

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

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HISTORIC PRESERVATION OFFICE  
NAT. REGISTER OF HISTORIC PLACES  
NATIONAL PARK SERVICE

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 U.S. Life-Saving Station #35

other name/site number Steven C. Ludlum American Legion Post 331

2. Location

street & town 11617 Second Avenue

not for publication

city or town Stone Harbor Borough

vicinity

state New Jersey code NJ county Cape May code 009 zip code 08247

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] Date 7/24/08

Signature of certifying official/Title \_\_\_\_\_  
Date \_\_\_\_\_

AMY Cradic, Assistant Commissioner Natural & Historic Resources/DSHPO  
State or 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] Signature of the Keeper Date of Action 10.8.08

Edson H. Beall

U.S. Life-Saving Station #35  
Name of Property

Stone Harbor, Cape May County, New Jersey  
City, County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

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

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

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

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

Contributing	Noncontributing	
1		buildings
		sites
	2	structures
		objects
1	2	Total

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

**Number of contributing resources previously listed in the National Register**

N/A

0

**6. Function or Use**

**Historic Function**  
(Enter categories from instructions)

**Current Function**  
(Enter categories from instructions)

DEFENSE/Coast Guard facility

SOCIAL/Meeting hall

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

LATE VICTORIAN/Shingle style

foundation CONCRETE

walls ASBESTOS

roof \_\_\_\_\_

other \_\_\_\_\_

**Narrative Description**

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

See continuation sheet(s) for Section No. 7

U.S. Life-Saving Station #35  
Name of Property

Stone Harbor, Cape May County, New Jersey  
City, County and State

## 8. Description

### 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.

### 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 # \_\_\_\_\_

### Areas of Significance

(enter categories from instructions)

TRANSPORTATION

MARITIME HISTORY

ARCHITECTURE

### Period of Significance

1895-1948

### Significant Dates

1895, 1915, 1948

### Significant Persons

(Complete if Criterion B is marked above)

### Cultural Affiliation

N/A

### Architect/Builder

George R. Tolman (architect)

See continuation sheet(s) for Section No. 8

### Primary location of additional data:

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

See continuation sheet(s) for Section No. 9

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### 10. Geographical Data

Acreage of Property 0.46 acres

#### UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 519988 4321193  
Zone Easting Northing

2 / / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / / /  
Zone Easting Northing

#### Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet(s) for Section No. 10

Property Tax No. Block 116.03, Lots 41-46, 50.01 & 52.01

#### Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet(s) for Section No. 10

### 11. Form Prepared By

name/title Nancy L. Zerbe, Angela Materna

organization ARCH<sup>2</sup>, Inc. date May, 2008

street & number 16 Wernik Place telephone 732-906-8203

city or town Metuchen state NJ zip code 08840-2422

#### 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

name/title American Legion Post 331

street & number 11617 Second Avenue telephone 609-368-3958

city or town Stone Harbor state NJ zip code 08247

**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 Register of Historic Places Continuation Sheet

U.S. Life-Saving Station #35,  
Stone Harbor, Cape May  
County, New Jersey

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## PHYSICAL DESCRIPTION

The U.S. Life-Saving Station #35 is a representative Duluth-type life-saving station, which was designed in the late nineteenth century by George R. Tolman and built on this site in 1895. The structure consists of three sections: the original living quarters to the south, the tower in the center, and the boat room to the north. Overall, the structure retains a moderate to high level of architectural integrity, although the historic entrance to the boat room has been altered, the wooden windows have been replaced with aluminum windows, and there have been minor changes to the interior floor plan.

The Life-Saving Station is located at 11617 Second Avenue, Borough of Stone Harbor, Cape May County, New Jersey. The structure faces eastward (towards the ocean) on a L-shaped lot at the northwest corner of the intersection of 117<sup>th</sup> Street and Second Avenue. Originally located on the beach, the structure now stands two blocks west of the beach, due to sand deposits, the city building out, and the extension of Second Avenue. The current lot contains two small modern non-contributing structures, a flag pole, stone in the lawn area, a small concrete pad at the southwest corner of the building, and a small amount of landscaping along the borders of the lot, including several large pine trees in the rear.

## SETTING

The area surrounding the Life-Saving Station along both 117<sup>th</sup> Street and Second Avenue is primarily residential. Behind the structure, however, is a 21.5-acre bird sanctuary that runs from 117<sup>th</sup> Street to 111<sup>th</sup> Street between Second and Third Avenues.

## EXTERIOR

### *East Façade*

The east (front) façade consists of three sections: the southern entrance to the living quarters, the tower, and the northern former entrance to the boat room (see Photograph #1).

In the southern section, the living quarters are accessed via an open porch that is elevated on four concrete steps with a simple metal railing. The porch has a modern wood porch railing and four wood posts with scroll brackets. Along the south end of the porch is a modern handicapped ramp. The east façade along the porch section has three bays: a door in the southern bay and two one-over-one modern windows in the two northern bays. At the north end of the porch is an entrance into the tower. In the center of the living quarters is a single shed-roof dormer with paired one-over-one windows.

The tower is sparsely punctuated with two paired one-over-one windows on the first floor of the east façade (at the lower staircase level) and two small rectangular windows at each of the upper floors. On the south façade of the tower, there are two small rectangular windows at each of the upper floors and a

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small rectangular window in the bay connecting the tower to the living quarters. The upper story of the tower, the look-out area, consists of two one-over-one windows in each façade.

The northern section of the east façade, which had been significantly altered by the removal of the boat openings, was recently restored to add two garage doors and two rectangular glass transoms.

*South Façade*

The small southern façade consists of three windows on the first floor: two larger one-over-one windows in the front portion of the building and one smaller one-over-one window in the rear portion. The second floor, which slightly overhangs the first floor, consists of two evenly spaced one-over-one windows (see Photograph #2).

*West Façade*

From south to north, the west (rear) façade consists of a small section of unpunctuated wall (behind a small fenced-in area), a one-story shed-roof addition with a small one-over-one window, a one-over-one window immediately to the north of the addition, and two evenly spaced rectangular windows in the rear of the boat room. In the living quarters section, there are two shed-roof dormers, each with paired one-over-one windows (see Photograph #3).

*North Façade*

The north (side) elevation consists of four windows along the first floor level: three single windows towards the front (east) and one three-part window at the rear. In the center of the north façade is a simple exterior concrete block chimney. The gable end, which overhangs the first floor, is unpunctuated. On the second floor, the north elevation of the living quarters has a one-over-one window near the rear of the structure (see Photograph #4).

**INTERIOR***Basement*

The basement consists of one large open room with simple support columns, stuccoed walls, and painted concrete floors (see Photograph #5). In the center of the room is an enclosed utility room that contains the heater. A large bar extends along the southern façade.

*Entrance Lounge*

Formerly used as a mess hall and currently used as a bar, the front room in the living quarters has a mix of modern carpeting and linoleum on the floor, painted wall paneling, and a modern drop ceiling (see Photograph #6). There is a modern bar located along the west wall, flanked by two doors. The northern door, which leads into the kitchen, was not part of the original floor plan. The mess room was originally divided into two rooms: a smaller storm clothes room to the south and the larger mess room in the western portion. The wall between the two rooms was removed to make one large room.

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### *Ladies Lounge*

Formerly used as a kitchen, this small sitting room has modern floor boards, painted wall paneling, and a drop ceiling. Along the west (rear) façade are two six-panel wood doors: the southern door leads to the ladies room (former pantry), and the northern door leads to a small rear foyer adjacent to the current kitchen (see Photograph #7).

### *Ladies Room*

The small ladies room, formerly a pantry, has modern floor boards, painted wall paneling, a drop ceiling, and modern fixtures.

### *Kitchen*

Formerly the keeper's room, the kitchen has been substantially altered with modern tiles approximately  $\frac{3}{4}$  height of the wall facades with painted walls above (see Photograph #8). Two closets between this room and the meeting room have been reconfigured to allow a new doorway to pass through to the meeting room. In addition, an open archway that used to lead to the keeper's office (now the men's room) has been closed off and a closet has been built in its place.

### *Meeting Room*

This large room, formerly the boat room, has thin wooden floor boards, painted wall paneling, and a modern drop ceiling with three ceiling fans (see Photograph #9). Along the north and south side walls are wood posts that have now been encased. The three-part window on the north wall replaced a double door. The east wall, which originally had two large openings for bringing in the boats, is now a solid wall. Although the exterior appearance was restored in the Spring of 2008 by the addition of two garage doors, the interior is still blocked off.

### *Men's Room*

Formerly used as the keeper's office, this room has been converted into a men's room.

### *Foyer*

The entrance foyer, located within the tower section, consists of a small hallway that connects to both the entrance lounge and the meeting room and to the stairway to the second floor. There is a linoleum floor, painted wall paneling, and a drop ceiling, and two closets: an original closet underneath the stairs to the second floor and a recently added closet just outside of the meeting room (see Photograph #10).

The wooden staircase leading to the second floor is located opposite the entrance to the foyer. The first four steps of the stairway run parallel to the front (east) façade, the stairs turn at a lower landing and proceed to run east to west until reaching an upper landing and turning south to the second floor level. There are four wood newel posts: a carved post at the base of the steps, a simple wood post at each landing, and a simple post at the top of the stairway. The north wall along the staircase has its original wainscotting (see Photograph #11).

