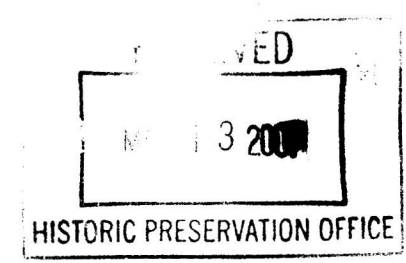
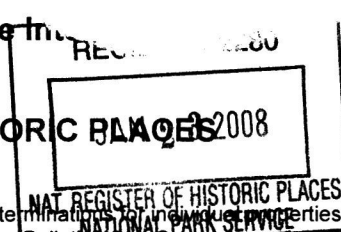


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07-0103-35A  
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NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 33). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional 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: Squan Beach Life-Saving Station #9  
other names/site number: Squan Beach Station

2. Location

street & number: Ocean and Second Avenues not for publication: n/a  
city or town: Manasquan vicinity:  
state: New Jersey code: NJ county: Monmouth code: 25 zip code: 08732

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

  
Signature of certifying official Date 12/21/07  
Amy Cradic, Assistant Commissioner Natural & Historic Resources/DSHPO  
State or Federal Agency or Tribal government


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

Signature of commenting official/Title Date  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

  
Signature of the Keeper  
Date of Action 3.5.08



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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance** (Enter categories from instructions)

ARCHITECTURE  
MARITIME HISTORY

**Period of Significance:** 1903-1936

**Significant Dates:** N/A

**Significant Person:** N/A

**Cultural Affiliation:** N/A

**Architect/Builder:** TOLMAN, GEORGE, ARCHITECT

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

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**9. Major Bibliographical References**

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

**Previous documentation on file (NPS)**

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

**Primary Location of Additional Data**

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

Name of repository: BOROUGH OF MANASQUAN

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**OVERALL**

The Squan Beach Life-Saving Station is a mirror image of the typical Duluth-style life-saving station first designed by George R. Tolman in 1893. The design uses details from both the Shingle-style and Colonial Revival building typologies.

The building is made up of three sections: the living quarters to the east, the boatroom to the west, and the tower in the center. (Photos 1 and 2) The living quarters is two bays wide by two bays deep, one and one half stories tall with a sweeping jerkinhead gable roof with dormers that provide light to the upper floor. The boatroom is two bays wide by three bays deep, one story with a full attic above. These two sections are flush along the north façade; the boatroom is deeper to the south. The tower is the focal point of the building. It is square, one bay wide and deep, and stands four stories tall. There are two porches, one on the south elevation and one on the north elevation, both providing access to the living quarters.

**LOCAL AREA**

The Squan Beach Life-Saving Station is located in the Borough of Manasquan, Monmouth County, New Jersey. Set within the Atlantic Coastal Plain, the largest physiographic region in New Jersey, stretching from Sandy Hook to the Delaware Bay, the Borough of Manasquan is located just north of the Manasquan River Inlet. The Manasquan River, a major New Jersey waterway, flows 23 miles from central Monmouth County to the Atlantic Ocean<sup>1</sup> and is the northernmost terminal of the Intercostals Waterway.<sup>2</sup> The Manasquan watershed is approximately 82 square miles.<sup>3</sup> The Squan Beach Life-Saving Station occupies three quarters of the west end of the block between First and Second Avenues facing Ocean Avenue which runs west to east toward the Atlantic Ocean. The Station is located between the Manasquan Inlet to the south, Stockton Lake to the west, and the Atlantic Ocean to the east. Most significant to the situation of the Station is its proximity to within 1000 ft of the Atlantic Ocean; the New Jersey Coastline was notorious for shipwrecks of vessels traveling to commercial ports in northern New Jersey and New York.

**SITE**

The Squan Beach Life-Saving Station is located one block from the ocean at Manasquan Beach. A planting bed containing scant shrubbery lines the south and east sides of the foundation. It is separated from the typical ground cover of yellow rounded gravel by a wood edging strip imbedded into the ground. Overgrown shrubbery at the sidewalk masks the south façade from the street and forms a small garden at the southwest corner of the lot. A large sign marking the location of a coast guard station is centered within the garden. (Photo 1)

A concrete walk and driveway lead from the south sidewalk to the south porch and Boatroom doors, respectively. A secondary walk runs perpendicularly, connecting the driveway to the walk and providing access to the flag pole located in the southeast corner of the lot. Four areaways, two on the east side, and one on each the north and the south sides, provide light to the basement windows. The areaways project only slightly above the grade. The height of the grade makes the windows virtually impossible to see.

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<sup>1</sup> Princeton Hydro LLC. Manasquan River Assessment, Monmouth County, NJ

<sup>2</sup> [http://en.wikipedia.org/wiki/Manasquan\\_River](http://en.wikipedia.org/wiki/Manasquan_River). Accessed May 22, 2006.

<sup>3</sup> Princeton Hydro LLC. Manasquan River Assessment, Monmouth County, NJ

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The entire north lot is paved with macadam. The macadam extends around the edges of the buildings at both corners to provide paved access to the northeast door and the northwest boat-door. Two tremendous truss antennas dominate the east side of the site and can be seen from any location around the building. These are enclosed by tall chain link and wood fencing.

**ROOFS**

The boatroom and the tower both have relatively simple roof plans. The boatroom has a simple low pitch gable roof. The ridge runs east/west. The tower has a square low-pitch hipped roof ending with a flared eave and a boxed cornice.

Although virtually square in plan, the living quarters roof is somewhat complicated. It is a "tee-shaped" gable roof with the most prominent ridge running east/west ending in a hipped gable (jerkinhead) at the east end; its sill is above the first floor level. The secondary ridge is centered on the tower, running north/south; its sill is above the second floor level. The two ridges are the same height and the roof pitches are identical. The north facing slope roof extends the length of the living quarters with the sill above the first floor. The secondary ridge dies at the intersection with the primary, at the north slope, creating the look of a jerkinhead roof from the west. A chimney penetrates the center of the primary ridge. At the base of the living quarters roof, contiguous but shallower shed roofs continue over the two porches. Shed roof dormers punctuate the north, south and west slopes.

The boatroom and the living quarter roofs both have simple soffits and raking eaves, finished with small, relatively simple contiguous mouldings; a cyma recta ending in a cove mould. These create overhangs of approximately four inches. This detail continues onto the porch roofs and wraps around forming a cornice return at the gable ends. The sill height of both roofs is equal; on the north façade this creates a continuous cornice.

