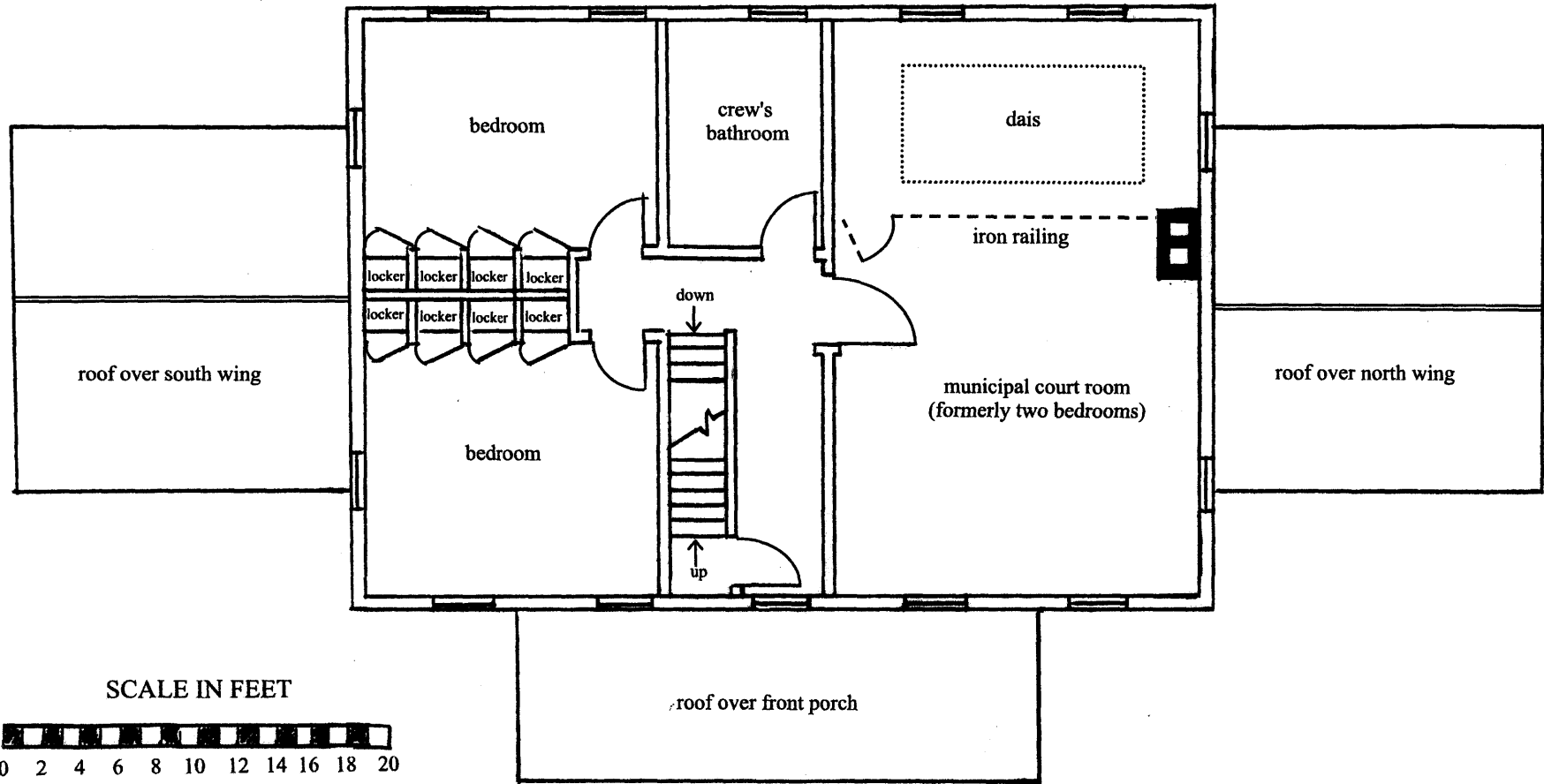
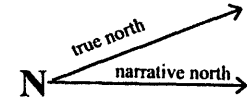
Atlantic Avenue

