NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 98000297 **Date Listed: 04/01/98**

US Coast Guard Staion--St. Simons Island	Glynn	`GA
Property Name	**County**	**State**

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Edson A. Beall 4.8.98

Signature of the Keeper **Date of Action**

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Amended Items in Nomination:

Section 3: Classification--Ownership
Due to an editing error, private ownership was checked on the nomination form. In fact, the property is owned by Glynn County. Public-local ownwership is hereby entered.

This information was confirmed by the Georgia State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

297

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name U.S. Coast Guard Station--St. Simons Island
other names/site number N/A

2. Location

street & number 4201 First Street
city, town St. Simons Island ( ) **vicinity of**
county Glynn **code** 127
state Georgia **code** GA **zip code** 31522

( ) **not for publication**

3. Classification

Ownership of Property:

(x) **private**
( ) **public-local**
( ) **public-state**
( ) **public-federal**

Category of Property:

(x) **building(s)**
( ) **district**
( ) **site**
( ) **structure**
( ) **object**

Number of Resources within Property:	**Contributing**	**Noncontributing**
buildings	5	0
sites	0	0
structures	3	0
objects	0	0
total	8	0

Contributing resources previously listed in the National Register: N/A
Name of previous listing: N/A
Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination 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 the National Register criteria. ( ) See continuation sheet.

Mark R Edwards — 2/20/98

Signature of certifying official — Date

Mark R. Edwards
State Historic Preservation Officer

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

Signature of commenting or other official — Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

(✓) entered in the National Register — Edson A. Beall — 4.1.98

( ) determined eligible for the National Register

( ) determined not eligible for the National Register

( ) removed from the National Register

( ) other, explain:

( ) see continuation sheet

Keeper of the National Register — Date

6. Function or Use

Historic Functions:

Transportation: water-related

Current Functions:

Education: education-related

7. Description

Architectural Classification:

Late 19th and Early 20th Century Revivals: Colonial Revival

Materials:

foundation	Concrete
walls	Synthetics: vinyl
roof	Asphalt
other	Wood

Description of present and historic physical appearance:

The U.S. Coast Guard Station--St. Simons Island is an approximately 2.5-acre complex that includes a station house, garage, two storage sheds, generator building, and signal tower (figs. 1-3). The station house, which is located in the center of the complex, is a symmetrical, two- and one-half-story, frame building designed in the Colonial Revival style (fig. 4-6). The building sits on a raised concrete basement. A beveled drip course encompasses the entire foundation wall at the ground level.

The exterior walls of the dwelling house are covered with vinyl siding. Early photographs and the original blue prints indicate that the exterior of the building was originally covered with wood shingles. It is unknown if the shingles are underneath the vinyl siding.

The side-gable roof features a pyramidal-roofed watch tower with cast-iron railings set on the center of the ridge (figs. 4-6, 13). The one interior chimney is located at the north gable end of the main block. It is laid in common bond brick and features a corbeled chimney cap. All roof surfaces are covered with asphalt shingles. Three gable-roofed dormers with round-arched windows are located on both sides of the roof. Two one-story, gable-roofed wings are located on each side of the building. In the side gables and the roof dormers of the main building are 6/6-light round-arched windows, each with a molded window casing and a keystone. The rest of the windows in the main part of the building are metal, 1/1-light windows with faux 8/8-light muntins. These were installed in the 1990s in place of the original wood 6/6-light windows.

The main beach-front facade features a three-bay entrance porch supported by paired Tuscan columns. It includes a decorative iron balustrade and a wood balustrade above (fig. 4). The rear entrance is sheltered by a small, gable-roofed stoop supported by a sawn brackets (fig. 6).

The arrangement of the interior of the station house is asymmetrical with irregular-sized rooms organized around an interior corridor that is located along the center of each floor. The center corridor, oriented the along the long axis of the building, is flanked by three irregular sized rooms on the west side of the building and by two larger sized rooms and a stair hall on the front, or east side of the building (fig. 8).

On the first floor, the mess room, or dining room, is located in the northeast corner of the building, with the kitchen or galley located in the northwest corner (fig. 9). The radio/communications room is located in the north wing next to the kitchen and dining room. South of the kitchen is a hallway and stairwell area that is accessed through the dining room. The hallway leads to the rear entrance while the staircase leads to the basement. South of the hall and stairwell, along the west side of the building, is the officer in charge (O in C) office and, in the southwest corner of the building, the O in C berthing. On the other side of the corridor, in the southeast corner, is the administrative office. The officer on duty (O on D) berthing is located in the south wing. A bathroom for use by the O in C/O on D is located in the south wing between the O on D and O in C berthings, and can be accessed from either room. The senior officer's quarters and office (O in C office, O in C berthing, the bathroom, and the O on D berthing) can all be accessed through one another. A short hallway on the other side of the O on D/O in C bathroom connects the O on D berthing and the administrative office. A visitors bathroom is located on the south end of the interior corridor.

When the building was first built, the north wing was a day room and the south wing was the O in C living room. The bedroom in the southwest corner was the O in C bedroom, and the room north of it was a bedroom (most likely for the second ranking officer). Over the years the three rooms that made up the senior officer's quarters have all been used at one time or another as the O in C and O on D berthing and as the O on D/O in C office.