The soffit is covered on the north and south gables by wooden hanging gutters. The gutters are not lined. The ends have been capped with metal plates affixed with metal tacks. Rectangular aluminum leaders extend from the gutters to concrete splash blocks at grade.

All the roofs are clad with red, interlocking asphalt shingles. All of the flashing is copper.

**ELEVATIONS**

The facades of the living quarters and the boatroom are one story high except at the west section of the living quarters which is a full two stories. Although the tower is four stories high, it is surrounded by roof on all but the south elevation. The west section of the living quarters extends from the north side of the tower, flush with the east and west walls of the tower. It joins the east portion of the living quarters in the center of the main gable. This section is only visible from the east and west sides. There is one small window, matching those in the tower on the east facade.

The elevations are all clad in wood shingles. The foundation, only visible for approximately four inches, is poured concrete. At the boatroom and living quarters, the only adornment is flat window and door casing and the previously described roof moulding. The most decorative element of the building is the fourth floor level at the tower which cantilevers approximately a foot from the façade below, creating a fort-like appearance (Photo 9). The cantilever is

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decoratively detailed with flat moulding and nine evenly spaced brackets. This level is the lookout room; each of the four sides has two identical windows providing ample views in all directions.

The windows on all elevations are vinyl replacements with snap-in muntins. Although snap-in muntins truly has only one lite, the windows are described below by including the number of lites in order to give a sense of the size of each window.

Both porches have identical detailing. Both floor structures have been reconstructed. They have modern framing, modern masonry piers, concrete steps up the porch and plywood floors. The roofs are simple shed roofs, as described previously, with enclosed gable ends clad with wood shingles. The porch lintel is clad with flat wood boards and a corner bead at the bottom two corners. The porch posts are quite detailed. The base originally had plinth moulding. The shaft is square to about two thirds up the post where a heavy chamfer begins. The chamfer develops from a point, to at its widest, two inches approximately five inches below the top of the shaft. At this point the chamfer narrows back to a point in three inches. A small half round bead signifies the top of the shaft and the beginning of the capital. The moulding of the capital is comprised of the following elements: the astragal, a flat plane: the neck, a small ogee mould: the echinus, and a square horizontal plate: the abacus. The balustrade consists of a base rail and top rail, each pitching away from the building and square balusters. The roof rafters, exposed at their underside, and board sheathing make up the ceiling at the south porch (Photo 7). The ceiling at the north porch is composed of beaded boards (Photo 8).

**South:**

The south façade (Photo 2) is comprised of the boatroom on the west, the tower in the center, and the south porch in front of the south façade of the living quarters on the east. This is the only façade at which the entire tower is exposed. The height of the tower is accentuated by the scarcity of windows; there are two small windows centered within the first level and between the first level and the lookout, there are two very small windows one at the east end at the second level and one at the west end on the third level. The first floor windows are four over four double-hung sash. Both the second floor and third floor windows are very small rectangular four-lite casements. The boatroom façade contains the two main boat-doors to the west of the tower; they are flush wood divided into five panels and open overhead. They are replacements. The porch extends across the east length of the south façade. The porch has detailing as described. A shed roof dormer with two windows, fixed rectangular with 15-lites, is centered above the porch. Because of the low sloping roof, the south façade of the living quarters is only visible from under the porch. There are two large windows and an entry door. The windows are twelve over twelve double-hung sash, the entry door flush solid wood with an aluminum storm door.

**East:**

The east façade (Photos 3 and 4) includes the large gable end with the jerkinhead gable of the living quarters roof. The gable end is accentuated by a cornice return that the shingle cladding splay over. Two windows, six over six lite double-hung sash, are evenly spaced within the gable. The first floor window distribution is slightly irregular. One large window is located in the south end, a smaller window is at the north end. The large window is six over six double-hung sash and the small window is 6 over 1 hung sash. There is a door at the far north end, flush solid wood with an aluminum storm door, and one small window is located above it. The window is a six-lite casement oriented vertically.

The two porches are both visible from the east façade. The east edge of the south porch is set approximately two inches from the main façade and the north porch, approximately 10 feet.

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The east façade of the tower is set back approximately 20 feet from the main façade; the first level is visible from within the south porch. There is an entry door centered at this level, a mid-twentieth century replacement with an aluminum storm door. Above the porch roof, there are two small windows, one at the second floor and one at the third set diagonally from each other, to the south end and the north end, respectively. They are small rectangular four-lite casements. The east façade of the west living quarters is visible above the main roof. There is one small window, matching those in the tower on the east facade.

**North:**

The north façade (Photo 5) has little delineation between building sections. The cornice is contiguous between the boatroom and the living quarters. The only interruption in the façade is the small north entry porch centered within the living quarters section. The boatroom façade has two evenly spaced windows matching those on the west façade and an opening enclosed with plywood between the two windows. The two living quarters windows are both on the west side of the porch but are randomly distributed, the window to the west is smaller and set higher than the one to the east. The west window is four over four double hung sash, the east window six over six double-hung sash. There is one door which is accessed from the porch, a mid-twentieth century replacement door with a single top light, and with an aluminum storm door. A shed dormer with three windows is located off-center, slightly to the west of the porch. The dormer windows are four over four double-hung sash.

**West:**

The west façade (Photo 6) includes the large but low gable end of the boatroom roof. It is accentuated by a cornice return that the shingle cladding splay over. A half circle window is centered within the gable. The first floor level has a boat door at the far north end and three windows spaced evenly to the south of it. The boat-door has a pair of swing doors comprised of tongue and groove wood boards with three wrought irons trap hinges on each door. The windows are rectangular with 15-lites, horizontally set. Three large utility meters and associated conduit are located on the far south end.

Above the roofline at the west elevation, the tower is set back approximately 25 feet. There are three small windows, one at the second floor and two evenly spaced at the third; all are small rectangular four-lite casements.

The west façade of the west living quarters is visible above the roof on both sides of the ridge. The intersection between it and the main living quarters gable creates the appearance of a jerkinhead gable. There are two windows evenly spaced on either side of the boatroom ridge. The north is a four lite square casement and the south a single-pane square casement. A shed dormer, to light the living quarters attic, is centered above the ridge.