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### *Second Floor Hallway*

The second floor hallway consists of two parts. The smaller eastern portion leads to the stairway to the third floor (see photograph #12). The rear (western) part of the hallway, originally a locker room, leads to an office in the rear of the building as well as to the living quarters (see Photograph #13). The entire hallway has wood floors. The walls in the smaller eastern portion have wainscoting on the lower portions and plaster on the upper portions. The walls in the western portion have wainscoting on the lower portions and stucco on the upper portions.

### *Office*

At the western end of the second floor hallway is a small office that was originally a "spare room" and turned into a bathroom by the Coast Guard. This room, with wood floors and plaster and tile walls, has paired windows in the rear façade and a single rectangular window on its northern side façade.

### *Military Museum Area*

Formerly the sleeping and living quarters for the life-saving station crew, this room is now used as a military museum area by the American Legion Post (see Photograph #14). The room consists of one large open space with the chimney projecting in the center of the room. The height of the room extends to the roof with the ceiling consisting of the underside of the roof boards, rafters, and cross beams. The walls are wainscoting on the lower portion with stucco on the upper portions.

### *Third Floor*

The third floor of the tower is accessed by a wood staircase with simple newel posts and railing similar to the stairway between the first and second floors. The rear portion of the third floor consists of unfinished storage space behind a small crawl space door at the top of the stairs. The front portion of the third floor consists of a small hallway that has walls with wainscoting on the lower portions and stucco on the upper portions. The stairway is dominated by a seven-step wood ladder to the tower's fourth floor level. The ladder appears to be original; however, the small wood railing appears to be a modern replacement (see photograph # 15).

### *Fourth Floor*

The fourth or "look out" level of the tower consists of one small room with a central stair opening protected by a thin metal railing. There is a wood bench around the entire parameter of the room; above the bench there is wainscoting on the walls and ceiling. The ceiling has exposed beams that meet in the center of the room and have small brackets at each corner (see Photographs #15-17).



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### NON-CONTRIBUTING STRUCTURES

#### *Garage and Canopy*

Two modern non-contributing structures are located on the property: a modern garage sits to the northwest of the life-saving station (see Photograph #18), and a canopy structure, covering a lifeboat, sits to the west of the life-saving station (see Photograph #19).

### INTEGRITY

The U.S. Life-Saving Station #35 has maintained a moderate to high level of architectural integrity. The main changes have been the closing in of the boat room and the replacement windows. The other changes to the interior floor plan and features have all been minor and do not affect the building's character defining features.

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### STATEMENT OF SIGNIFICANCE

The U.S. Life-Saving Station #35 in the Borough of Stone Harbor, Cape May County, New Jersey, is eligible for listing in the National Register under Criteria A and C. Under Criterion A, the station is eligible for its association with life-saving efforts along the New Jersey coast. Between 1895 and 1948, this station served both the United States Life-Saving Service and its successor, the United States Coast Guard. The United States Life-Saving Service was established to aid shipwreck victims along coastal areas, and the United States Coast Guard was created in 1915 through the merging of the Life-Saving Service with the U.S. Revenue Cutter Service. The life-saving station is also eligible under Criterion C as a representative Duluth type of life-saving station. The Duluth type was a standard station type designed for the Life-Saving Service in 1893 by Service architect George R. Tolman. Between 1894 and 1908, Duluth stations were built throughout the United States, including eleven in New Jersey.

#### The U.S. Life-Saving Service

The following overview of the history of the U.S. Life-Saving Service is taken from the National Register nomination for Squan Beach Life-Saving Station #9:

The creation of the U.S. Life-Saving Service in 1848 is largely attributed to the numerous shipwrecks along the New Jersey coastline in general and the wreck of the *John Minturn*, specifically, in 1846. These wrecks often led to the loss of both life and property. Up until 1848, life-saving operations had been primarily a volunteer operation undertaken by benevolent associations that relied upon donations. The first of its kind in the United States was the Massachusetts Humane Society, which was founded in 1785. The Atlantic coastline from Maine to Florida was primarily deserted, with most permanent settlement occurring inland along smaller bodies of water; the idea of the Society was to provide small huts for use as houses of refuge for any sailor that might make it ashore of their own accord. The first hut was constructed in 1787 on Lovell's Island near Boston. However, these huts were unattended and subject to vandalism, and did not contain life boats, making it nearly impossible for those lost at sea to be rescued. By 1807, the Society had constructed its first lifeboat station at Cohasset, Massachusetts; however, such stations were essentially manned by volunteer crews.<sup>1</sup>

By the mid-nineteenth century, the involvement of the U.S. Government in life-saving operations was advocated by Congressman William A. Newell<sup>2</sup> of New Jersey who had witnessed a shipwreck and recognized the nation's lack of preparedness for such events. One wreck in particular had a lasting effect on life-saving operations. On the night of February 14, 1846, during a violent nor'easter, nine vessels were lost off the New Jersey shore. Among these ships was the *John Minturn*, which struck a sandbar off Squan Beach and lost thirty-nine of its fifty-one passengers. Considered one of the most

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significant and tragic wrecks in area history, it became a rallying cry for life-saving reform across the nation, and Newell was soon successful in his advocacy efforts.

The initial allocation of \$10,000 through the "Newell Act" established eight stations between Sandy Hook and Egg Harbor which contained a metal surfboat, a lifecar, a mortar for firing lines, rockets, lanterns and other support equipment. The stations were under the supervision of the Revenue Marine Service, but were essentially unmanned and relied solely upon volunteers approved by the Revenue Service. The benefits of the life-saving station were soon evident. In January 1850 the New Jersey coast was devastated by a storm which wrecked several vessels including the *Ayrshire* along Squan Beach. In this instance, 201 people were saved by the volunteer crew utilizing the facilities of the new life-saving stations. In the same year, the *Elizabeth* was wrecked along the Long Island coast where there were no life-saving stations. Ten people were lost including a renowned author, Margaret Fuller.<sup>3</sup> This tragedy, amongst others, brought about the construction of additional life-saving stations between 1849 and 1855.<sup>4</sup> In 1854, Congress also authorized the employment of superintendents for Long Island and New Jersey stations as well as a salaried keeper for each station.<sup>5</sup>

During the Civil War period, few improvements were made to the operation of the stations and rescue work continued primarily through the efforts of volunteers who were insufficiently trained, and who worked without guidance or regulations.<sup>6</sup> Once again, it took a severe storm season in 1870-71 to spur Congress into action. \$200,000 was appropriated to create a life-saving system which would employ crews of paid surfmen and construct new stations. As part of the creation of a regulated service, an assessment of existing facilities was conducted; the report showed that "most of the stations were too remote from each other, and that many of the houses were much dilapidated, many being so far gone as to be worthless, and the remainder in need of extensive repairs and enlargement."<sup>7</sup> In addition, many of the stations did not have the proper equipment, and the keepers and volunteer crew were unfit to perform their duties. Consequently, the service was ready for reorganization.<sup>8</sup>

In 1871, the Revenue Marine Service was reorganized and Sumner Increase Kimball was made head of both the life-saving stations and the revenue cutters. Kimball made significant changes including the firing of incompetent keepers and the hiring of qualified crews of surfmen, the preparation of written regulations, repair of stations, purchase of new equipment, and construction of larger stations at new and existing sites in order to make accommodations for the live-in crews.<sup>9</sup> In 1878, the Life-Saving Service was officially created through the Act to Organize the Life-Saving Service; it became an agency under the Treasury Department and Kimball became its head verses that of the Revenue Service. Thirteen districts were created covering the Atlantic and Pacific

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Coasts, the Gulf Coast, and the Great Lakes; New Jersey was the Fifth District and consisted of 41 stations by 1914.<sup>10</sup>

Stations were typically one of two types, either life-saving stations or houses of refuge. Houses of refuge were generally limited to Florida because mariners could usually reach the shore without aid. The houses of refuge provided supplies such as food, water, beds and shelter, and were manned year-round by a keeper and his family. The life-saving stations, however, were more prevalent and evolved from the initial small one and two-room buildings to house the equipment and keeper in the mid-nineteenth century, to much larger facilities that provided accommodation for equipment, the keeper and his family, a crew, and a look-out in the late-nineteenth century. In addition to life-saving stations, there were three other critical components to the life-saving service: the surfmen, the equipment, and the boats; all of which were housed in the life-saving stations. Along the Atlantic Coast, surfboats versus lifeboats were employed in rescue operations because they were easier to maneuver in the surf. They were easier to transport from the station to the sea as well as to navigate through the breakers. Surfboats were designed to be launched from the beach whereas lifeboats had to be either launched from a marine railway or were already moored in the water. The conditions along the Atlantic Coast made the use of lifeboats impossible.<sup>11</sup>

Various types of equipment in addition to surfboats were utilized to rescue passengers from wrecked ships. The use of the equipment with or without the surfboats depended upon the conditions at sea; in some instances the use of a surfboat was impossible. There were two basic components of a land-based rescue. The first was to transport a line from the shore to the wrecked ship using various types of mortars and rockets to throw a projectile and attach the line to the ship. From that would be attached the second element, the carrying apparatus for transporting passengers to the shore. The most popular of the apparatus utilized were the Lyle gun, due to its accuracy, and the breeches buoy, a circular life-preserver.