The principal bunk area is located on the second floor and is divided into two sections in which junior officers were situated on the south end and enlisted men on the north end. Two rooms make up the enlisted men's quarters, a two-man berthing in the northwest corner of the building and a three-man berthing in the northeast corner (fig. 10). These rooms are located at the end of a corridor that extends from the south end through the center of the building. The stair is located on the east side of the corridor, opposite the crew bathroom. A two-man berthing, reserved for first class petty officers, is located in the southwest corner of the building, while the first class petty officer office is located across the corridor in the southeast corner of the building. There is a locker or wardrobe built into the wall for each man assigned to the room.

The third floor, or loft story, features two, equal-sized rooms situated on each side of the stair landing. The end rooms were used as two-man berthings and feature lockers or wardrobes built into the walls (fig. 12). A small portion of the central landing was partitioned on the west side to create a bathroom. Although not readily apparent, the landing is hexagonal in shape and forms the base of the watch room located on the station's roof directly above (fig. 13). A ladder located on the north side of the landing provides access to the watch room (fig. 11).

The full basement is organized around a central hall and features a variety service spaces. The room under the north wing was utilized as a storage room. The mechanical/equipment room (boiler room), a long, rectangular room that is located in the north end of the basement, houses a sump pump, sewerage ejector, and heating equipment. The northeast corner of the room was used as open storage. A stair on the west side of the corridor leads to the first floor. The laundry room is adjacent to the stair. The administrative locker and a storage room are located east of the corridor. The south end of the corridor opens into the recreation room, which is composed of the area under the south wing and most of the south end of the basement. A weight room is located in the southwest corner of the basement. A stairwell located between the recreation room and storage room provides a second access to the first floor.

Many of the original interior finishes remain intact, including the heart-pine floors, doors, and trim. The plaster walls have mostly been covered with paneling and some have been replaced with dry wall. Interior doors are wood with six panels; wardrobe doors feature six and three panels. Plain baseboard and window and door surrounds are found throughout the station house. In addition, many of the original built-in closets in the berthings and quarters survive, as well as the large chart case located in the hall.

The station was equipped with a sewerage ejector, sump pump, and boiler when it was built; these systems were replaced by the time the station ceased operations in 1995. The building was heated by radiators, all of which remain in the station. The larger rooms were equipped with two radiators, usually located under windows. In some places, such as the narrow hallways or small rooms in the north and south wings), the radiators were built in the walls. All floors of the station were heated, including the watch house.

The outbuildings and support structures are located to the rear of the station house. The garage, located along Wood Avenue, was completed in 1936 (figs. 16-17). It is a side-gable, one- and one-half-story, frame structure with vinyl siding, asphalt shingle roof, and a concrete-slab foundation. Like the station house, it features round-arched windows with surrounds and keystones in the gable ends. Gable-roofed dormers are located on both sides of the roof. The gable-roofed entrance stoop with pediment supported by ornate brackets is similar to the stoop above the rear entrance to the

station house. Four garage bays are located across the east facade. During the 1990s, the original 6/6-light windows were replaced with metal 1/1-light windows, metal garage doors replaced the wood doors, and vinyl siding was added. When the station first opened, the breeches buoy, a beach apparatus used to transport people from distressed ships to land, was stored in the garage as well as trucks and automobiles assigned to the station. According to Kenneth Behrings, a retired Coast Guardsman who served at the station during the late 1950s, a small motor boat, a pick-up truck, and a flat-bed truck were kept in the garage. The loft area, which is accessed by an enclosed stairwell, was used for storage. The garage is currently used as a nature education center. One of the garage bays has been enclosed to create a classroom and a lattice awning was recently added.

Two small storage sheds are located on each side of the garage (fig. 16). These frame buildings feature shed roofs and an open side facing the garage. The generator building is a small, shed-roofed concrete-block building located at the end of the garage driveway along the south side of the property (fig. 18). The metal fuel tank is about the same size as the adjacent generator (fig. 18). The signal tower is located between the garage and the station house (fig. 1-2, 7). It is a pyramidal-shaped steel skeletal structure with a flagstaff and yard arm. In addition to flying the American flag, state flag, and Coast Guard flag, the signal tower was used to warn the public of bad weather by flying warning flags to indicate an approaching storm.

The natural terrain surrounding the Coast Guard station is flat and sandy (figs. 14-15). The station is situated on a site that was originally a marshy tract of land separating St. Simons Beach and East Beach, but was filled in by the Coast Guard during construction of the station. The station was built on a small man-made berm that has since become obscured by erosion. A series of concrete sidewalks, constructed when the station house was built, connect the station house to the various dependencies and structures located on the grounds. The sidewalks are connected to an oval walkway that surrounds the station house and leads to the parking lot, garage driveway, the signal tower, and to First Avenue. The garage, storage buildings, and sheds are located at the rear of the station house along Wood Avenue and are enclosed by a wood fence. The parking lot is located directly in front of the station house. The grounds of the station are landscaped with expansive grass lawns and hedges line the entrance sidewalk, which is also flanked by palm trees on each side. A few pine trees and a magnolia tree are located in the front yard.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