**INTERIOR**

The interior of Squan Beach Life-Saving Station #9 consists of three primary components: the boatroom, the tower and the living quarters. The boatroom is a double-height space set at grade and is one story in height with an attic space above. The tower is four stories in height with basement. It contains the stairwell that connects all components of the building at the vertical plane and holds the look-out area located at its top level. The living quarters are two stories in height with basement and limited attic space. The living quarters is partitioned at both the first and second floor levels

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into smaller rooms including circulation space connecting the living quarters and boatroom with the tower. Circulation is typically on the north/south axis corresponding to the front and rear main entrances at the front and rear porches.

*Note:*

The description of the interior relies heavily upon room callout notations (see photo key plans). The first number of each notation indicates the floor on which the item is found. For example: 101 is a first floor room and 201 a second floor room.

**BASEMENT**

**Overview**

The basement (Photo 10) is one large room below the living quarters and the tower creating one main room with small area at the southwest end. It is quite low, being only a little over five feet from the floor to the underside of the ceiling joists. It has four windows: one on the south, one on the north and two on the east. The south window, centered within the tower room, is covered with plywood. A set of steep wooden stairs with open risers is located in the northeast corner, rising to the east.

The brick chimney support is centered within the main room. Four brick columns are evenly spaced along the east/west axis in the center of the main room; two of them adjoin the chimney. Ten metal columns have been installed for additional framing support. Mechanical equipment is centered in the room around the chimney support on raised concrete pads.

**FIRST FLOOR**

**Overview**

When divided into the three sections, the first floor plan is fairly simple. The boatroom, the entire west section of the building, is two large rooms of equal size (Room 108a & 108b). The tower is just one small square room (Room 101). Overall, the living quarters is about square, slightly larger in width than the boatroom with a chimney projecting up through the center. However, the living quarters has four main divisions, one in each corner. Within these divisions there are three main rooms: the northeast (Room 105), southeast (Room 106), and northwest (Room 104) corners. Each of the north rooms includes two smaller ancillary spaces. In the northeast room along the north wall, there is a closet (Room 105b) and the basement entry (Room 105c). In the northwest room, along the east wall, there is an electrical closet (Room 104b) and a bathroom (Room 104c). The southwest space is divided evenly into four full rooms: the hall (Room 102), the kitchenette (Room 103), the entry (Room 107a), and the closet (Room 107b).

Most of the rooms have either resilient tile or carpet on the floors. The walls are covered with faux wood paneling and the ceilings have acoustic tile ceilings. Almost all of the window and door casing has been replaced as have the windows and doors themselves.

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***Room 101***

The first floor tower room (Photo 11) serves as the stair hall. The walls of Room 101 are finished with wallpaper on the upper portion and wood wainscot on the lower. It has resilient tile flooring. The ceiling is acoustic tile adhered to the ceiling above. The ceiling within the stairwell is plaster and follows the counter of the stair to the third floor above.

There is an exterior door centered on the east wall, a wide cased opening on the north wall leading to Room 102, and a pair of small windows separated by a mullion centered in the south wall. The stairs, which remain as clear finished wood, are the prominent element in the room. They include two quarter turns and are kite winders at each turn. The stairs begin the ascent approximately halfway along the south wall rising to the west. At the southwest corner of the room it turns to the north and at the northwest corner it turns to the east. The ceiling is sloped beneath the final east facing leg. The staircase is adorned with string mould and tread returns, and dropped newel posts at each corner. There are thin round balusters capped by a tall narrow railing. The two intermediary newel posts are square and capped by a round top. The only decoration is very small chamfers several inches below the base of the cap at each corner of the newels. The base newel is more decorative with a round, turned center piece resembling a table leg. The treads are covered with metal traction pads.

A closet, located under the stair, is enclosed by a modern bi-fold door. It has plaster walls and ceiling, with a wood beaded board wainscot with a wood cap. The resilient tile floor continues into the closet. Shelves are located along the low south wall and high on the west wall.

***Room 102***

Room 102 is in the far southwest corner of the living quarters. The walls are finished with wallpaper on the upper portion and wood wainscot on the lower. The room has resilient tile flooring. The ceiling is an acoustic tile grid dropped below another adhered tile ceiling.

This room has four openings. On the south wall, the cased opening previously mentioned leads into Room 101. A narrower cased opening, on the east wall, leads into Room 107a. The north wall has a narrow opening with a hollow, core wood pocket door leading to Room 103. The west wall has a door to Room 108a, the boatroom. This door is wood with six panels and the top three are glass lites.

***Room 103***

Room 103 (Photo 12) is located directly north of Room 102. In the west section of the room the walls are covered in sheet plastic laminate while on the east side they are finished with faux woodpaneling. It has resilient tile flooring. The ceiling is an acoustic tile grid dropped below composite panels adhered to lath. A small kitchenette spans the west wall. The appliances have been removed.

This room has two openings. On the south wall, the cased opening previously mentioned leads into Room 102. A wide cased opening, on the north wall, leads into Room 104.

***Room 104***

Room 104 (Photo 13) is in the northwest corner of the building. The room is rectangular in plan with a small rectangular extension, carved away from the northwest corner of Room 105, providing access to the exterior entry. Two smaller

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rooms have been constructed within the west side of the space; they share same east and west walls. The chimney projects into the room in the southeast corner.

There are five doors in this room. The large opening to the kitchenette on the south wall was previously mentioned. The west wall has two doors into the two ancillary rooms. An exterior door, at the far, east end of the north wall, provides access to the north porch. Directly across from this door, on the south wall, is an interior door leading to Room 105. There is a medium sized double hung window centered between the west wall and the entry door.

The walls, including the chimney, are covered with faux wood paneling. The flooring is of resilient paneling. The ceiling is an acoustic tile grid dropped below acoustic tiles adhered to lath. All of the interior doors are hollow core wood. The exterior door has been described previously.

*Room 104b*

Room 104b is an electrical closet in the southwest corner of Room 104. It is clad in plywood throughout. The walls are covered in electrical and telephone panel boxes.

*Room 104c*

Room 104c is a small bathroom. There is a small double-hung window set high on the north wall. The walls have a plastic laminate sheet wainscot with sheetrock above. There is a water closet along the north wall, and a sink and shower along the south.

**Room 105**

Room 105 is in the northeast corner of the building. The room is rectangular in plan. The chimney projects into the room in the southwest corner. Two smaller rooms have been constructed within the north side of the space; they share same north and south walls. However, they do not span the entire north length of the room; a small section adjacent to these ancillary spaces is part of Room 104.