1





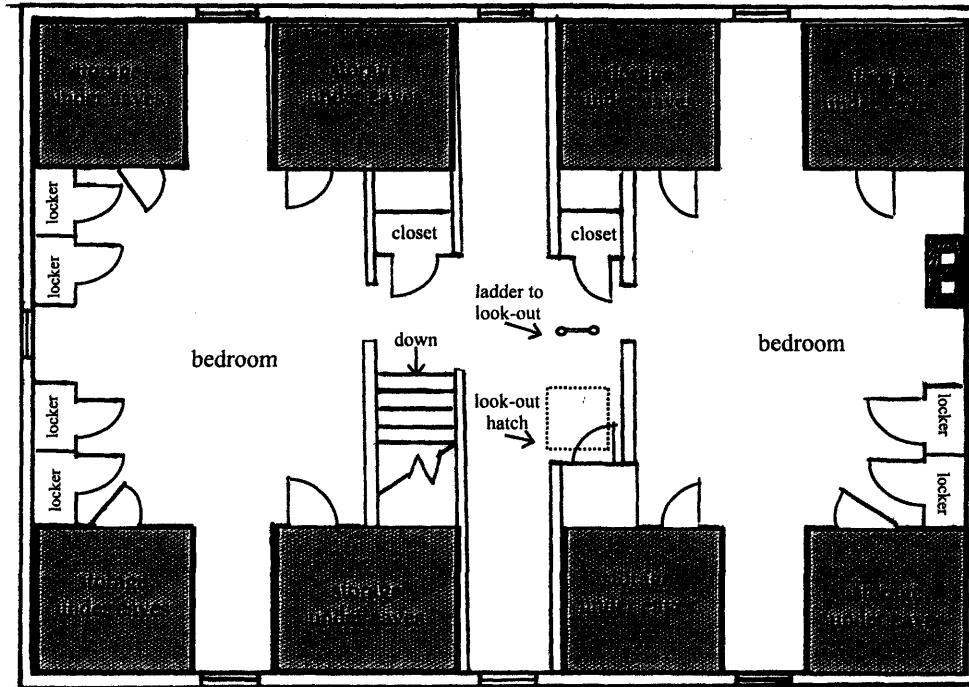
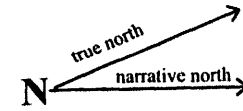
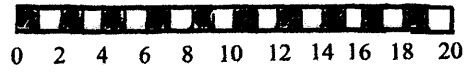
Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey
First Floor Plan



Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey

Second Floor Plan

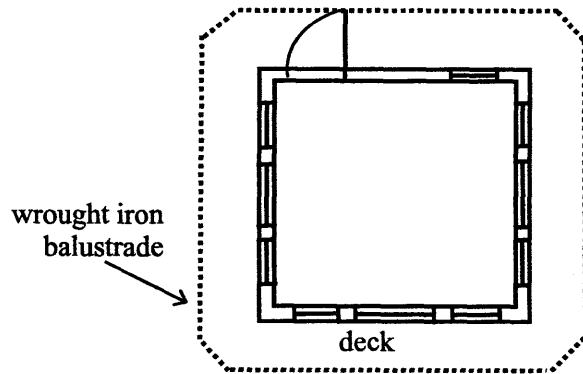
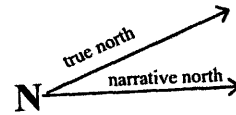
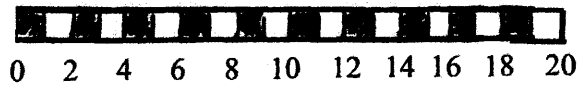
SCALE IN FEET



Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey

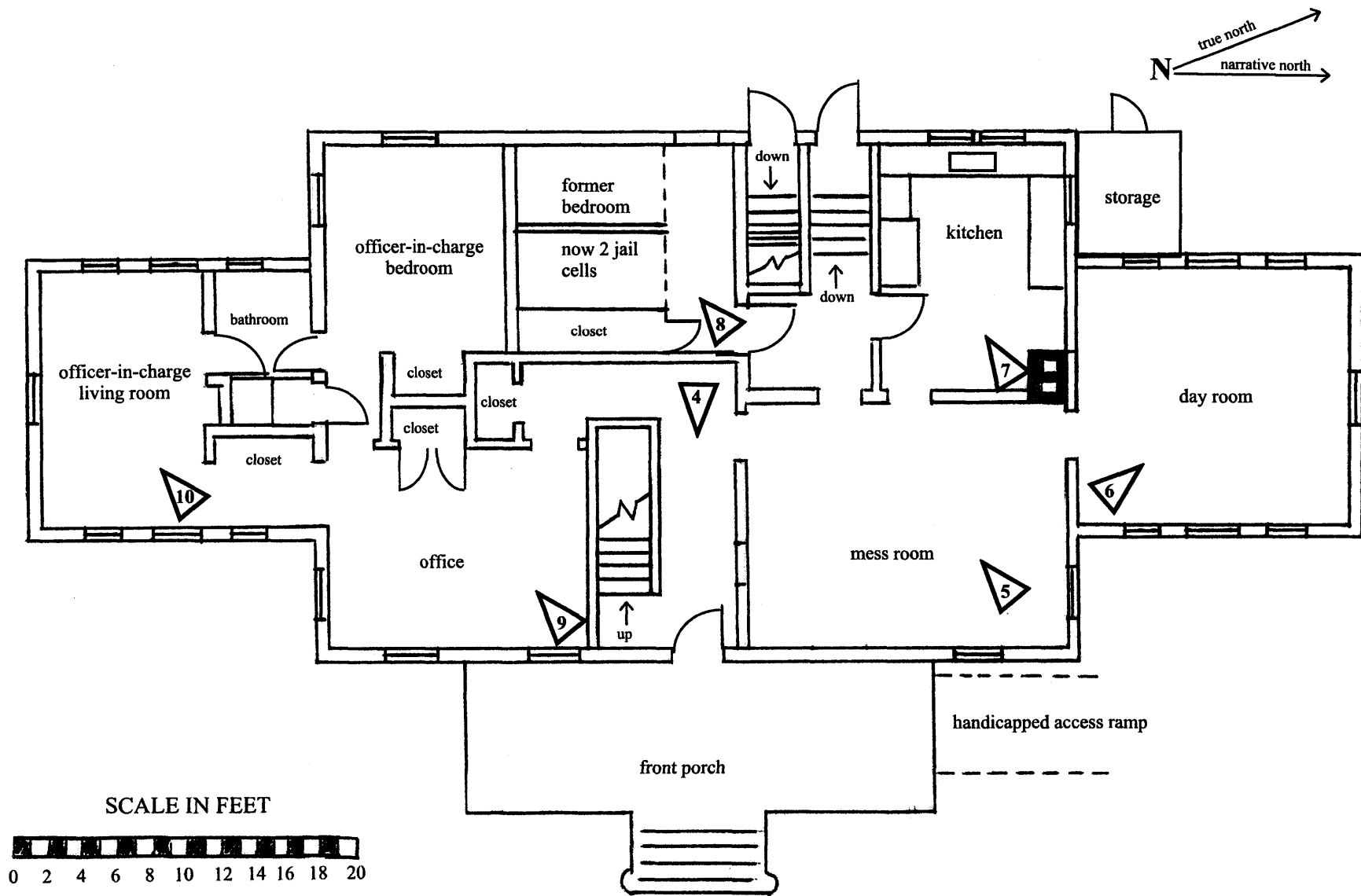
Attic Plan