( ) **nationally** (x) **statewide** ( ) **locally**

Applicable National Register Criteria:

(x) **A** ( ) **B** (x) **C** ( ) **D**

Criteria Considerations (Exceptions): (x) **N/A**

( ) **A** ( ) **B** ( ) **C** ( ) **D** ( ) **E** ( ) **F** ( ) **G**

Areas of Significance (enter categories from instructions):

Architecture
Maritime History
Politics and Government

Period of Significance:

1936-1948

Significant Dates:

1936

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

U. S. Coast Guard, Civil Engineer's Office

Narrative statement of significance (areas of significance)

The U.S. Coast Guard Station on St. Simons Island is significant under the theme of Maritime History because it is associated with a nationwide program to improve the safety of United States inland and coastal waterways for navigation. The station is also significant in the area of Politics and Government because it is associated with the efforts of the federal government to "protect life and property" on the seas. Lastly, the station is significant in the area of architecture because its style is representative of the manner in which the Colonial Revival style was employed in designs by the federal government throughout the 1930s and 1940s.

The History and Administration of the U.S. Coast Guard, 1830s-1940s

The United States Life-Saving Service derived from private and local efforts to provide assistance to mariners and passengers of distressed ships along America's shores during the mid-19th century. In response to an increasing number of shipwrecks in coastal waters of the United States, Congress in the 1830s authorized revenue cutters to patrol the coasts and provide aid to ships in trouble. Port communities, however, recognized the need for permanent shore-based life-saving stations. The first life-saving stations were built by the Massachusetts Humane Society, which had by 1846 established a series of eighteen life-saving stations. By 1850, the Lifesaving Benevolent Association of New York, established in 1849, began local shore-based life-saving efforts.

The federal government first assumed responsibility for shore-based life-saving operations in 1847 when Congress appropriated funds for the purpose of "furnishing the lighthouses of the Atlantic Coast with means of rendering assistance to shipwrecked mariners." Over the next several years, Congress appropriated funds for the establishment of lifeboat stations. By 1856, a series of 56 government-sponsored life-saving stations was established between Rhode Island and New Jersey, while surf boats were furnished to coastal points from Maine to Texas and on the Great Lakes. The appropriations stipulated that the Treasury Department was responsible for the life boats and stations and that officers of the Revenue Marine, a unit of the Treasury Department, should inspect and administer the stations. The stations were still manned by local volunteers, but Congress authorized that paid keepers be appointed to each station to oversee its maintenance and operation.

With the re-establishment of the Division of the Revenue Marine within the Treasury Department in 1869, all life-saving stations and their operations came under full federal control. The Division of Revenue Marine was responsible for the operation of revenue cutters, steamboat inspection, marine hospitals, as well as lifesaving stations. In 1871, the secretary of the treasury was authorized by Congress to "employ crews of experienced surfmen" to man the life saving stations and appropriated $200,000 dollars for the purchase and maintenance of equipment and the for construction of

additional life-saving stations to be built under the supervision of the Revenue Marine. According to Robert Erwin Johnson in his history of the Coast Guard, Guardians of the Sea, within ten years the life saving section of the Revenue Marine comprised 189 stations--139 along the Atlantic Coast, 7 on the Pacific Coast, 5 on the Gulf Coast, 37 on the Great Lakes, and 1 at the Falls of the Ohio River. By this time, the Coast Guard was a separate entity and in 1878, Congress established the U.S. Life-Saving Service as a separate branch of the Treasury Department.

The crews that manned the life-saving stations drilled regularly, patrolled the beaches, and maintained lookouts from a watch tower situated on the roof of the station house or from a separate tower. Stations were self-sustaining operations and included a kitchen, living room, mess hall, sleeping quarters for the crew, and quarters for rescued persons. Each station was furnished with at least two surf boats, boat carriages, breeches buoy apparatus, beach cart, rockets, and signal flags. Boats and beach apparatus were stored in wide compartments that were incorporated within the station house structure and had barn-like doors and ramps for easy access to the beach.

A typical rescue operation would begin with a surfman spotting a distressed ship from the beach or watch tower. A Coston light, a type of rocket, would be used to signal to the ship that help was on the way. A surf boat from the station would be hauled across the beach on a boat carriage by horse, and later, by tractor. If the surf was too dangerous to attempt a rescue by boat, the beach apparatus cart would be brought to the closest point between the beach and the distressed ship. A Lyle gun, which is a cannon used to fire a line across the surf to the ship, would be used to establish a connection between the ship and the beach. After a line had been secured between the beach and the ship, a breeches buoy, which is a life ring with trouser legs, would be used to transfer the mariners and passengers to shore.

Although the Revenue Marine, which was charged with protecting life and property at sea (among other duties), and the Life Saving Service were officially separate entities, the two services found themselves working together more and more by the early 20th century. This occurrence is explained by Walter C. Capron in his book, The U.S. Coast Guard, in which he maintains that ". . . the increase in size of most sea-going vessels, the use of iron and steel in construction, and the spread of power propulsion had so changed the character of marine casualties and wrecks that more and more joint ship and shore-based assistance was required."