There are three doors in this room, all on the north wall. A built-in bookshelf has been constructed along the east wall in the south corner. The door in the east corner (Room 105b) leads to the basement access, the center door leads to a closet (Room 105c), the door at the west end leads to Room 104. One window is centered within the east wall.

The walls, including the chimney, are covered with faux wood paneling. The floor is covered with carpeting. The ceiling is an acoustic tile grid. All of the doors are hollow core wood.

*Room 105b*

Room 105b is a closet. The walls have beaded board wood wainscot with a baseboard and chair rail. The walls and ceiling are plaster. The door casing to Room 105 is ornamental with reeding in the center surrounded by coves and finished with fillets. The casing is finished at the top with corner blocks with bullseye moulding and at the bottom with plinth blocks. The floor is covered with carpet.

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*Room 105c*

Room 105c is a small room providing access to the basement. Four steps descending to the north step down to a small landing. From the landing, the basement stairs continue to the west and an exterior door, one step up, is to the east. There is a window offset above the door. In the southwest corner of the room, a small area of floor at the first floor level is located in the crook of the steps down to the landing. All of the treads have metal traction plates.

There is a beaded board wood wainscot with a baseboard and chairrail. The walls and ceiling are plaster. The door casing to Room 105a is ornamental with reeding in the center surrounded by coves and finished with fillets. The casing is finished at the top with corner blocks with bullseye moulding and at the bottom with plinth blocks.

***Room 106***

Room 106 (Photo 14) is the southeast corner of the building. The room is rectangular in plan. The chimney projects into the room in the northwest corner. The walls, including the chimney, are covered with faux wood paneling. The floor is covered with carpeting. The ceiling is an acoustic tile grid.

There are three large windows in this room, two evenly spaced on the south wall and one centered on the east. The ceiling grid is dropped below the top of windows truncating them within the room. The only door is in the southwest corner of the room leading to Room 107a. It is solid wood with three horizontal panels below and a four-lite glass opening above. The casing has reeding in the center surrounded by coves and finished with fillets. The casing is finished at the top with corner blocks with bullseye moulding and at the bottom with plinth blocks.

*Room 107a*

Room 107a is the southeast portion of the southwest division of the living quarters. In other words, it is between Room 102 and Room 106. It originally served as the main entry. The walls and ceiling are clad with plywood paneling. The floor is covered with carpeting.

There is a door opening centered on each wall. The east and the south openings have ornamental casing as described above. The north door is plywood. The west opening has no door. The remaining doors are hollow core wood.

*Room 107b*

Room 107b is a closet in the northeast portion of the southwest division of the living quarters. In other words, it is north of Room 107a and between Room 103 and Room 106. The south wall is plywood and exposed framing. At approximately seven feet above the floor, the wall material changes to beaded board similar to the wainscot. The remaining three walls have beaded board wainscot and plaster above. The ceiling is covered with a dropped acoustic tile grid below a plaster ceiling. The floor is covered with carpeting. There is a plywood door centered on the south wall. A hook rail wraps all the walls except the south.

*Room 108a*

Room 108a (Photos 15 and 16) is the south section of the boatroom. It is finished with beaded board walls and ceiling. The north wall is gypsum board. The floor is slightly over a foot below that in the main building and is concrete. A tall wood sill spans the circumference of the room. Eight inch square posts with decorative chamfers support the ceiling

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framing above. The posts have base cladding representing plinth blocks and very small but decorative moulding acting as capitals. There is one post in the center of the room and one at each corner, as well as one against each wall in line with the center post. The wall posts are imbedded into the wall and only partially extend into the rooms.

The south wall has two large door openings for the massive overhead boat-doors. A man-door is located in the east wall slightly north of center. It leads to Room 102. There are two risers stepping up to the main floor level. The door to room 108b is in the east corner of Room 108a. This door is similar to the door between 107a and 106 – three wood panels at the base and one four pane glass panel above.

*Room 108b*

Room 108b (Photo 17) is the north section of the boatroom. It is finished with gypsum board walls and the ceiling is a dropped acoustic tile grid. The floor is finished with carpet and is a small step up from Room 108a. One post, with the same detailing as those in 108b, is centered in the room (the others are hidden by the gypsum board cladding).

Aside from the man-door leading to Room 108b, the fenestration in the room includes three windows and an opening in the wall that likely held a thru-wall air conditioner. The dropped ceiling grid truncates the windows from the interior. However, the opening, located between the windows, is below the ceiling grid.

SECOND FLOOR

**Overview**

The second floor is less divided than the first floor. The second floor of the boatroom is a single room serving as an attic. The tower room is also a single room; however, it is opened to the adjacent room in the living quarters. The living quarters has three primary north/south walls dividing the space equally. The space furthest east is one room with two closets; the remaining spaces have two rooms each. Typically the spaces have faux wood paneling on the walls. The floors are covered with carpet. The ceilings have dropped acoustic tile grids. The doors are hollow core wood.

*Room 201*

The second floor tower room (Photo 19) serves as the stair hall. Two small windows, one on the south and one on the east, are set very high on the wall. There is no formal separation between Room 201 and 202.

The stairs are separated from the main room by a thin faux wood panel wall. It terminates at the north newel post and the dropped newel post above leaving the downward stairs opened to the room. There is a door at the base of the upward stairs to the third floor. These are similar to those below as they ascend along the west wall but have two quarter turns at the top and at the bottom using kite winders at the corners. The newel post and bottom of the balustrade for the upward stairs project out of the wall, into the room.

*Room 202*

Room 202 (Photo 18) is directly north of Room 201 in the southwest corner of the living quarters. As there is no formal separation between the two rooms, all of the finishes are contiguous with Room 201.

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There are three door openings in this room, one on the north wall to Room 203, one on the east wall to Room 204 and one on the west wall to Room 207. The west opening does not have a door. Two windows, one on the east and one on the west, are set very high on the wall. The west window is slightly larger than the east and is truncated by the ceiling grid.

***Room 203***

Room 203 is directly north of Room 202, centered between the boatroom attic and the living quarters at the north end of the building and serves as the restroom. The roof slopes at the northwest corner and is full height at the northeast corner with a double-hung window centered at the full-height section of the wall. There is a single casement window set high on the west wall at the south corner. This room has resilient tile flooring, and plastic laminate wainscot below gypsum board walls.