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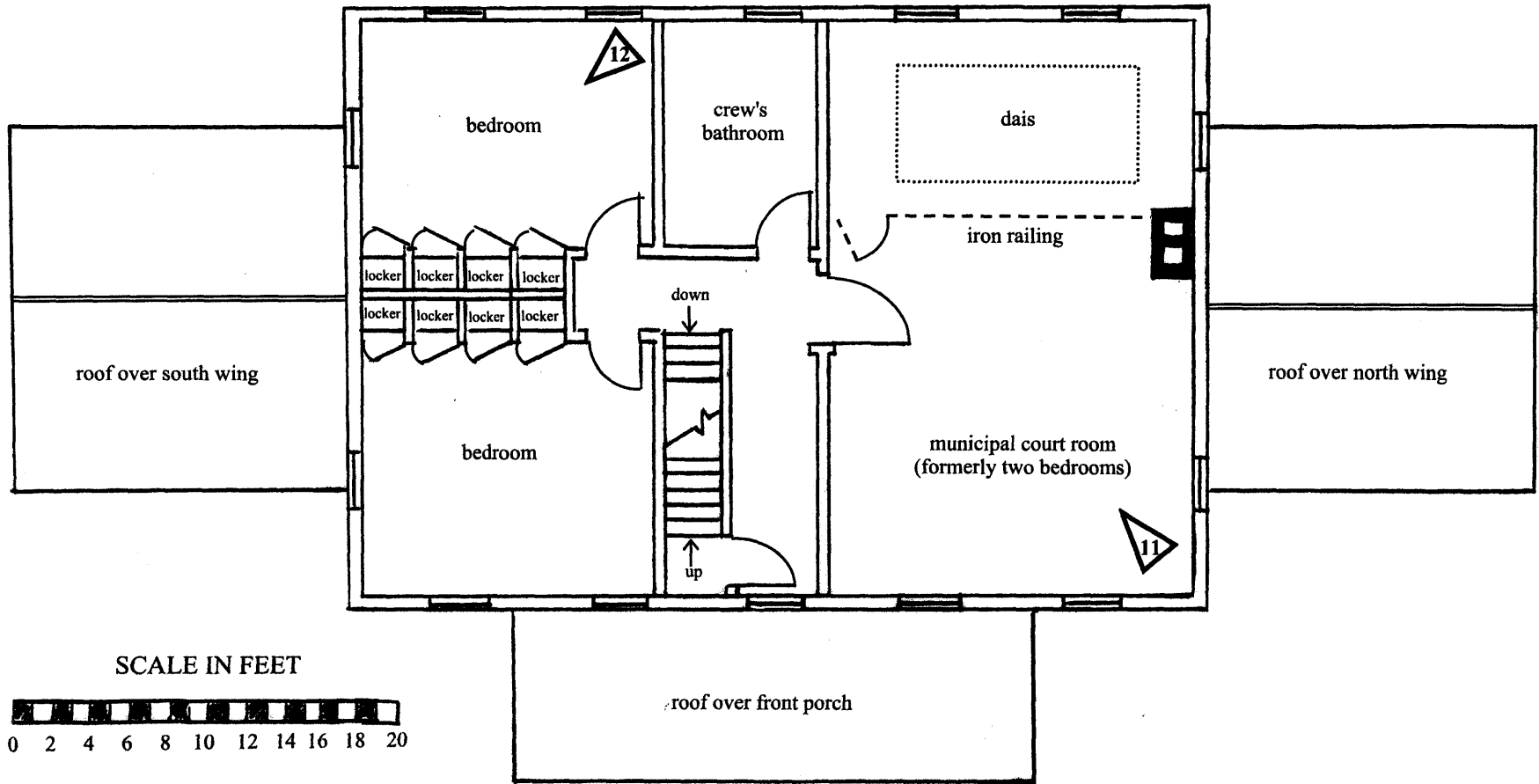
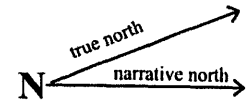


Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey

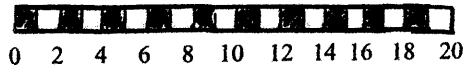
Look-out Tower Plan



Great Egg Coast Guard Station
 Borough of Longport, Atlantic County, New Jersey
 First Floor Plan Annotated for Photographs

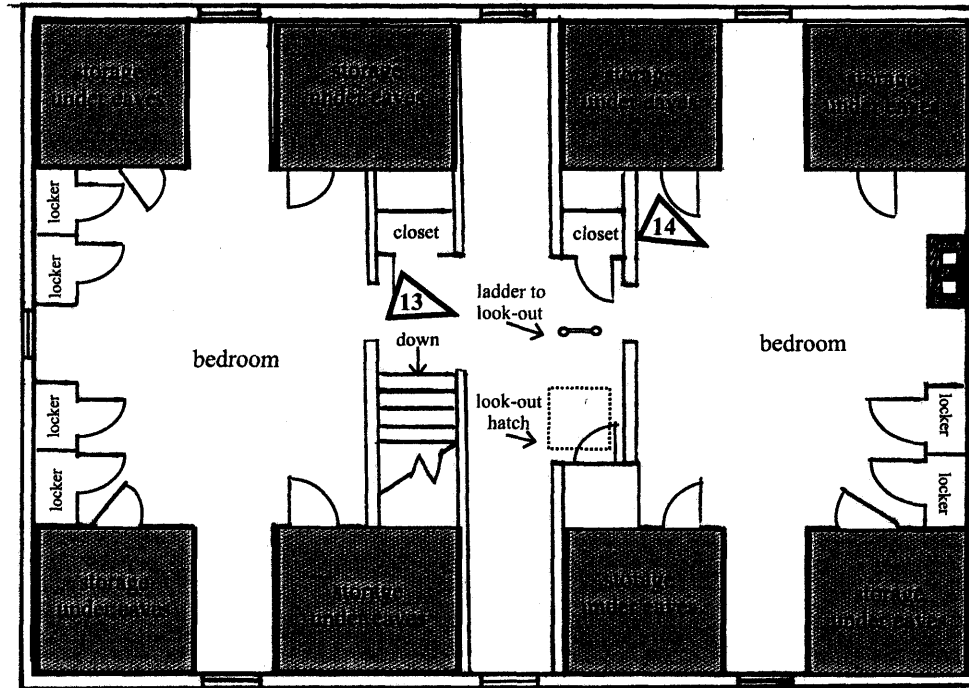
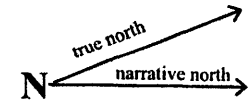
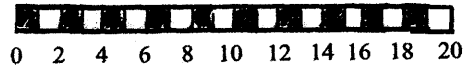


SCALE IN FEET



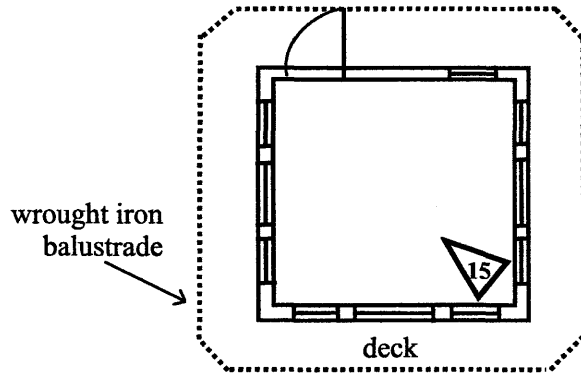
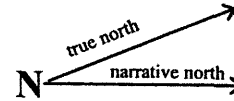
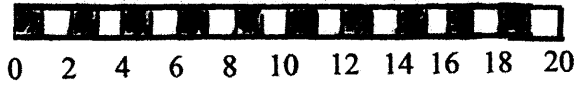
Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey
Second Floor Plan Annotated for Photographs

SCALE IN FEET



Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey
Attic Plan Annotated for Photographs