After 1878, a life-saving station, depending on its location and the importance of the situation, typically housed the keeper and his family as well as a crew of six men. The keeper was a well-respected member of the maritime community<sup>12</sup> and each of the surfmen chosen to serve were appointed only "after examination as to their capacity and satisfactory evidence of good moral character and sobriety."<sup>13</sup> The keepers were held accountable for the proper care of the station and the equipment, for keeping excellent records of the conditions, for ensuring that the property found after a shipwreck was returned to the owner, and for determining the type of rescue and the equipment to be utilized.<sup>14</sup>

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There were both weekly and daily routines. The weekly routine was associated with the practice drills for the crew in operation of the beach apparatus and boats, for the practicing of signals, and for the practice in life-saving techniques.<sup>15</sup> In addition, the apparatus and station had to be maintained and repaired regularly. The daily routine focused on a careful twenty-four hour watch of the coastline for vessels in distress. During the daytime hours, this was done from the look-out tower. During the evening and storms, patrols were made between each station along the beach. Many surfmen supplemented their income by undertaking other work such as fishing, hunting, whaling, logging or farming; however, the job of a surfman was very difficult and cost the lives of many.

The first stations, constructed as part of the initial phase of the Life-Saving Service were located at Spermaceti Cove, Monmouth Beach, Deal, Spring Lake, Chadwick, Island Beach, Harvey Cedars and Bonds, all located in New Jersey. By 1849 an additional 16 stations has been added to the service in New York and New Jersey, six of which were in New Jersey extending the coverage to Cape May and shortening the distance between stations to ten miles. By 1855, an additional 14 stations had been added in New Jersey including one at Squan Beach; each was located approximately half the distance between each of the existing stations. This made 28 the total number of stations located in New Jersey. It was not until 1872, after the official creation of the Life-Saving Service, that the majority of stations, 38 of the 41 total, were constructed, with the last station being constructed in 1898 at Hampton Beach. Each station was located approximately three and a half miles apart. Between 1849 and 1915, three stations were constructed at Squan Beach, each superseding the other and reflecting the changes in capacity and capabilities of the Life Saving Service.

The Life-Saving Service remained a viable government organization until 1915 when the Service was combined with the Revenue Marine Service to create the United States Coast Guard. This change, initially, meant that the surfmen were incorporated into the Coast Guard which served both civil and military functions as required under the Treasury Department and were therefore afforded the same pay and benefits as those of the Revenue Marine Service. As such, there was little change in the operation of the stations and the crews that manned them until the early 1930s when the Great Depression caused the initial closing of fifteen life-saving stations nationwide, ten of which were located in New England, New York and New Jersey.<sup>16</sup> Unfortunately, the life-saving branch of the Coast Guard often felt it was treated unequally to others in the Service and in 1934 led a weak initiative to reestablish the Life-Saving Service. However, Commander Waesche, who took charge in 1936, began a period of reorganization in the Coast Guard that called for the closing of forty-one stations, most of which were located in New York, New Jersey, north Carolina and on Lake Huron and Michigan.<sup>17</sup> The reasons for the closings were specific:

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Commercial sailing vessels, which had needed assistance most frequently, had almost disappeared from American coastal waters; improvements in methods of navigation and the widespread use of radio had reduced the number of crafts getting into difficulty; and the employment of power boats for rescue work had extended the range of operation from individual stations, as had the replacement of horses by tractors and trucks to haul surfboats and beach apparatus to the disaster scene.<sup>18</sup>

In addition, many of the life-saving stations lacked adequate heating, lighting and sanitary systems which would require great expense to update.<sup>19</sup> It was the policy at that time to retain the properties being closed just in case there became a need for their use. In 1939, when the Bureau of Lighthouses was consolidated with the Coast Guard, there was further reorganization. This essentially led to the final step in consolidating the life-saving branch within the rest of the Coast Guard Service.<sup>20, 21</sup>

### U.S. Life-Saving Station #35

#### *U.S. Life-Saving Station #35*

Although other stations were built earlier in the surrounding shore region, the history of the life-saving service in Stone Harbor began around 1854 when land was first acquired for the first station site. Beginning in 1848, life-saving stations were assigned to various places in Cape May County, especially along the islands, because this area was particularly susceptible to shipwrecks.<sup>22</sup> Land was conveyed for a permanent life-saving station, alternately known as Tatham's and Stone Harbor, in 1854 in the Stone Harbor area, but while a boathouse with lifeboats was available for rescue assistance, a building to house the surfmen was not constructed until 1872. The construction of the second station coincided with the expansion of the life-saving service in the early 1870s, which included Sumner Kimball's reorganization of the system and the construction of the first new stations that could house crews.<sup>23</sup> The new building was located near present-day 80<sup>th</sup> Street and First Avenue in Stone Harbor.<sup>24</sup> However, the building's living quarters would prove to be too small for the needs of the surfmen. In addition, the growing use of Hereford Inlet by ships may have caused a need for a station to be located further south on the island.

The current station was built in 1895 at the beachfront, approximately 2.5 miles north of Hereford Inlet, and it was used as a life-saving station until 1948. The new site near 117<sup>th</sup> Street was acquired in 1893.<sup>25</sup> Because of the lack of development in the area when it was built, the station was on the beachfront. Later, when Second Avenue was extended, the station was no longer located on the beach. When the newly-formed Coast Guard assumed all duties of the U.S. Life-Saving Service in 1915, they also acquired the station buildings, so the Stone Harbor Station was taken over by the Coast Guard at this time and retained its use.

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The U.S. Life-Saving Station #35 was important in protecting the coast during both World War I and World War II, but it fell into disuse after the second world war. The four-story tower of the station was used "to spot shipwrecks, U-boats and saboteurs" along the New Jersey coast during wartime.<sup>26</sup> The station was utilized by the Coast Guard to search for German boats, especially, and to protect the shoreline. However, the life-saving station was practically deserted after World War II because there was little need for it, until American Legion Post #331 purchased the building in 1948.

The life-saving station has undergone some alterations since its construction in 1895. The station was remodeled in 1938 and again in the late 1940s/early 1950s, coinciding with the purchase of the building by the American Legion Post. A full outer wall was installed when the section of the station that housed the life-saving boats was converted into a meeting room, and the interior floor plan was altered for the structure's use as a meeting hall for the American Legion Post. In the Spring of 2008, the exterior of the front (east) façade was restored by the addition of two garage doors in the location of the original openings for the boats and the geometric patterned porch railing was replaced with a more simple railing.

### *Gold Lifesaving Medal Rescue*

One of the most noteworthy events associated with Life-Saving Station #35 was the station crew's Gold Lifesaving Medal-winning rescue of the crew of the tugboat *Margaret* in December 1912. The boat was traveling from New York to Norfolk on December 30, 1912, when it wrecked and grounded during a storm about 300 yards off the beach near the Avalon Life-Saving Station. A message was sent to the Tatham's (Stone Harbor) Station for assistance because the storm winds would enable their crew to reach the wrecked boat more easily.<sup>27</sup> However, the poor weather and strong waves made it difficult for the crew to initially reach the tugboat. Tatham's Station Keeper McGinley stated that "the surf around the wreck was the worst he had encountered in 29 years of service on the beach."<sup>28</sup> Rescue efforts were suspended until the next day after the surfmen were forced to return to land when their lifeboat capsized. With improved weather the next morning, a crew of eight men, consisting of the keeper and three surfmen from each of the Avalon and Tatham's stations, attempted another rescue, and they were able to bring ten men from the tugboat ashore alive. The Secretary of the Treasury praised the work of the two crews, and altogether 12 men were awarded the Gold Lifesaving Medal on April 16, 1913, for their role in the rescue.

### *Stone Harbor*

The area known today as Stone Harbor was once a part of Seven Mile Beach that developed when this region of the New Jersey shore area was recognized for its resort potential. The Tatham family owned the land on Seven Mile Beach after purchasing the island in the early 1800s. In the late 1880s, the Seven Mile Beach Company purchased land on the northern side of the island and formed the resort community of Avalon.<sup>29</sup> The new bridge built to connect Avalon to the mainland also opened up the southern portion of the island to developers, and in 1907, the South Jersey Realty Company purchased the land to the south of Avalon.<sup>30</sup> The Company put the Risley brothers in charge of laying out streets and sidewalks, building hotels, and attracting businesses and residents to the future resort community. The Borough of Stone Harbor was incorporated in 1914, one of the last developments to be incorporated in the shore region.<sup>31</sup>

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### Architecture

#### *Early Stations at Stone Harbor*

Two life-saving stations were constructed at Stone Harbor (Tatham's) before the current station was built in 1895. The first station was built in 1855 and the design, known as the 1855 type, was drawn up by an unknown architect. There were 28 stations of this design built, located only in New York and New Jersey.<sup>32</sup> In 1854, Congress ordered more stations to be built on Long Island and in New Jersey. The 1855-type design that resulted was essentially a modification of earlier basic designs for life-saving boathouses. The 1855 boathouses were larger than previous stations, approximately 17' by 36', and clad in cedar boards. The boathouse stored the surfboat and other equipment, but did not have living quarters.<sup>33</sup>

The second station at Stone Harbor was built in 1872 from the design for the 1871 Red House-type station. The architect for this type was also unknown. The design for the Red House-type station signaled the first major construction campaign for the life-saving service since 1855, and altogether 71 structures of this type were built. These stations were "the first ones designed to accommodate a live-in keeper and crew of six."<sup>34</sup> Originally, this campaign was launched to renovate existing stations, but the service decided to instead build new stations at many of the old sites. The standardized plans showed a 2-story building twice as large as the earlier boathouses. These stations were called Red Houses because of the red paint color chosen for many of them.<sup>35</sup>