***Room 204***

Room 204 is located directly off the hall (Room 202) and was formerly part of the larger area of living quarters at the second floor. The room is rectangular in plan with the chimney protruding into the space at the northeast corner. The ceiling slopes along the south wall. One door at the west wall leads to Room 202, a second door in the north wall leads to Room 205, and a third door, set adjacent to the chimney, leads to Room 206. There are no windows in this space. The floor is covered with carpet; the walls are clad with wood paneling; and the ceiling is clad with acoustic tiles.

***Room 205***

Room 205 (Photo 20) is directly north of Room 204, occupies the northwest corner of the living quarters and is only accessible via Room 204. The ceiling is sloped from the center of the room down to the low north wall. The east side of the room is part of the north dormer and as such the ceiling is full height until just before the wall where it slopes gently to the north. There are two windows, each are placed at the full height north wall. The only door is in the north wall. The floor is covered with carpet; the walls are clad with wood paneling; and the ceiling is clad with acoustic tiles.

***Room 206***

Room 206 (Photo 21) is the east room. It is accessible only from Room 204. Although the center of the ceiling is flat, both the north and south edges slope down toward low outside walls. The slope in the south wall is interrupted by the south dormer with two windows. There are two additional windows in the full height east wall. Two small, low closets (206B and 206C) have been constructed along the north wall. These are finished with beaded board wainscot and plaster walls, resilient tile flooring, and plaster ceilings.

***Room 207***

Room 207 (Photos 22 and 23) is an attic space above the boatroom. The highest point in the room, the ridge beam, is approximately seven feet high. Three posts extend between the ridge and a spaced header raised slightly above the floor. The roof rafters are exposed and slope from the ridge equally to either side. They slope down to the sill plate at the outside wall. There is a low gypsum board wall on the north side of the room. The south side is completely open but there are a series of posts forming a knee wall. The wood plank flooring is limited to the area between the two knee walls. The east is clad with horizontal wood planks. The west wall is gypsum board. There is a semi-circular window centered in the west wall.

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A hatch door is centered (east/west) to the south of the main spaced header. It opens to Room 108A below. It is protected by a simple wood rail at all sides except the north. A wood plank door leaning against the rail on its side appears to fit in the opening to Room 202.

**THIRD FLOOR AND LOOKOUT**

The tower is the only section of the building that continues above the second floor. The attic above the living quarters is accessible through a hatch on the north wall of the Room 301. From the door opening in Room 201 to the upward stairs, the finishes are substantially different from those on the first and second floor.

The attic over the living quarters is unfinished and has only a small portion of usable floor. There is a small dormer to the west with a single light casement window.

***Room 301***

The stairs, described above, terminate at the third floor. A balustrade extends from the south wall to the north newel post. It continues down the stair to the newel post on the second floor. The floor is wood. The walls are all plaster and have wood bead board wainscot with a baseboard and capped by a chair rail. The wainscot begins on the west wall at the base of the stair at the second floor, continues up and around the north and east walls. Built in lockers constructed of bead board line the south and east walls. The bead board wainscot lines onto the side wall of the lockers. It does not continue back around the south or the west wall.

Five windows (Photo 24) open to Room 301, the one within the stairwell at the second floor level on the west wall, while the other four are at the third level: one on the east wall in the north corner, one on the south wall in the west corner, and two evenly spaced on the west wall. The window casing is ornamental with reeding in the center, surrounded by coves and finished with fillets. It has a projecting stool with an apron below. The apron comes to an end with a tear drop moulding.

A small opening in the north wall provides access to the attic above the living quarters (Photo 25). It is finished with the same casing as the windows and has plinth blocks at the baseboard. It has a wood plank door.

The ladder to the lookout is centered in the room. It is approximately two feet wide, set at a steep angle and has wood plank treads. It rises to a hatch in the ceiling that opens into the lookout. Metal pipe handrails line each side terminating into the stringer just below the ceiling. The remaining ceiling, surrounding the hatch, is plaster.

***Room 401***

The lookout (Photo 26) is a square room with two windows on each wall. The walls are lined with a continuous bench formed from the exterior cantilever below. The corners and soffit are both boxed out, giving the appearance that the window wall projects out beyond all other elements.

All vertical surfaces are clad with bead board and the ceiling, opened to the framing above, also has bead board sheathing. The rafters extend up to a central ridge pole that has an ornamental bulls eye at the base. The bench seats and the floor is

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flat wood. The transition between each surface is adorned with a small ogee moulding. The window casing is non-ornamental flat wood.

The hatch to the ladder below is closed by a double door. When opened the leaves of the door lie on the floor to either side of the hatch. Although opened to the south, the hatch is surrounded on three sides by a metal pipe rail. On the south side a chain can be attached to the rail to protect the occupant.

#### CHRONOLOGY OF CONSTRUCTION

##### Comparison to the Original Duluth-Style Station Drawings

###### *General*

It appears that stations were constructed from a single set of original drawings and adapted to suit the individual requirements of the station being constructed. The 1893 drawings for the Duluth-style type station are available for comparison with the actual construction of the Squan Beach Station. (Refer to Appendix D for the Duluth-Style Station Drawings and Appendix A for the Squan Beach Station drawings.) The Squan Beach Station essentially retains the basic form, outline and configuration of the plans made by George R. Tolman in 1893; however there are some noteworthy differences. Through these drawings it is possible to make reasonable assumptions about the original room usage and construction of the Squan Beach Station. The Station was constructed nine years after the Duluth station and after Tolman had left the Service. It is reasonable to assume that the differences are in response to years of use and a better understanding of the building's function.

###### *Use of Rooms*

Assumptions have been made about the original use of rooms given the plans are essentially the same.

On the first floor, the east side of the living quarters was a mess hall (Room 106) with an accompanying kitchen (105) and pantry (105B). On the west side, there was a stair hall (101) and vestibule (102). The vestibule provides access between all of the rooms and the boatroom. Room 103, currently a kitchenette, was the Keeper's Office and Room 104 was the Keeper's Quarters. The rear entry provided the Keeper a private entry and fairly direct access to the kitchen. Room 107 was used for the storage of the storm clothes.

The second floor served as quarters for the crew. Room 201 held lockers and 203 served as a bathroom.

###### *Differences in Layout*

One primary difference between the two plans is that the Squan Beach Station is a mirror image to the design drawings. A review of historic photographs of other Duluth-style type stations reveals that mirroring the plan is unusual.