In addition, the federal government created a committee to explore ways to restructure its executive departments and government agencies in order to make them more efficient. For these reasons, the Treasury Department in 1913 proposed the merger of the Revenue Cutter Service and the Life-Saving Service. Two years later, President Wilson authorized the merger of the two branches to form the Coast Guard. The Coast Guard was to "constitute a part of the military forces of the United States . . . under the Treasury Department in time of peace and (to) operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the president so shall

direct." Therefore, the Life-Saving Service as well as the Revenue Cutter Service had ceased to be a civil organization and had became a branch of the Armed Forces.

Both the Life-Saving Service and the Revenue Cutter Service were merged but each retained their individual identities. Because they were joined only at the executive level, each service continued to operate as a separate branch under the Coast Guard chain of command. There was little exchange of personnel between the branches because neither service was qualified to carry out the other's mission. Thus, creating an identity for the Coast Guard served to unite its two branches.

The rapid expansion of the Revenue-Cutter Branch of the Coast Guard, which was necessitated by the need for increased coastal patrols during World War I and the years of Prohibition, served to increase feelings of disunity between the two branches. In 1935, the Coast Guard was reorganized so that its divisions of the United States were each commanded by one district commander. The move was designed not only to make the service more efficient, but also to create a sense of identity within the Coast Guard. By the late 1940s, objections to the new system had been assuaged and the organization was functioning smoothly.

During the late 1930s and early 1940s, the Coast Guard experienced unparalleled expansion. Many of the older Coast Guard stations (which were originally built by the Life-Saving Service) were found to be in need of remodeling and modernization. Congress appropriated funds in 1931 and 1932 to address these needs. However, changing conditions created a situation in which many of these stations were considered redundant. According to Johnson in his book Guardians of the Sea, "commercial sailing vessels, which had needed assistance most frequently, had almost disappeared from American waters; improvements in methods of navigation and the widespread use of radio had reduced the number of craft getting in difficulty; and the employment of power boats in rescue work had extended the range of operations from individual stations." Therefore, these stations, most of which were concentrated along the coasts of New York, New Jersey, and North Carolina and on lakes Huron and Michigan, had been deactivated by 1938.

Between 1936 and 1941, the Coast Guard built a series of Coast Guard Life-Saving stations along the coasts of the Atlantic and Pacific oceans and the Great Lakes. The new stations replaced obsolete facilities or located in areas life-saving services had not previously existed. Although the number of Coast Guard stations had diminished, the distance of coast line covered by the new system of life-saving stations had been greatly expanded.

The new series of life-saving stations that was built by the Coast Guard during the 1930s reflected the goal of unity, order, and homogeneity for which the Service had been striving. Plans for prototype stations were drafted by the Coast Guard Civil Engineer's Office in Washington. According to noted maritime historian Wick York of the Mystic Seaport Museum, at least 26 Coast

Guard Stations of this design exist today. The Coast Guard station on Sullivan's Island near Charleston, South Carolina, is one example.

In addition to the savings of time and effort, standardized plans enabled the Coast Guard to implement a uniform architectural style. The Colonial Revival style was widely popular during this period and was favored by the Coast Guard, perhaps because it alluded to the nation's rich maritime tradition that dates back to the colonial period. In addition, the identical design of the stations may have been intended to remind the surfman that they were Coast Guardsman first and that the entire nation's coasts were their responsibility. The homogenous Coast Guard architecture built along the nation's coasts presented the Coast Guard as a united organization operating on a national scale.

National Register Criteria

A and C.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins with 1936, the year the Coast Guard station was built, and ends in 1948, the fifty-year cut-off date. During this period, the Coast Guard station operated as designed and attained the characteristics that qualify it for listing in the National Register.

Contributing/Noncontributing Resources (explanation, if necessary)

The U.S. Coast Guard Station includes the station house, garage, two storage sheds, and generator building as contributing buildings. The signal tower, fuel tank, sidewalk, parking area, and drive are contributing structures. There are no noncontributing resources located on the property.

Developmental history/historic context (if appropriate)

In 1935, a bill calling for the construction of the a U.S. Coast Guard Station on St. Simons Island was signed into law. Glynn County was the center for the regional timber and naval stores industry during the early 1900s. The nearby port city of Brunswick, which also fostered a thriving ship-building industry, had become the second largest shipping port in the world for naval stores. Jekyll Island, Sea Island, and St. Simons Island had all become popular beach resort destinations on a regional and national scale and the need for a life-saving station to aid distressed ships in the area had become necessary.

The site selected for the new Coast Guard Station was located between the St. Simons Beach resort area and East Beach, a marshy tract of land owned by the county government that had been set aside for the creation of a public park that was to be named Lucille Park. The county deeded the Lucille Park property to the U.S. Government on April 3, 1936, with the stipulation that the property would revert back to the county when the Coast Guard Station was deactivated.