#### *George R. Tolman and the Duluth-Type Station*

George Russell Tolman, who served as the architect for the United States Life-Saving Service between 1892 and 1896, created stations that were similar to previous designs but had modern detailing. This trend can be seen in the Duluth-type station, for which Tolman drew up plans in 1893. Tolman's first design, the 1892 Quonochontaug type, was similar to a design by former Life-Saving Service architect Albert Bibb.<sup>36</sup> Tolman's second design was the Duluth type, named for Duluth, Minnesota, where the first station of this kind was built. Like his previous design, the building was mainly covered in shingles. In addition, the interior layout was similar to the Bibb design and the Quonochontaug type.<sup>37</sup> One side of the building featured a large gable roof, which capped the keeper's room, office, kitchen, and mess hall on the first floor and sleeping quarters on the second floor. The other side of the building housed a 1-story, 2-bay boatroom. A 4-story hipped roof tower comprised the center part of the building. However, the Duluth type also had some unique detailing. Clapboard was sometimes used on the exterior at the first floor level. The station was also a mix of design styles. The station was designed in the Shingle style with Colonial Revival detailing, reflecting the popular usage of the Colonial Revival style in the 1890s.<sup>38</sup>

Several Duluth-type stations were constructed along the eastern coast of the United States and the Great Lakes region. Between 1894 and 1908, 28 Duluth type stations were built in Maine, New Hampshire, New Jersey, Virginia, and North Carolina and along Lakes Superior and Michigan. Eleven of the 28 stations were built in New Jersey, nine of which are still standing today.<sup>39</sup>



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- <sup>1</sup> Ralph Shanks, Wick York, and Lisa Woo Shanks, ed., *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Novato, California: Costano Books, 1996), 3-7, as cited in Margaret M. Hickey, "Squan Beach Life-Saving Station #9," (September 2006, National Register of Historic Places Nomination, copy at New Jersey Historic Preservation Office, Trenton, New Jersey).
- <sup>2</sup> William Augustus Newell (1817-1901) was born in Warren County, Ohio on September 5, 1817, and was a Physician. He represented the 2<sup>nd</sup> District of New Jersey in the House of Representatives from 1847 to 1851, and from 1865 to 1867; he was defeated in 1866. He was also Governor of New Jersey from 1857 to 1860, and Governor of Washington Territory from 1880 to 1884. He died in Allentown, New Jersey in 1901 (Source: The Political Graveyard; available from <http://politicalgraveyard.com/bio/newell.html>; Internet; accessed July 2006), as cited in Hickey 2006.
- <sup>3</sup> "Margaret Fuller was one of the leading intellectuals of 19<sup>th</sup>-century America as well as a prominent member of Concord literary circles. As a writer, she is admired as a literary critic and for her sympathies for the plight of the Native Americans. Her writings covered such themes as transcendentalism, women's rights, critical theory, gender roles, and political reform in Europe" (Source: The Margaret Fuller Society, *About the Margaret Fuller Society*; available from <http://www-english.tamu.edu/fuller/about.html>; Internet; accessed July 2006), as cited in Hickey 2006.
- <sup>4</sup> Shanks, 7, as cited in Hickey 2006.
- <sup>5</sup> Robert Irwin Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present* (Annapolis, Maryland: Naval Institute Press, 1987), 5-6, as cited in Hickey 2006.
- <sup>6</sup> Johnson, 6-7, as cited in Hickey 2006.
- <sup>7</sup> Shanks, 7-8, as cited in Hickey 2006.
- <sup>8</sup> Shanks, 8, as cited in Hickey 2006.
- <sup>9</sup> Shanks, 8-11, as cited in Hickey 2006.
- <sup>10</sup> Shanks, 13, as cited in Hickey 2006.
- <sup>11</sup> Shanks, 107-109, as cited in Hickey 2006.
- <sup>12</sup> Shanks, 40, as cited in Hickey 2006.
- <sup>13</sup> "The United States Life-Saving Service," *The Manufacturer and Builder*, Vol. IX, No. 6, June 1877, 122, as cited in Hickey 2006.
- <sup>14</sup> Shanks, 32, as cited in Hickey 2006.
- <sup>15</sup> Techniques included restoring breathing and dealing with hypothermia, as cited in Hickey 2006.
- <sup>16</sup> Johnson, 128, as cited in Hickey 2006.
- <sup>17</sup> Johnson, 150-152, as cited in Hickey 2006.
- <sup>18</sup> Johnson, 152, as cited in Hickey 2006.
- <sup>19</sup> Johnson, 152, as cited in Hickey 2006.
- <sup>20</sup> Johnson, 162-165, as cited in Hickey 2006.
- <sup>21</sup> Hickey 2006, 8-2 - 8-6.
- <sup>22</sup> Jeffrey M. Dorwart, *Cape May County, New Jersey: The Making of an American Resort Community* (New Brunswick, New Jersey: Rutgers University Press, 1992), 142.
- <sup>23</sup> Shanks, York, and Shanks, ed. 1996, 214.
- <sup>24</sup> "Tatham's LSS," U.S. Coast Guard, <http://www.uscg.mil/hq/g-cp/history/STATIONS/TATHAMS.html>.
- <sup>25</sup> "Tatham's LSS."
- <sup>26</sup> Brian Ianieri, "Oldest building in Stone Harbor in need of repairs," *The Press* (May 19, 2006), C4.
- <sup>27</sup> "Gold Lifesaving Medal Rescue," U.S. Coast Guard, <http://www.uscg.mil/History/awards/30%20DEC%201912.html>.
- <sup>28</sup> "Gold Lifesaving Medal Rescue."
- <sup>29</sup> Herb Beitel and Vance Enck, *Cape May County: A Pictorial History* (Cape May County Historical and Genealogical Society, 1988), 190.
- <sup>30</sup> Dorwart 1992, 150.
- <sup>31</sup> Dorwart 1992, 174.
- <sup>32</sup> Shanks, York, and Shanks, ed. 1996, 243.

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- <sup>33</sup> Shanks, York, and Shanks, ed. 1996, 213.
- <sup>34</sup> Shanks, York, and Shanks, ed. 1996, 214.
- <sup>35</sup> Shanks, York, and Shanks, ed. 1996, 215.
- <sup>36</sup> Shanks, York, and Shanks, ed. 1996, 233.
- <sup>37</sup> Shanks, York, and Shanks, ed. 1996, 236.
- <sup>38</sup> Shanks, York, and Shanks, ed. 1996, 236.
- <sup>39</sup> Shanks, York, and Shanks, ed. 1996, 247.

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Beitel, Herb and Vance Enck. *Cape May County: A Pictorial History*. Cape May County Historical and Genealogical Society, 1988.

Dorwart, Jeffrey M. *Cape May County, New Jersey: The Making of an American Resort Community*. New Brunswick, New Jersey: Rutgers University Press, 1992.

“Gold Lifesaving Medal Rescue.” U.S. Coast Guard.  
<http://www.uscg.mil/History/awards/30%20DEC%201912.html>.

Hickey, Margaret M. “Squan Beach Life-Saving Station #9.” September 2006. National Register of Historic Places nomination, copy at the New Jersey Historic Preservation Office, Trenton, New Jersey.

Ianieri, Brian. “Oldest building in Stone Harbor in need of repairs.” *The Press*. May 19, 2006: C4.

Johnson, Robert Irwin. *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present*. Annapolis, Maryland: Naval Institute Press, 1987.

Shanks, Ralph, Wick York, and Lisa Woo Shanks, ed. *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard*. Novato, California: Costano Books, 1996.

“Tatham’s LSS.” U.S. Coast Guard. <http://www.uscg.mil/hq/g-cp/history/STATIONS/TATHAMS.html>.

“The United States Life-Saving Service.” *The Manufacturer and Builder* IX, no. 6 (June 1877).

## MAPS

1872 Beers *Topographical Map of Cape May County, New Jersey*.

1878 Woolman & Ross *Historical and Biographical Atlas of the New Jersey Coast*.

1912 Hand *Map of Cape May County, New Jersey*.

1948 Keppler *Map of Cape May County, New Jersey*.

1955/1972 Stone Harbor, NJ USGS 7.5 Minute Quadrangle.

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### VERBAL BOUNDARY DESCRIPTION

The property being nominated consists of the entirety of Lots 41-46, 50.01, and 52.01 of Block 116.03 of the tax map of the Borough of Stone Harbor. The property is bordered on the west by 117<sup>th</sup> Street and on the east by Second Avenue. Beginning at the northeast corner of the intersection of 117<sup>th</sup> Street and Second Avenue, the boundary of the nominated property heads northwest for 110' before turning northeast for a distance of 110'. The property line turns northwest again for 50' and then proceeds northeast for 50'. The boundary then turns southeast for a distance of 160'. The property line then turns southwest and continues for a distance of 160' to meet its starting point at the intersection of 117<sup>th</sup> Street and Second Avenue.

### BOUNDARY JUSTIFICATION

The nominated property includes all of the property in Lots 41-46, 50.01, and 52.01 of Block 116.03, as it contains all extant elements historically associated with this resource.

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### Photographs

For all photographs:

Property Name:                    U.S. Life-Saving Station #35  
Property Location:                Borough of Stone Harbor, Cape May County, New Jersey  
Location of Negatives:            ARCH<sup>2</sup>, Inc.  
    16 Wernik Place  
    Metuchen, New Jersey 08840-2422

For Photograph #1:

Photographer:                    Richard Pike  
Date:                                April 20, 2008

For Photographs #2-19:

Photographer:                    Nancy L. Zerbe  
Date:                                October 28, 2007

Photograph No. 1 of 19: View looking north at the eastern (front) façade of the U.S. Life-Saving Station.