The Squan Beach Station also has interior access and formal stairs to the basement. The original plans show only an exterior bulkhead door. This required changing the interior plan for the Squan Beach Station slightly; Rooms 105B and 105C are divided so that 105C can provide access to the basement from the interior; the original plans show this space is a large pantry. This modification can be accounted for: the 19<sup>th</sup> century stations were fitted with limited basements that were later enlarged when heating was added to the buildings. In 1903 heating would have been standard practice and a

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larger basement installed when initially constructed; earlier steam systems required the boiler to be set lower than the radiators, hence their location below the first floor level.

The front door on the original plan is located at the outside corner of the front porch entering the mess hall directly. At the Squan Beach Station, it is located at the inner corner creating an inherent change in plan for the space delineated as 107A and 107B. In the original plans, 107B opens into 103 and served as a bathroom; it was slightly shallower than at Squan Beach. 107A was a closet devoted to storm clothes, accessed through the vestibule, Room 102, only. The most direct access from the mess hall to the boat room or even the men's quarters was outside, across the porch, and back into the stair hall entry. At the Squan Beach Station, 107B is longer and served as the storm clothes closet (the hook rail remains) and 107A is a small entry hall into which the exterior door enters. There was no first floor bathroom at Squan Beach when originally constructed. This configuration provides direct access from the mess hall past the storm clothes closet into the boatroom.

#### Summary of Alterations

The Squan Beach Station retains a high degree of architectural integrity in its form, configuration and most of its character-defining features. Changes made to the building since its construction in 1903 consist of the replacement of original materials due to its marine environment and the layering of newer finishes over historic finishes in order to present a more modern appearance. Much of the changes made appear to be reversible and others can be restored based on the physical evidence and existing documentation including historic photographs and the design drawings prepared by Tolman.

#### **Exterior**

- The wood shingle roofing has been covered with asphalt shingles that do not match the original in size or shape.
- Wood wall shingle cladding has been replaced with new wood shingles that do not match the original in size or shape.
- The wood windows have been replaced with vinyl windows that do not match the original.
- The southern boatroom doors originally matched those on the west façade.
- The wood ramp leading up to all of the boatroom doors has been removed and replaced with a concrete ramp.
- The cistern has been removed and the water conduction system (leaders) has been changed.
- The porch floors have been reconstructed.
- The grade has been raised, resulting in the loss of features such as lattice paneling below the porches.
- The chimney above roof level has been reconstructed.

#### **Interior**

The interior retains much of its original plan configuration and most of the prominent changes have been cosmetic. The original finishes remain visible in the closets, in the boatroom and the gallery above the boatroom, the basement stairway, and the upper tower rooms. In the remaining spaces, typically mid to late 20<sup>th</sup> century flooring, ceiling material and wall finishes have been applied over the original material; in some instances the wall and ceiling plaster, trim, and wainscot have been removed to install these materials.

#### *Boatroom*

- This was originally one room but is now divided into two.

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- The original wood floors have been removed and a poured concrete slab installed. A secondary wood floor has been installed on top of the slab in the north boatroom.

*Living Quarters*

- The bottom portion of the wall between 107a and 107b has been replaced. The top portion, constructed of wood beaded board, is original.
- Walls have been added enclosing the staircase at the first and second floor.
- The door openings into Room 103 have been altered.
- Room 104B, an electrical closet, was originally a closet.
- Room 104C, a toilet room, was originally a closet.
- Rooms 205 and 207 were originally one room.
- The window casing has been removed throughout.
- The door casing has been removed except in Rooms 101B, 105B, 105C, 106, and 107A.
- All baseboards appear to have been removed except in Room 105c.
- Wainscot has been removed in some of the spaces except in Rooms 101B, 105B, 105C, 106, 107B, 205 and 206. Note that according to the 1893 drawings, Rooms 103 and 104 never had wainscot.
- Chair rail has been removed in some of the spaces except in Rooms 101B, 105B, 105C, 107B, 206B, and 206C.
- Crown mould has been removed.

*Tower*

- Only very minor changes have occurred.

*The following assumptions are based on the 1893 drawings; further investigation is required to determine whether these items are alterations.<sup>4</sup>*

- The original drawings for the Spermaceti Cove Station show a wall separating the north entry from Room 104 creating a rear vestibule. Based on the room layout, a wall here would be logical.
- Room 104C, a closet, served Room 108.
- There may have been a door opening between 105 and 106.
- The ceiling may never have been plastered; originally it may have been cased wood beams directly below the second floor subfloor.
- The second floor rooms, 204, 205 and 206, may all have been one large room, except that the closets, Rooms 206B and 206C, are original.
- Although the lockers in Room 301 appear to be period construction, there are small details that seem to indicate that they were not originally in this location. The Spermaceti Cove drawings show lockers on the second floor in Room 201 not 301.

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<sup>4</sup> Original plaster contained asbestos. As such, it has to be removed 100%. This removal process will take place prior to any phases of restoration and will require the removal of all modern finishes. At that time, physical evidence of these changes should be revealed and documented.

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STATEMENT OF SIGNIFICANCE

Summary Statement

Squan Beach Life-Saving Station #9 (Squan Beach Station or Station) is eligible for the National Register of Historic Places under **Criterion A** for its association with the United States Life-Saving Service, a precursor organization to the United States Coast Guard Service, whose primary objective was to save victims of shipwrecks along the treacherous waterways of the United States including the Atlantic Coast in New Jersey from Sandy Hook south to Cape May. The Squan Beach Life-Saving Station #9 is the third station located on this site; the first station was constructed in 1855, the second in 1872 and the current in 1903. The construction of the Squan Beach Life-Saving Station #9 in 1903 coincides with the continual expansion of the Life Saving Service throughout the late nineteenth and early twentieth centuries. The Life-Saving Service remained a viable government organization until 1915 when the Service was combined with the Revenue Marine Service<sup>1</sup> to create the United States Coast Guard.<sup>2</sup> The Squan Beach Life-Saving Station served as a life saving station until 1936 when a new station was constructed at Point Pleasant Beach, replacing the Manasquan, Bay Head, Mantoloking, Chadwick Beach and Toms River Stations. The Squan Station was subsequently used as an Electronics Shop for Coast Guard Group Sandy Hook until 1996.