Site preparation for the new station began in 1935. J. E. Carson, a U.S. Coast Guard assistant engineer, supervised the WPA labor. The 2.5 acre tract of marsh land was filled and a creek was diverted that had separated St. Simons from East Beach. The station was constructed atop a slightly elevated berm overlooking the beach. The station was completed in 1936 and was commissioned on April 1, 1937. Congress appropriated $116,000 for the construction of the station and boat house, which was located at a site on the Frederica River. Although construction of the boat house had begun when the station was first placed in active duty, it was not completed until 1947.

An article in the *Brunswick News* reported that the station "is one of the few of its kind on the South Atlantic Coast." The station was said to be fully equipped, having three boats assigned to it. These included a 20-foot surf boat, a 267-foot motor surf boat, and a 36-foot water life boat. The largest of these was to be moored at the wharf of the Sea Island Yacht Club on the Frederica River. The article also stated that the crew manning the station had been transferred from a Coast Guard Station at Sullivan's Island, South Carolina. The station's first crew comprised eleven men commanded by Chief Boatswains Mate Tillet, the station's first officer in charge.

Richard Goebel, one of the station's first crew members, served as a surfman. Goebel had just entered the Coast Guard in 1937 and the St. Simons Station was his first duty station. Goebel, who stood the first watch after the station was commissioned, stated that the mission of the crewmen was to " protect life and property." In addition to rescuing swimmers and assisting boats in distress, the crews also logged passing ships and planes. "Protecting life and property" was not limited to these duties. When the Ocean View Hotel was destroyed by fire in the late 1930s, the crewman assisted in extinguishing the blaze.

During World War II, the Coast Guard was charged with the task of establishing a comprehensive system of armed beach patrols along the nation's coast. The beach patrol was an outgrowth of the patrols that had been conducted by life-saving stations for many years. Lookout towers, additional stations, and a beach patrol communication system were established. Coast Guard stations and lighthouses were utilized as observation posts and served as the organizational centers for the beach patrols. Patrols were maintained continuously in areas that were thought to be likely places to land saboteurs or an invasion force.

As a major ship-building center during World War II, Brunswick also was also the site of a merchant marine ship yard where cargo ships, also called Liberty Ships, were built. At least two cargo ships were torpedoed off the coast of Brunswick by German submarines in the early days of the war. The U-boat attacks prompted the War Department to build a blimp base in Glynn County to counter the threat of enemy submarines. Patrols were conducted along the St. Simons coast and the St. Simons Lighthouse and the Coast Guard station were utilized as points of observation and organization. The Coast Guard station also served as an observation post for enemy aircraft. According to Kenneth Behrens, a former Coast Guardsman who served at the station in the 1950s, a highly sensitive microphone designed to pick up the distant droning of planes was installed at the Coast Guard station by the Air Force during World War II. The instrument was intended as an early warning device in which the watchman, upon detecting the approach of planes, would radio ahead to a nearby Air Force base. Once the aircraft was in sight the watchman would report if they were friend or foe.

By the 1950s, the two branches of the Coast Guard had become much less distinguishable. The duties of a Coast Guardsman was not as specialized. Coast Guardsman were expected to perform both station-based shore duty and sea duty aboard a cutter. Cecil P. Parsons, Chief Boatswains Mate, served at the St. Simons station during the late 1950s. Mr. Parsons recalled that quarters' assignments reflected the utilitarian design of the station house. In the south end of the second floor, the two-man bedrooms are separated by a corridor. These rooms were reserved for junior officers, or first-class petty officers. The station was assigned two boat crews, each with a mechanic who maintained the boats and motors and a boatswains mate who operated the boat and coordinated rescues. Mr. Parsons notes that each crew shared a room so that if an emergency call was received in the middle of the night, the off-duty officers would not be unnecessarily disturbed. The boat crews status as officers can be seen in the luxury of sharing a room with only one bunkmate. He also stated that the two rooms at the north end of the building were originally one large, eight-man dormitory room where surfman were quartered. Surfmen stood watch and patrolled the beaches. The surfmen's status as enlisted men was reflected in their quarters, which offered little privacy and were subject to the noise associated with shift shanges.

During the 1970s, the station was described as a search and rescue facility. Its principal duties consisted of monitoring radio and telephone calls and dispatching boats and rescue aircraft to ships

in distress. Other duties included repairing aids to navigation located in the area and assisting the Georgia Department of Natural Resources in law enforcement operations. The station's boat house on the Frederica River housed the Coast Guard's 41-, 30-, and 16-foot boats. Coast Guard statistics for the period between October 1976 and July 1978 indicate that the St. Simons Coast Guard Station assisted and rescued 557 persons and saved $127 million worth of property.

Despite the achievements of the St. Simons station, its location was no longer considered advantageous. When it was built, boats could be launched from the beach directly in front of the station. However, a wide expanse of dunes and brush had developed between the station and the surf and erosion in other parts of the island led to increased beach width in front of the station. More significantly, increased traffic on the island made travel difficult between the station and the boat, which was located three miles away. The Coast Guard determined that the crew should be quartered in closer proximity to their boats and in 1975, a new station was planned. While the site for the new station was under consideration, the Coast Guard decided that the St. Simons station should be remodeled and modernized for current use.