SCALE IN FEET



Great Egg Coast Guard Station
Borough of Longport, Atlantic County, New Jersey

Look-out Tower Plan
Annotated for Photographs

Great Egg Coast Guard Station
Atlantic County, New Jersey

Historic and Supplemental Images



Figure 1: the original Great Egg life-saving station, built in 1849

[Longport Historical Society and Museum]



Figure 2: the Great Egg Bibb #2-type station

Built in 1888; its original site was opposite the present site of the 1939 building.
[Longport Historical Society and Museum]

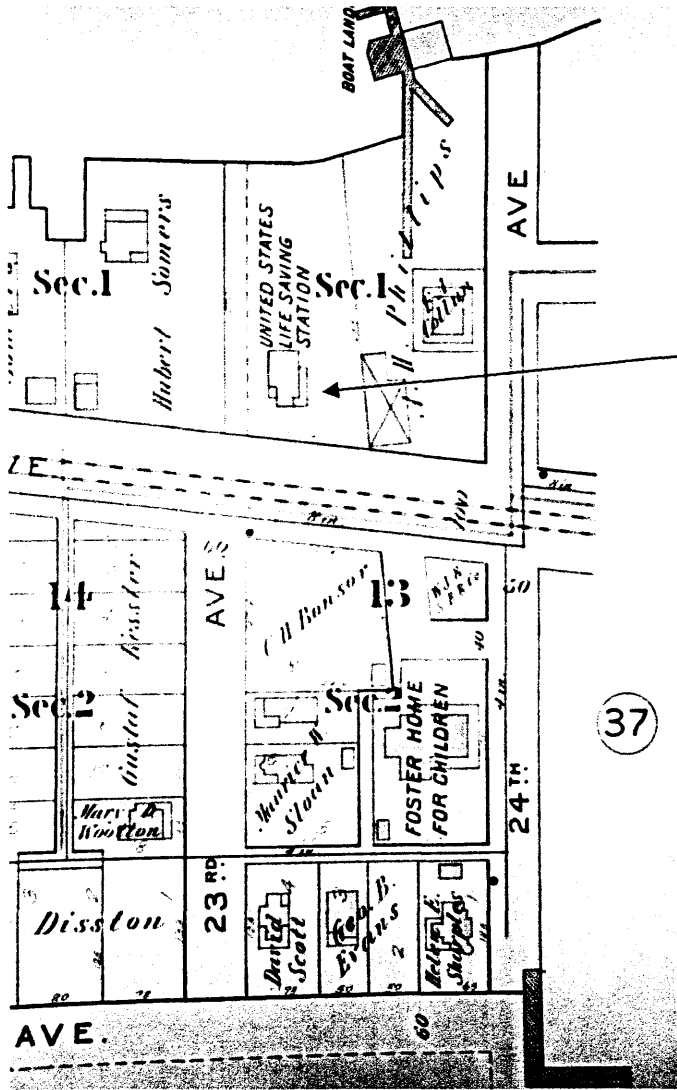


Figure 3: 1914 Sanborn Map

This map shows the location of the Bibb-type station built ca. 1888. It had been moved that year from its original location on the lot (noted as C.H. Bonsor) across the street. The 1939 station now stands here.