Photograph No. 2 of 19: View looking north at the southern façade of the U.S. Life-Saving Station.

Photograph No. 3 of 19: View looking southeast at the rear façade of the U.S. Life-Saving Station.

Photograph No. 4 of 19: View looking south at the northern façade of the U.S. Life-Saving Station.

Photograph No. 5 of 19: View looking southeast within the basement.

Photograph No. 6 of 19: View looking southeast at the first-floor entrance lounge.

Photograph No. 7 of 19: View looking north at the ladies lounge.

Photograph No. 8 of 19: View looking southeast at the kitchen.

Photograph No. 9 of 19: View looking east at the meeting room.

Photograph No. 10 of 19: View looking northeast at the closets in the first floor hallway.

Photograph No. 11 of 19: View looking east at the staircase leading to the second floor.

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Photograph No. 12 of 19: View looking southeast at the staircase leading to the third floor.

Photograph No. 13 of 19: View looking northwest at the open display area on the second floor.

Photograph No. 14 of 19: View looking northeast at the military museum area on the second floor.

Photograph No. 15 of 19: View looking south at the ladder leading from the third floor to the lookout tower.

Photograph No. 16 of 19: View looking southwest within the lookout tower.

Photograph No. 17 of 19: View looking west at the ceiling of the lookout tower.

Photograph No. 18 of 19: View looking west at a modern garage on the lot of the U.S. Life-Saving Station.

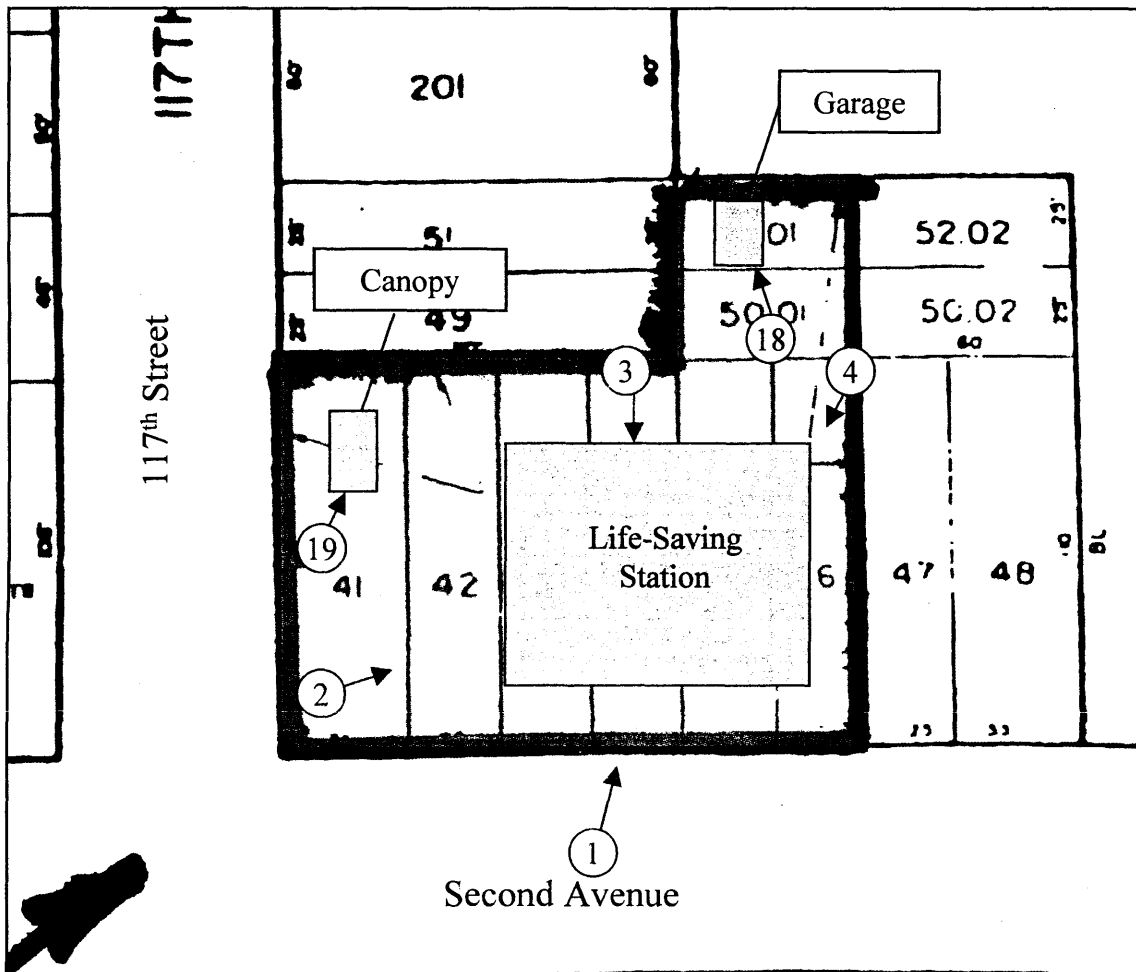
Photograph No. 19 of 19: View looking north at a canopy on the lot of the U.S. Life-Saving Station.

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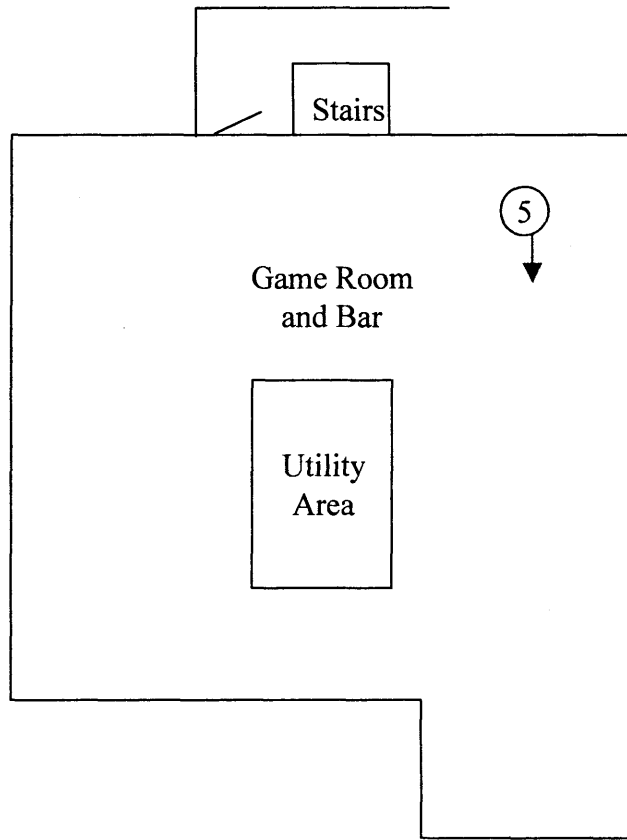
Exterior Site Plan