In 1993, the boat house was destroyed by fire, although the boats were undamaged. The following year, the station house failed to meet county fire and safety codes, nearly rendering the station inoperable. A trailer was moved onto the station grounds for use as quarters for the men while the station house was used for communications.

In May 1995, the new U.S. Coast Guard Station, located south of city of Brunswick on the East River, was commissioned. When the Coast Guard vacated the St. Simons station in 1995, the property was transferred to Glynn County. The Coastal Landmark Preservation Society was formed later that year to ensure the preservation of the U.S. Coast Guard Station--St. Simons Island through a variety of educational programs.

9. Major Bibliographic References

Ciucevich, Robert A. Historic Property Information Form. September 1996. On file at the Division of Historic Preservation, Georgia Department of Natural Resources, Atlanta, Georgia, with supplemental information.

Previous documentation on file (NPS): ( ) N/A

( ) **preliminary determination of individual listing (36 CFR 67) has been requested**
(x) **preliminary determination of individual listing (36 CFR 67) has been issued**
date issued: June 27, 1995
( ) **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:

(x) **State historic preservation office**
( ) **Other State Agency**
( ) **Federal agency**
( ) **Local government**
( ) **University**
( ) **Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Approximately 2.5 acres

UTM References

A) Zone 17 Easting 464600 Northing 3445550

Verbal Boundary Description

The property boundary is indicated by a heavy black line on the attached map, drawn to scale.

Boundary Justification

The boundary includes all resources historically associated with the operation of the U.S. Coast Guard Station--St. Simons Island and follows the legal boundaries of the parcel. The nominated property retains a high level of historic integrity.

11. Form Prepared By

State Historic Preservation Office

name/title Steven H. Moffson, Architectural Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 500 The Healey Building, 57 Forsyth Street
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** February 20, 1998

Consulting Services/Technical Assistance (if applicable) ( ) not applicable

Name: Robert A. Ciucevich **Firm**: Quatrefoil Consulting
Address: 619 East 48th Street, Savannah, Georgia 31405 **Phone**: (912) 233-8655

(HPD form version 02-24-97)

Name of Property: U. S. Coast Guard Station--St. Simons Island
City or Vicinity: St. Simons Island
County: Glynn
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: March 1997

Description of Photograph(s):

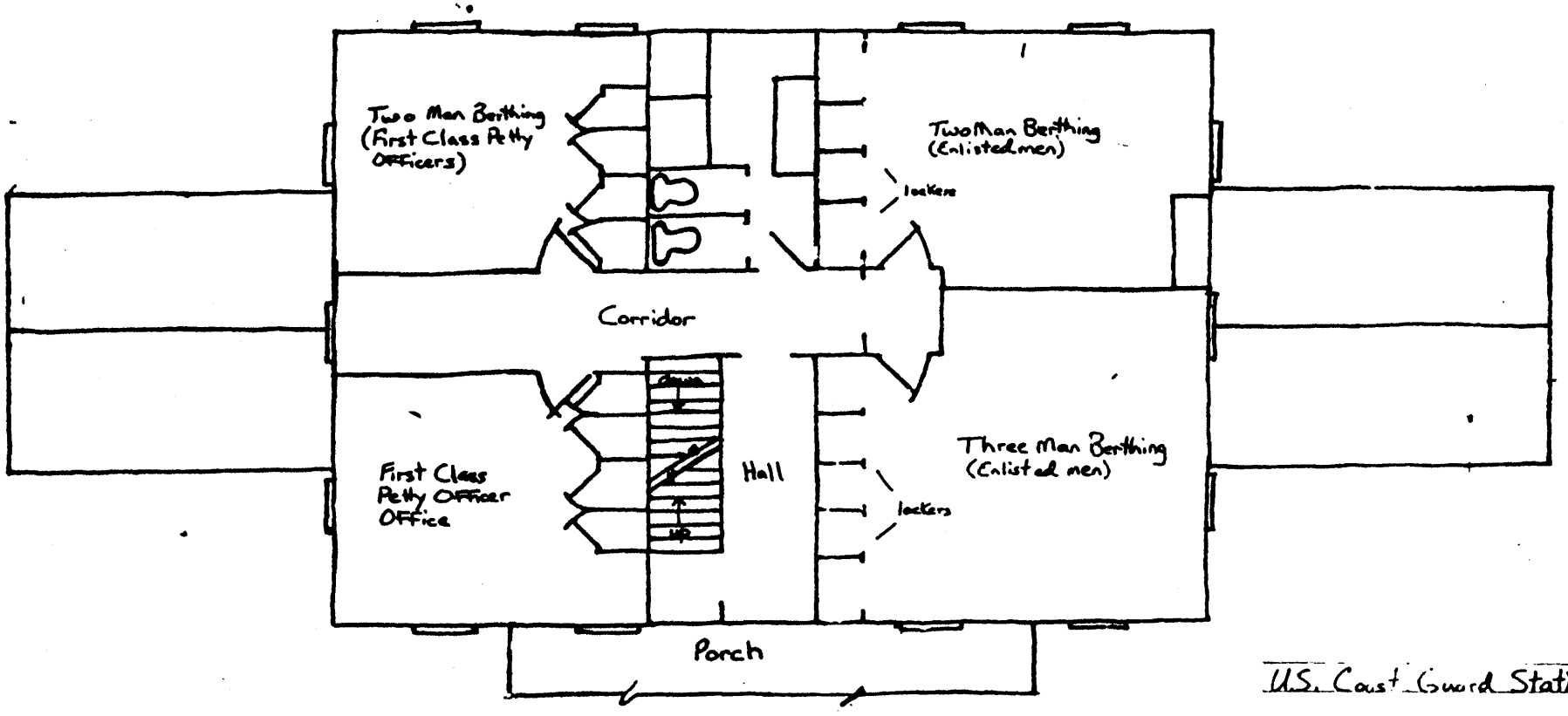
1. U.S. Coast Guard Station, photographer facing west.
2. U.S. Coast Guard Station, photographer facing south.
3. U.S. Coast Guard Station, photographer facing east.
4. Station house, main facade, photographer facing northwest.
5. Station house, photographer facing west.
6. Station house with signal tower at left, photographer facing northeast.
7. Station house with signal tower at left, photographer facing east.
8. Station house, interior, view of entrance hall.
9. Station house, interior, dining room with view toward kitchen.
10. Station house, interior, second floor, enlisted men's berthing.
11. Station house, interior, third floor, hall with ladder to watch tower.
12. Station house, interior, third floor, two-man berthing (south side).
13. Station house, interior, watch tower.
14. View from watch tower, photographer facing south.