The Station is eligible under **Criterion C** as a fine example of a Duluth-type Life-Saving Station constructed based on a design prepared by the architect for the Life-Saving Service architect, George R. Tolman in 1893. The Duluth-type Life-Saving Station utilized the architectural features popular in the late nineteenth and early twentieth centuries, specifically the Shingle Style with Colonial Revival elements. The plan of the facility was typical for life-saving stations during the period in that it provided for three basic components: the boatroom, the tower and the living quarters. Each of these components was arranged in plan and exterior elevation to be distinctive and was provided to fulfill a specific purpose of the life-saving duties of the Service.

The date of construction, 1903, marks the beginning of the period of significance for the Squan Beach Station. The building remained active in life-saving operations until 1936 when the Coast Guard constructed a new station in Point Pleasant. At this point there was less need for an abundance of life-saving stations due to advances in communication, life-saving operations and navigational tools; therefore life-saving operations could be spread along a wider range on the Atlantic Coastline. The Squan Beach Station serves as a historical reminder of the importance of life-saving operations along the Atlantic Coast and the role of the U.S. Life-Saving Service and reflects the advances made in maritime life-saving operation in the late-nineteenth and early twentieth centuries.

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<sup>1</sup> The Revenue Marine Service, later called the Revenue Cutter Service, was essentially created in 1790 by President George Washington when he "authorized to have built and fitted out 'so many boats or cutters, not exceeding ten, as may be necessary to be employed for the protection of the revenue'" (p.1). The service was part of the Treasury Department although there were nominal associations with the Navy, once established in 1799. The Revenue Cutter Service played various roles in war and peace times, but was primarily responsible for patrolling with regard to commercial shipping. (Source: Robert Erwin Johnson, *Guardians of the Sea: History of the United States Coast Guard 1915 to Present* (Annapolis, Maryland: Naval Institute Press, 1987), 1-5).

<sup>2</sup> Based on histories published by the United State Coast Guard Service, they marked the beginning of their existence with both the Revenue Marine Service and the U.S. Life-Saving Service, and the Coast Guard is a continuum verses a separate organization.

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U.S. Life-Saving Service

New Jersey has approximately 131 miles of coastline fronting the Atlantic Ocean, which has historically been one of the most heavily traveled seas for commerce and has provided access to the New York harbor since the beginning of European settlement. However, commercial maritime traffic to New York ports increased steadily after the American Revolution, and the Jersey Coastline became the scene of numerous shipwrecks from small sloops to large ships. The coastline, from Sandy Hook in the north (to enter New York Harbor, ships had to navigate the narrow, curving channel at the tip of Sandy Hook<sup>3</sup>) to the Cape May Peninsula in the south, presented several significant obstacles to marine vessels, including the shallow waters along the beaches of the barrier islands, the ever-changing sediment patterns above and below sea level and the region's lee shore.<sup>4</sup> As such, hundreds of these traveling vessels have been wrecked at Squan Beach<sup>5</sup>; consequently, this area of the Jersey shore is often referred to as "the Graveyard of the Sea."

Very early records of shipwrecks are rare, but one recorded wreck is that of the *Live Oak*, which had been traveling from Spain to New York in 1769 with a crew of 18 members and cargo of sugar and mahogany. The sloop "ran aground" at Squan Beach on September 20<sup>th</sup> and only four crew members survived, with all of the cargo lost.<sup>6</sup> The years following the War of 1812 saw a further increase in maritime commerce and trade, and consequently, the number of shipwrecks along New Jersey beaches, including Squan, increased. In the first half of the nineteenth century there was an average of fifteen wrecks per year between Sandy Hook and Squan Beach.<sup>7</sup>

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>8</sup>

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<sup>3</sup> Thomas J. Hoffman, *Sandy Hook Lighthouse (A Pamphlet)* (Fort Hancock, NJ: National Park Service, 2005).

<sup>4</sup> A coastline at which winds blow directly; if a vessel loses control, the wind can force it down on the shore.

<sup>5</sup> It is important to note that while today "Squan Beach" refers to the mile between the Manasquan Inlet and Sea Girt, in the 19<sup>th</sup> century this name designated the 24-mile stretch between Squan Village and Barnegat Inlet.

<sup>6</sup> The Centennial History Book Committee, *Manasquan 1887-1987*.

<sup>7</sup> The Centennial History Book Committee, *Manasquan 1887-1987*.

<sup>8</sup> Ralph Shanks, Wick York and Lisa Woo Shanks, eds., *U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Costaño Books: Novato, CA, 1996), 3-7.

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By the mid-nineteenth century, the involvement of the U.S. Government in life-saving operations was advocated by Congressman William A. Newell<sup>9</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 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>10</sup> This tragedy, amongst others, brought about the construction of additional life-saving stations between 1849 and 1855.<sup>11</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>12</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>13</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 the 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>14</sup> In addition, many of

<sup>9</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.)

<sup>10</sup> "Margaret Fuller was one of the leading intellectuals of 19th-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).

<sup>11</sup> Shanks, 7.

<sup>12</sup> Robert Erwin Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present*, (Annapolis, Maryland: Naval Institute Press, 1987) 5-6.

<sup>13</sup> Johnson, 6-7.

<sup>14</sup> Shanks, 7-8.

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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>15</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>16</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 Coasts, the Gulf Coast, and the Great Lakes; New Jersey was the Fifth District and consisted of 41 stations by 1914.<sup>17</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 the 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>18</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>19</sup> and each of the surfmen chosen to serve were appointed only "after examination as to their capacity and satisfactory evidence

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<sup>15</sup> Shanks, 8.

<sup>16</sup> Shanks 8-11.

<sup>17</sup> Shanks, 13.

<sup>18</sup> Shanks 107-109.

<sup>19</sup> Shanks, 40.

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of good moral character and sobriety.”<sup>20</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>21</sup>

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>22</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 the 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>23</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>24</sup> The reasons for the closings were specific:

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<sup>20</sup> “The United States Life-Saving Service.” *The Manufacturer and Builder*, Vol. IX., No. 6., June 1877, 122.

<sup>21</sup> Shanks, 32.

<sup>22</sup> Techniques included restoring breathing and dealing with hypothermia.

<sup>23</sup> Johnson, 128.

<sup>24</sup> Johnson, 150-152.

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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>25</sup>

In addition, many of the life-saving stations lacked adequate heating, lighting and sanitary systems which would require great expense to update.<sup>26</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>27</sup>

### **Squan Beach Life-Saving Station #9**

The first Life-Saving Station constructed at Squan Beach in 1855 is called, simply, an "1855-type" station, and was one of 28 stations built in New York and New Jersey in that year. The station was an expanded version of the 1848-49 type stations. Compared to the 1848-49 type stations, the 1855-type exhibited finer detailing at the roof eaves and gables ends, were typically longer buildings and exhibited some of the detailing found on Carpenter Gothic stylized buildings, a popular style from 1840 to 1880. Some of the distinguishing elements of the 1855-type stations included gables decorated with verge boards, cross bracing at the gable ends, stickwork under the eaves, and small roofs over window openings.