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Basement Plan

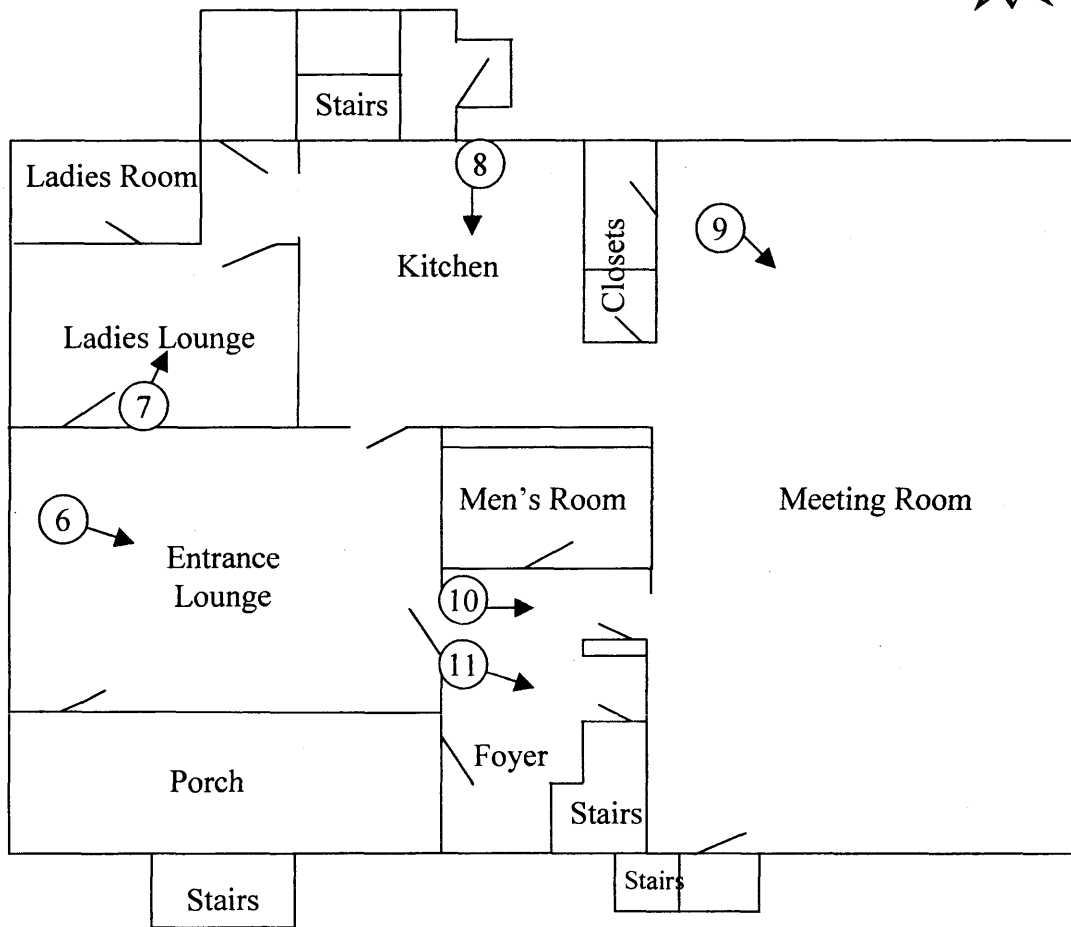


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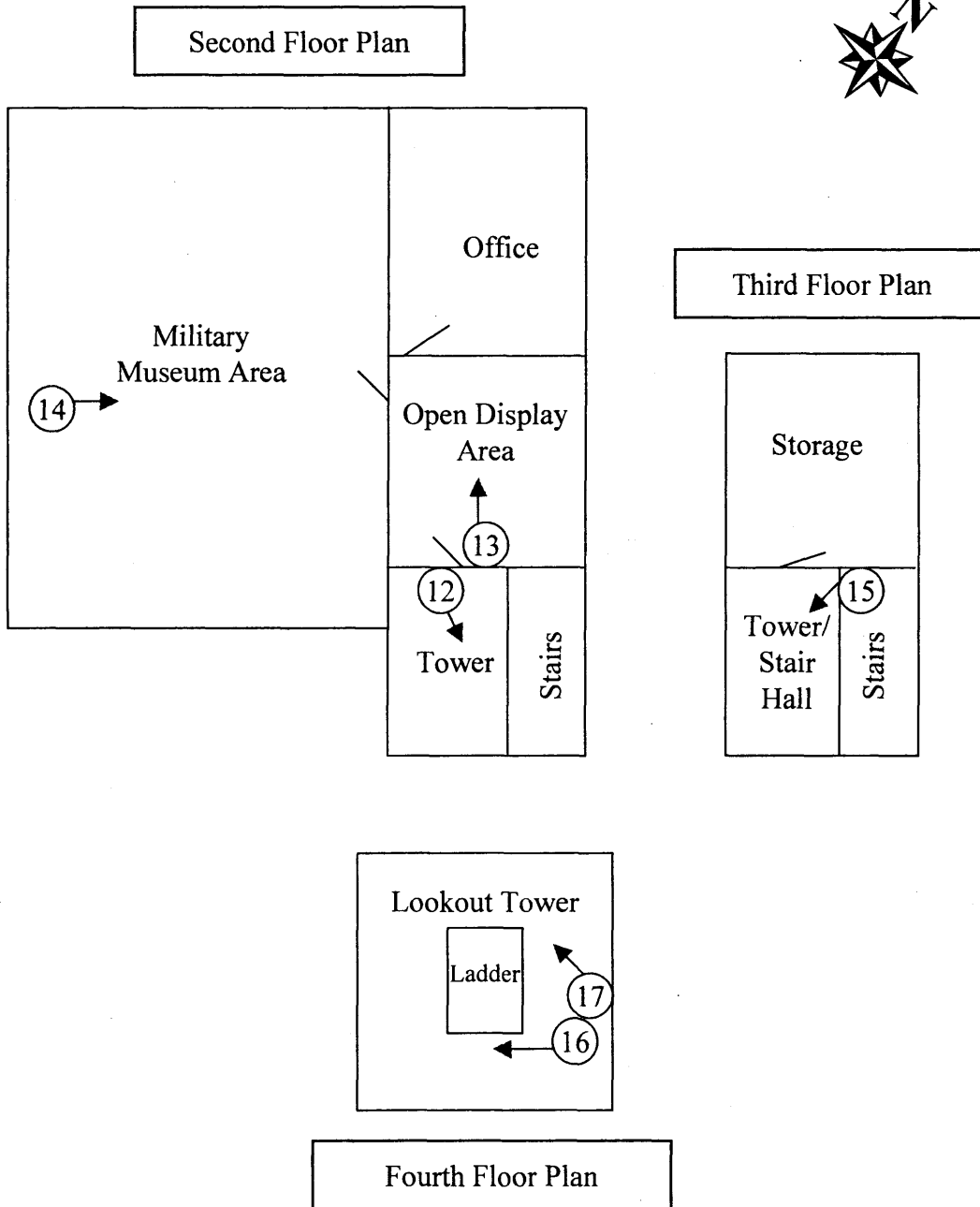
First Floor Plan

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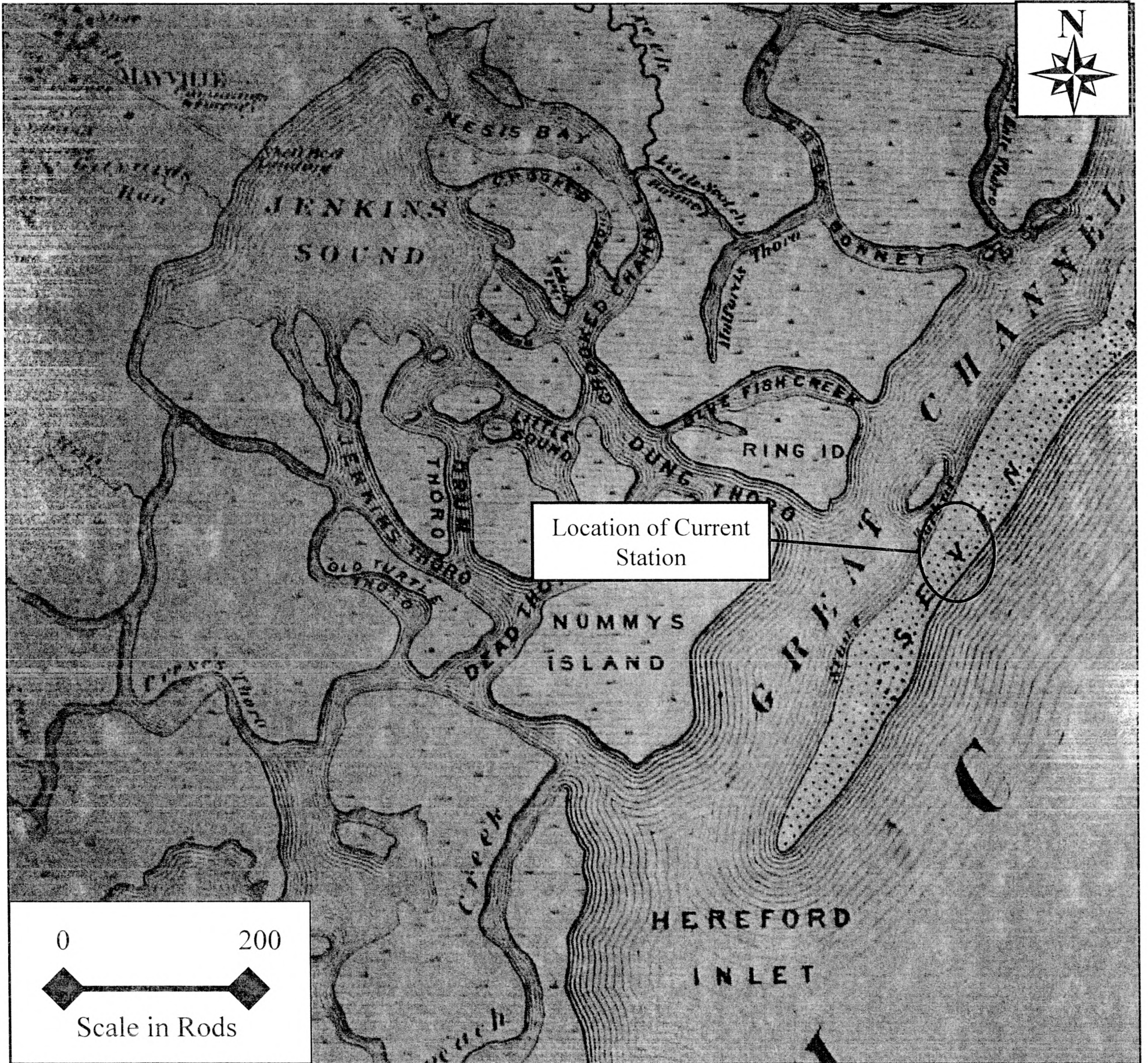