15. View from watch tower, photographer facing north.

16. Garage and flanking sheds, view from watch tower, photographer facing northwest.

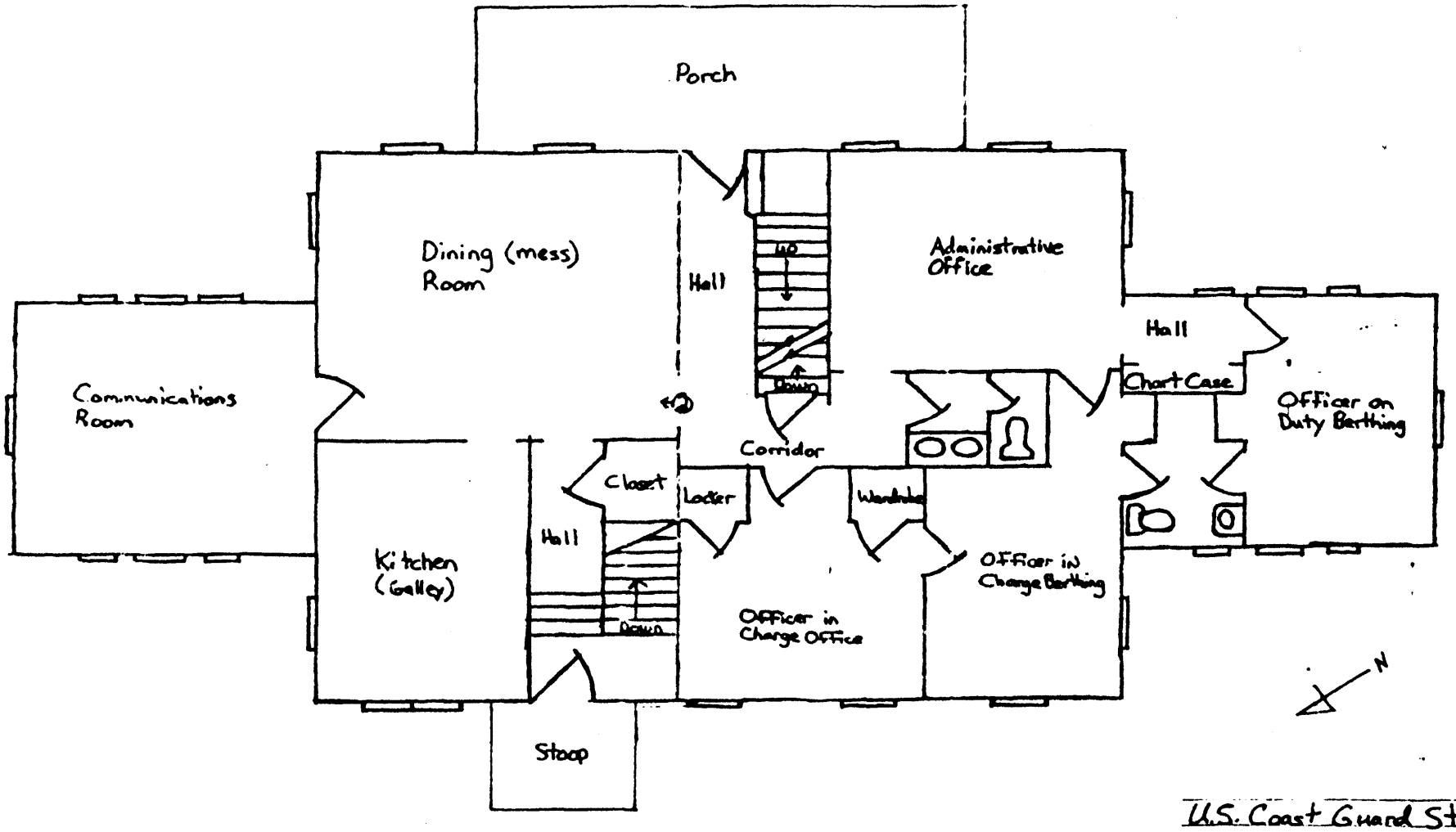
17. From left, fuel tank, generator building, garage, and signal tower, photographer facing west.