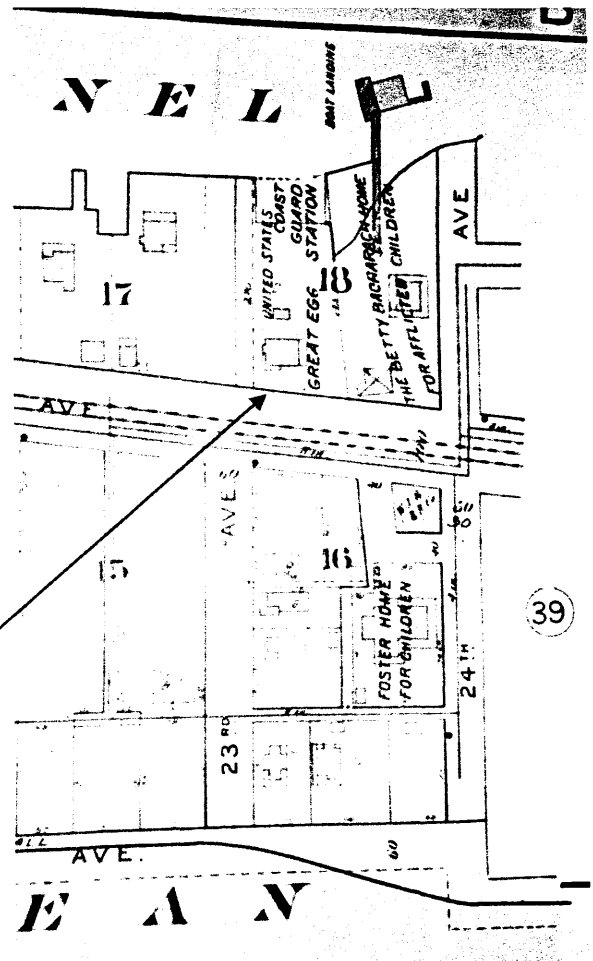
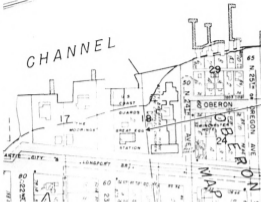


Figure 4: 1924 Sanborn Map

The change in footprint suggests that the building was altered between 1914 and 1924.

Figure 5: 1938 Sanborn Map

This map shows the footprint of the ca. 1888 station before the new one was built on its site.



OUR NEW MUNICIPAL BUILDING

Figure 6: the Great Egg Station as it appeared in 1948

This photo was taken when the building was converted for use as the Borough of Longport's municipal hall in 1948, nine years after its construction.

[Longport Historical Society and Museum]



Figure 7: the boat house, ca. 1943

This view (looking southeast) shows the west elevation with its original overhead doors (no longer extant) and the tracks on which the boats were launched into the bay. Note that the west (side) elevation of the boat house stood at the edge of Risley Channel. This area has been infilled and is now a playground. [Longport Historical Society and Museum]

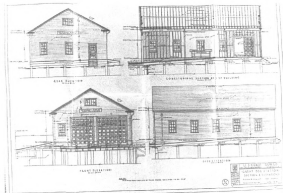


Figure 8: plans and elevations for the Great Egg Coast Guard station boat house that was built in 1938-39

[Longport Historical Society and Museum]



Figure 9: (above) ca. 1960 aerial photograph

Note the semi-circular sidewalk and the rail fence in the front along the sidewalk; neither is extant. View west.
[Longport Historical Society and Museum]

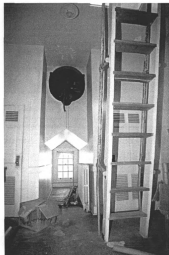
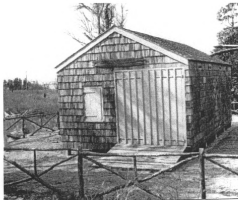


Figure 10: original ventilation fan in the hallway of the attic level

View west.



**Figure 11: Spermaceti
Cove life-saving station
boat house**

Built in 1848 near Sandy
Hook, Monmouth County.

[*U.S. Coast Guard
Historian's Office, as
illustrated in Poyard, p. 59*]



**Figure 12: life-saving
station built in Chadwick
(Ocean County) in 1882**

This structure, with its
Carpenter Gothic
detailing, was typical of
the 1882-type station.
[*Shanks and York, p. 95*]



Figure 13: Chatham (Massachusetts) life-saving station, built in 1914

This was the first of the so-called Chatham-type stations that were built from 1914 to 1929. [Sharks and York, p. 239]



Figure 14: the North Superior (Minnesota) Coast Guard station and boat house, built in 1929

This station, with its one-story balustrade-topped porches, shows the transition between the Chatham-type stations and the Roosevelt-type stations that were built several years later. Photo taken in 1930. [U.S. Coast Guard Historian's Office]



Figure 15: Port Orford (Oregon) Coast Guard station, built in 1934

Built before the large infusion of New Deal funding to the Coast Guard, this station is a more sophisticated version of the early 20th century Chatham-type seen in figure 13.