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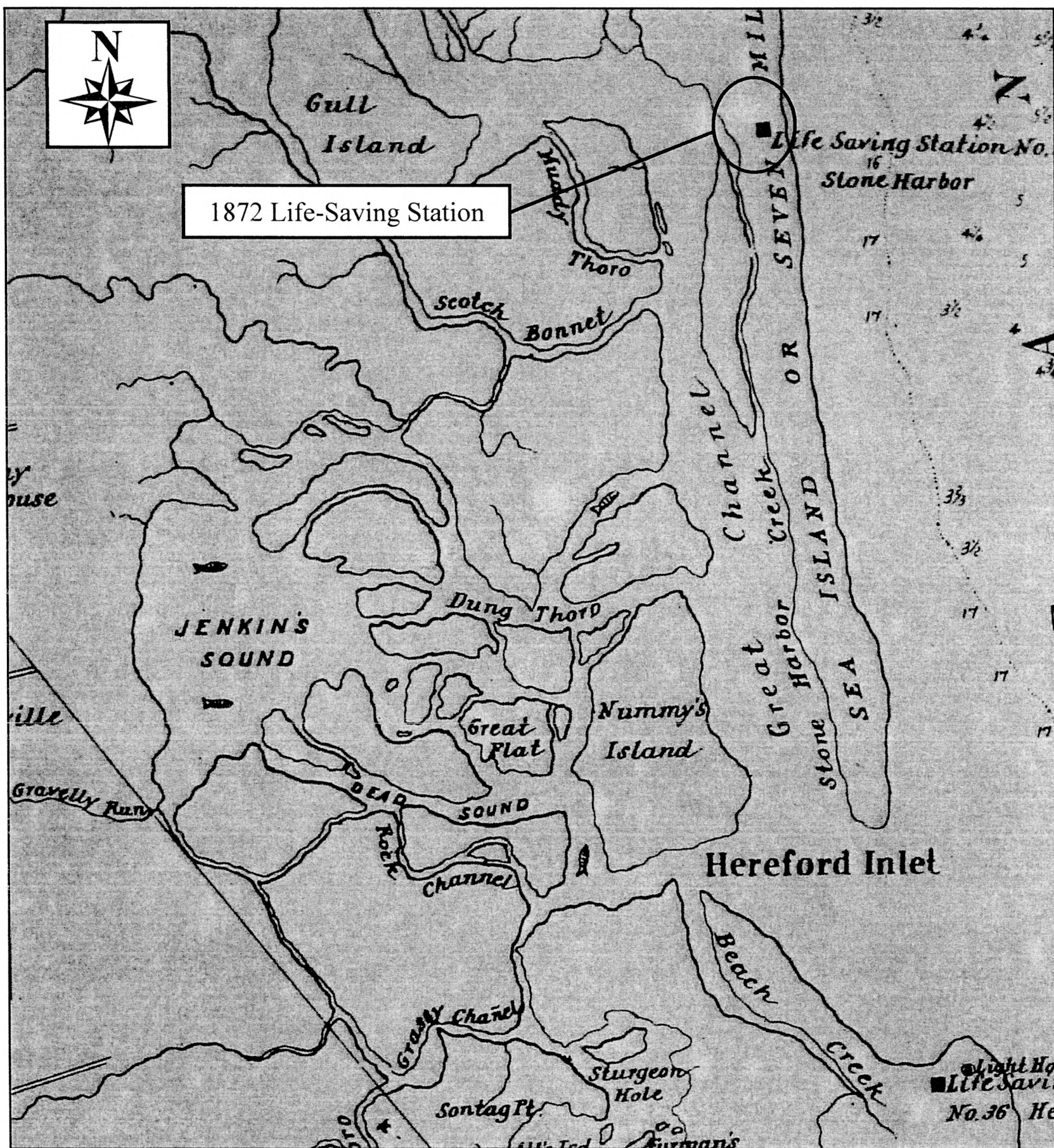
1872 Beers Topographical Map of Cape May County, New Jersey

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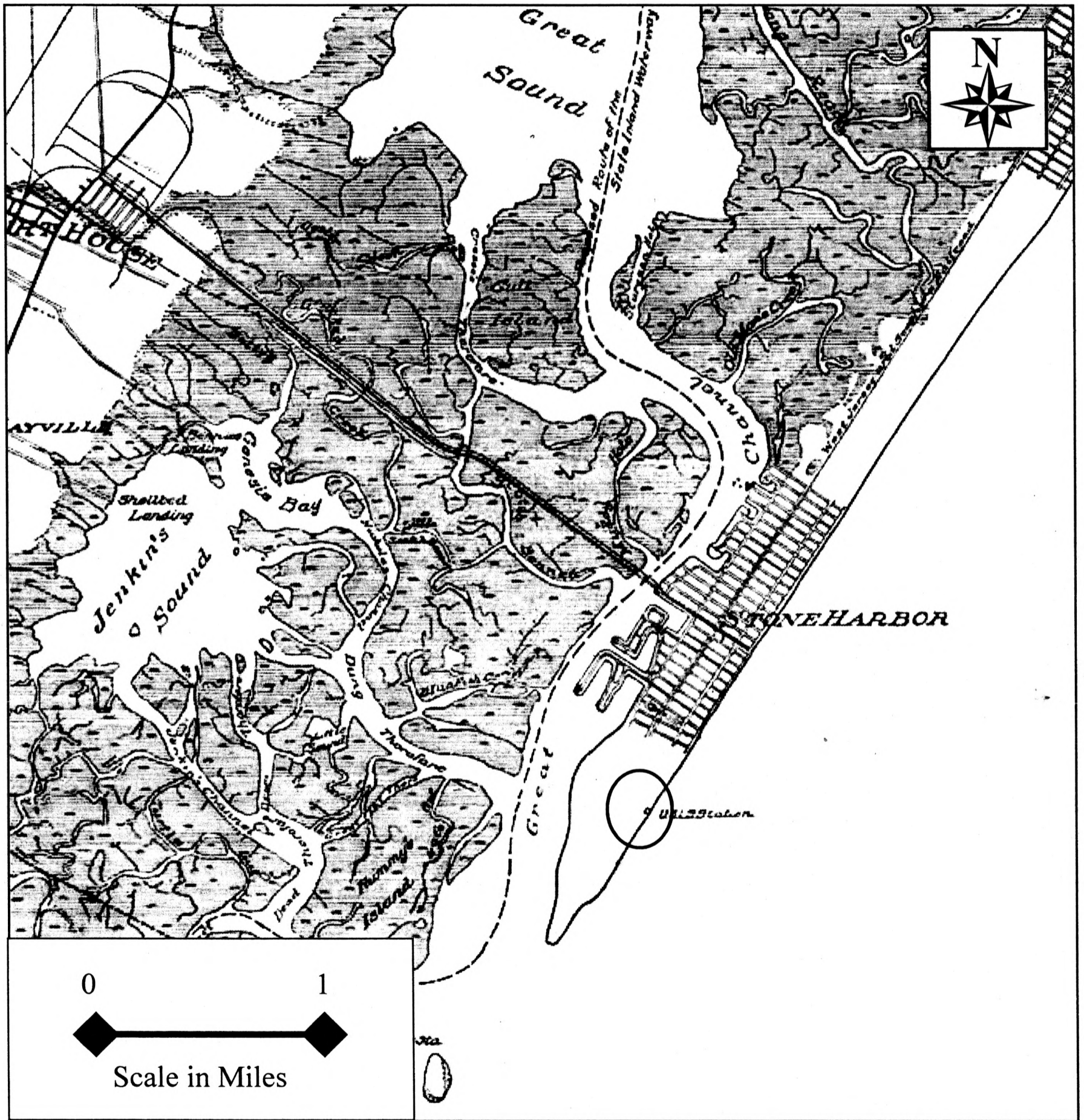
1878 Woolman & Ross *Historical and Biographical Atlas of the New Jersey Coast*

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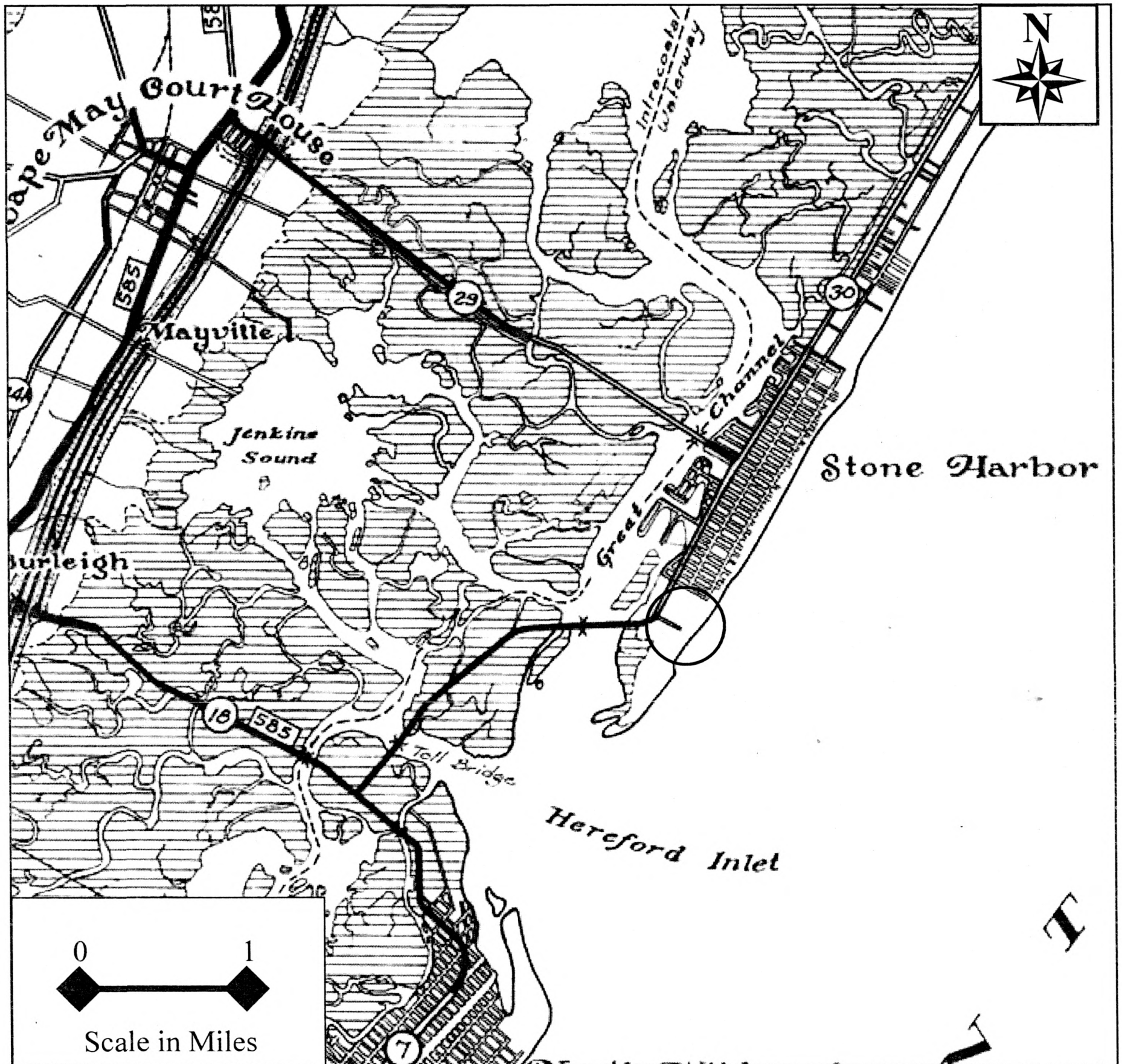
1912 Hand Map of Cape May County, New Jersey