18. Fuel tank and generator building, photographer facing west.



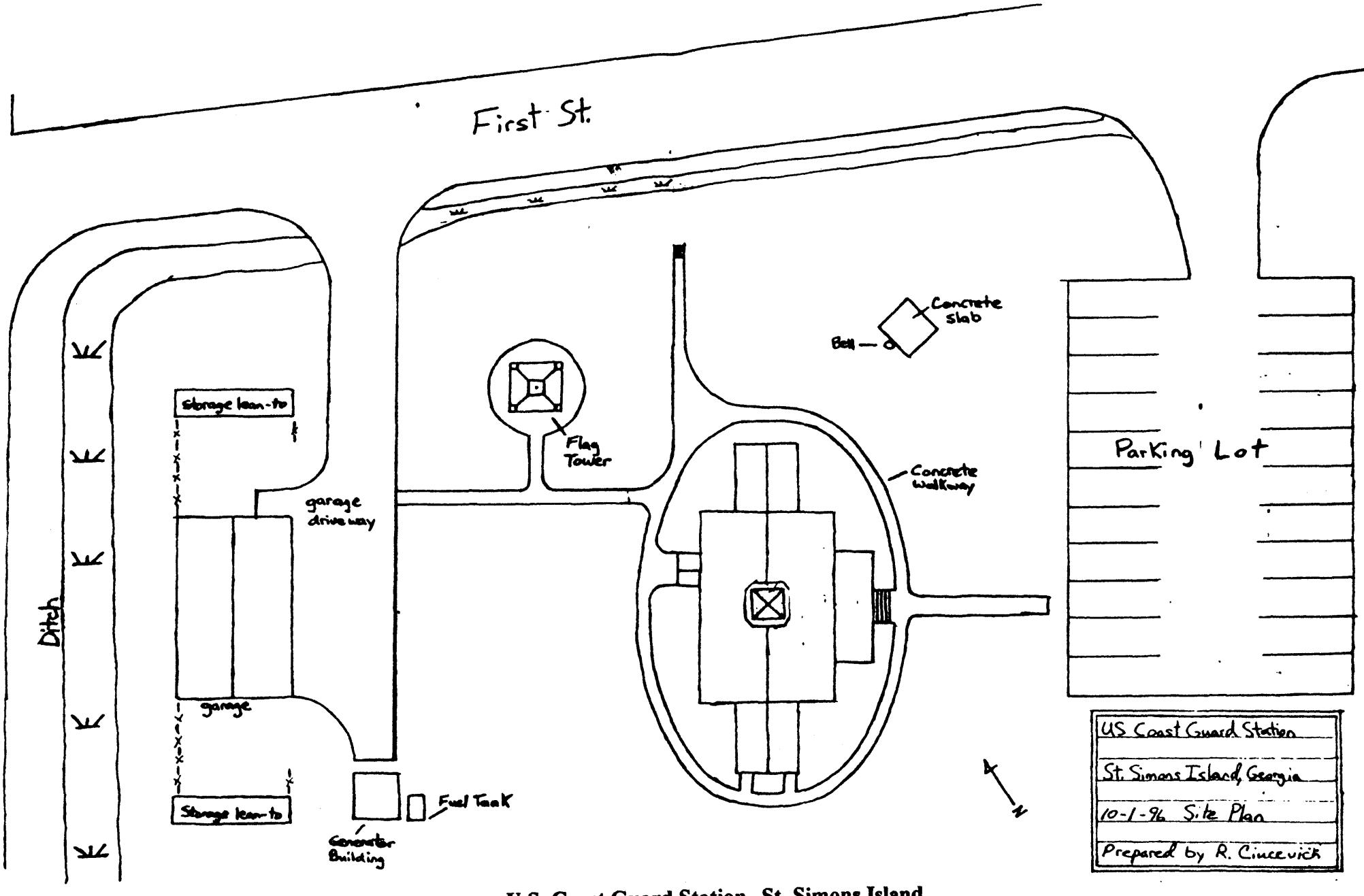
U.S. Coast Guard Station
St. Simons Island, Georgia
10-1-96 Second Floor Plan
Prepared by R. Ciucevich
Scale: 1" = Approximately 5'6"

U.S. Coast Guard Station--St. Simons Island
St. Simons Island, Glynn County, Georgia
Second Floor Plan
No scale
North



U.S. Coast Guard Station–St. Simons Island
St. Simons Island, Glynn County, Georgia
Main Floor Plan
No scale
North

U.S. Coast Guard Statio
St. Simons Island, Georgi
10-1-96 First Floor Plan
Prepared by. R. Ciucevich
Scale: 1" = Approximately 5'



U.S. Coast Guard Station--St. Simons Island
St. Simons Island, Glynn County, Georgia
Site Plan
No scale