Figure 16: equipment building at St. Simon Island Coast Guard station (Georgia)

The photo was taken in 1937.

[U.S. Coast Guard Historian's Office]



Figure 17: Georgia (NY) Coast Guard station, built in 1938

Note the equipment building and boat house nearby. This view shows the rear elevation.

[U.S. Coast Guard Historian's Office]



Figure 18: Yaquina Bay (OR) Coast Guard station, built in 1949

This station is considered to be the last of the Roosevelt-type stations to be built.

[Pinyerd, p. 217]



Figure 19: Point Judith (RI) Coast Guard station, built in 1937

This variation of the Roosevelt-type station placed the observation tower against the façade rather than on top of the roof.

[www.nell.cc/benef/photospage4.htm]



Figure 20: Barnegat Light (Ocean County, NJ) Coast Guard station, ca. 1938

This station is identical to the Great Egg station and even has the same weathervane on top of the look-out tower.

[U.S. Coast Guard Historian's Office]



Figure 21: Barnegat Light Coast Guard station today

[Wick York]



Figure 22: Little Egg Coast Guard station (Ocean County, NJ), 1937

In a unique arrangement, the one-story wing connected the main block of the station with the boat house.



Figure 23: Little Egg Coast Guard station, 1937

This view shows that the other side wing was eliminated and replaced with a one-story porch. The porch railings and balustrades are identical to those found on other Roosevelt-type stations, but the Palladian window in the gable end is uncommon.

[U.S. Coast Guard Historian's Office]



Figure 24: Little Egg Coast Guard station today

Now home to the Rutgers University Marine Field Station. The wing connecting the main block to the boat house has been raised to two-stories.

[<http://marine.rutgers.edu/rumfs/>]



Figure 25: Hereford Inlet Coast Guard station (North Wildwood, Cape May County)

Now home to the New Jersey Marine Police. This recent view shows the rear elevation.



Figure 26: aerial view of the Atlantic City (Atlantic County, NJ) Coast Guard station

Originally built as a training center ca. 1940, this Roosevelt-type variant places the main block with tower between two wings which probably contained classrooms and dormitory rooms.

[Wick Took]



Figure 27: Manasquan Coast Guard station, 1937

Showing the façade.

[U.S. Coast Guard Historian's Office]



Figure 28: Ocean City Coast Guard station (Cape May County, NJ), 1936

This Roosevelt-type variant omitted the look-out tower on top. The wings were also eliminated to accommodate a narrow lot. The boat house is seen to the far left.

[U.S. Coast Guard Historian's Office]



Figure 29: Ocean City Coast Guard station, 2004

Now called the Great Egg station, the building and its boat house show many modifications. View almost east.



Figure 30: Kitchen in the Lewes Coast Guard station (DE), 1939

The kitchen in the Great Egg Station is identical (see photo 7), which suggests that the interior finishes and cabinetry were also standardized in the Roosevelt-type stations.

[U.S. Coast Guard Historian's Office]

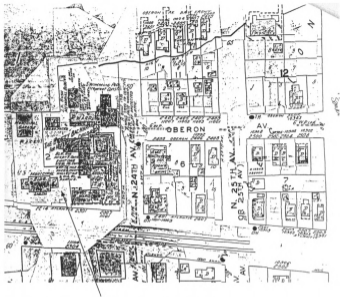


Figure 31: 1951 Sanborn Map showing the former Coast Guard Station

The map also shows how the original lot has been reduced in size. [Longport Historical Society and Museum]