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1948 Keppler Map of Cape May County, New Jersey

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Currently known as American Legion Post #331. Over 100 years later, on 117th street and second avenue, this building is still standing today.

The United States Life Saving Station at Stone Harbor, showing the new gasoline power boat and crew (Captain Harry McGinley on the right)



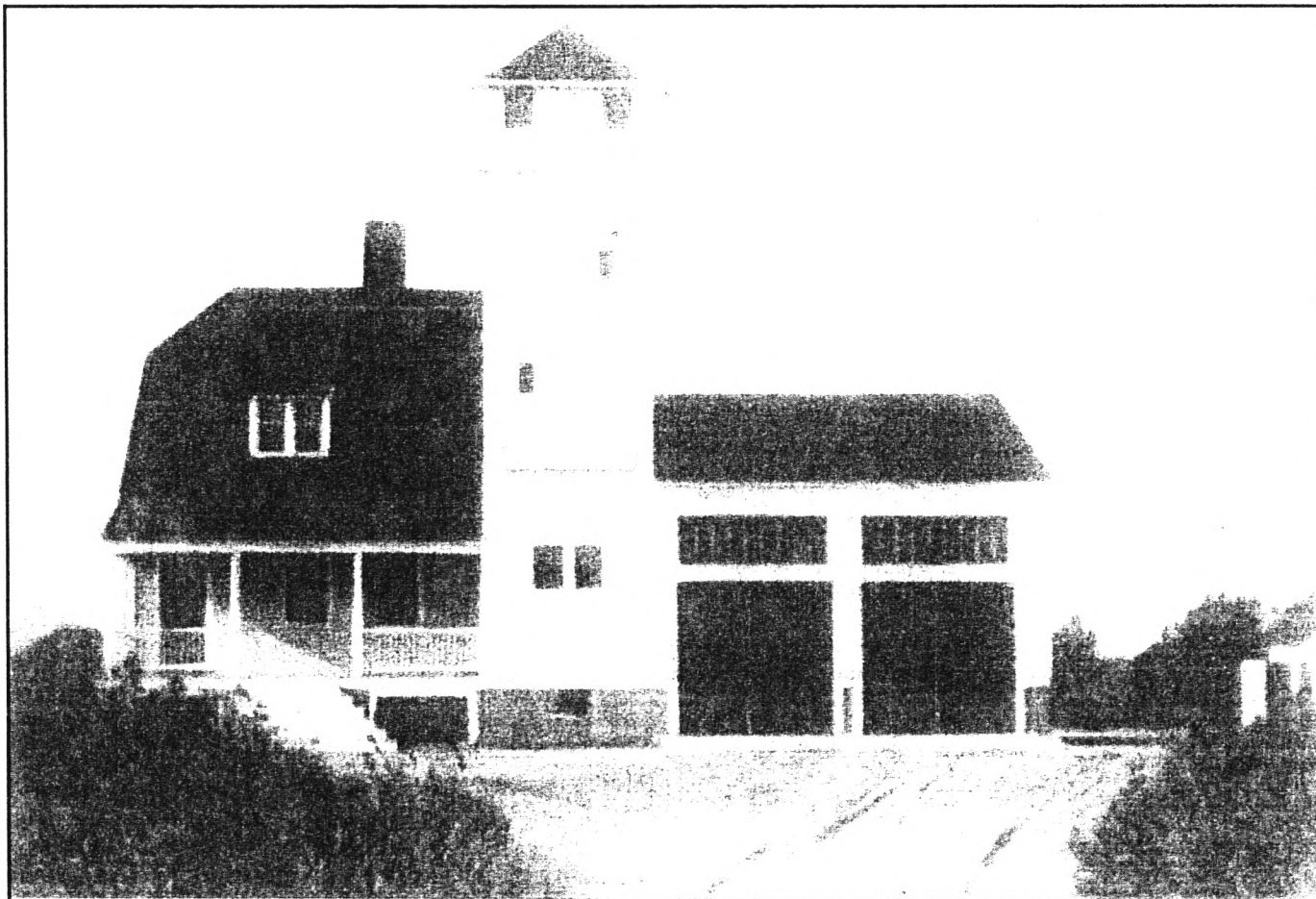
Stone Harbor U.S. Life-Saving Station, ca. 1910

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Stone Harbor U.S. Life-Saving Station, ca. 1930

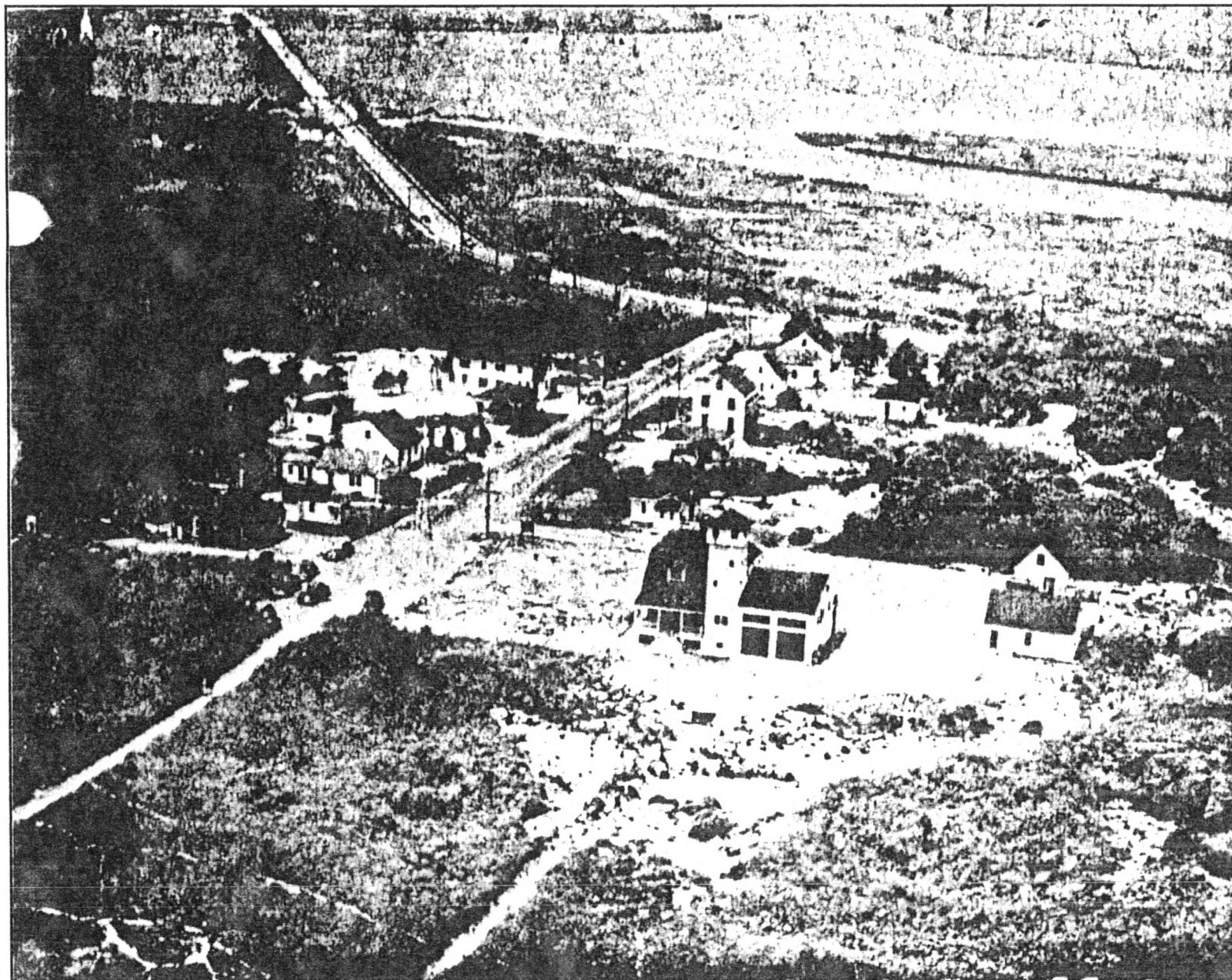


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Stone Harbor U.S. Life-Saving Station, ca. 1955