After the life-saving operations were expanded and reorganized under the Revenue Marine Service in 1871,<sup>28</sup> the Service went about an extensive overhaul of the existing stations and service operations, including replacing a number of stations in New Jersey. In 1872, the existing station at Squan Beach was replaced with a new station, commonly termed an 1871 Red House-type station. (Figure 8-A) The expansion program included providing housing for the keeper and crew of six. As such, the stations were two times larger than the 1855-type stations. These new Red House type stations were simply constructed, clad with wood shingles at their walls and roof, and were often painted red.

The stations constructed in 1871-72 were very simply adorned with little by the way of architectural detailing. However, as early as 1874, newer stations constructed exhibited more flair and ornament in their design, in the articulation of their roofs, and in the detailing at window and door openings. This trend continued throughout the late nineteenth century as the Service expanded west to cover the Great Lakes and the Pacific

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<sup>25</sup> Johnson, 152.

<sup>26</sup> Johnson, 152.

<sup>27</sup> Johnson, 162-165.

<sup>28</sup> The U.S. Life-Saving Service was not officially created as its own entity under the Department of Treasury until 1878; however, these changes made to the service in 1871 are considered, for the purposes of this nomination, the beginning of the Service given the extensive overhaul to the program and the changes that occurred not only at Squan Beach but the rest of the state. In addition, in 1878 the change was essentially in name only, the life-saving operations were already in full operation and under continual expansion.

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Coast. During this period, the Life-Saving Service was also assigned architects from the Department of the Treasury to design typical stations. Plans developed were typically used in the design of several stations throughout the Service with a few one-of-a-kind stations. The size of the stations grew in size as the appropriations made for equipment and crew expanded. Existing stations were also added to over time in order to respond to the changing needs of the Service. This is evident in the Red House station at Manasquan which shows a one-story addition with porch attached to the original two story one-bay station. The date of the alterations to the Manasquan Station is unknown; however, Albert B. Bibb, Service Architect beginning in 1885, carried out the alterations of several 1871 Red House Type Station between 1887 and 1888. These expansions were necessitated by additional apparatus and crewmembers as well as to provide the servicemen with more spacious accommodations.<sup>29</sup>

In 1891, George Russell Tolman succeeded Albert Bibb as the Architect for the Service. During his tenure, 1892-1896, he developed several different station plans including what is commonly referred to as a Duluth-type station. Twenty-eight stations of this type of design were constructed between 1894 and 1908; the Service continued to use Tolman's design years after he left. Each new station would be modified from the original design but all were essentially the same in layout and accommodation. The new station at Squan Beach, constructed in 1903, was two stories in height with a two-bay wide boatroom, living quarters for the crew and living quarters for the keeper on the ground floor, and additional living quarters for the crew and storage on the second floor. The building was fitted with an observation tower that rises four stories and provides an optimal view of the ocean. The building was clad entirely in wood shingles at the walls and roofs, the windows were typically multi-light casement, awning and hung sash, and the porches, located at the front and rear of the building, hinted at the location of the living quarters for the keeper and his crew. These stations were also fitted with the latest in rescue and communication equipment which aided in rescue operations. Two outbuildings were also constructed at this time. The first was a storage shed and privy which stood to the north of the Station. The second was a cistern located along the east façade where all of the downspouts were directed for rainwater storage. The shed and cistern have since been removed. Based on a 1915 photograph (Figure 8-B), the earlier 1871-Red House station was also retained on site. Often when an earlier station was retained, it was utilized for storage and contained an extra surfboat. The date of the removal of this station is unknown.

The Squan Beach Life-Saving Station #9 continued to serve in life-saving operations under both the U.S. Life-Saving Service until 1915, and the U.S. Coast Guard Service until 1936 (See Figures 8-B through 8-H for various view of station in the early twentieth century) when a new Coast Guard Station was constructed at Point Pleasant Beach, replacing the Manasquan, Bay Head, Mantoloking, Chadwick Beach and Toms River Stations. The Squan Beach Station was subsequently used as an Electronics Shop for Coast Guard Group Sandy Hook until 1996. The Station remained vacant until 2000 when the Borough of Manasquan purchased the property from the Coast Guard.

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<sup>29</sup> Shanks, 231.

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**Significance of Squan Beach Life-Saving Station #9**

Significance for the Squan Beach Station may be established under Criteria A and C. The Squan Beach Life-Saving Station reflects the importance of the U.S. Life-Saving and Coast Guard Services in the development and evolution of life-saving operations in New Jersey and the United States through its appropriations and its architecture. The origins of the Life-Saving Service's association with this site began in 1855 with the construction of the first station. The current station, built in 1903, was constructed during the height of the Service and reflects over sixty-years of fine-tuning life-saving operations along the Atlantic Coastline. Life-saving operations continued in this location until 1936 when a new station was constructed by the U.S. Coast Guard at Point Pleasant Beach. Hence, the period of significance for the Squan Beach Station is 1903, the year the current station was constructed through to 1936, when life-saving services by the Coast Guard ended.

In 1877, the *Manufacturer and Builder* wrote that "One of the noblest institutions of which as a nation we have a right to be proud, is the United States Life-Saving Service."<sup>30</sup> The Life-Saving service was a great institution with an honorable legacy in oceanside towns throughout the United States. New Jersey in particular was known for its treacherous shores, but with its participation in the activities of early life-saving operations and its resulting successful rescue attempts, the state has also become known for the important part it played in the establishment of the official life-saving services.

The United States Coast Guard is one of the country's five armed services and can trace its origins to 1790 when the Revenue Marine Service was established to enforce tariff and trade laws, prevent smuggling and protect the collection of the federal revenue. An equally important component and one that is most identified with the Coast Guard is their efforts to help mariners in distress. This component of the Service began in 1848 when the federal government invested in the construction of life-saving stations along the Atlantic Coast in New Jersey for the purpose of saving the lives of those on board shipwrecks.

In the nineteenth century, the activities of the U.S. Life-Saving Service were considered honorable and often dangerous, with members of the Service therefore having a great responsibility. Keepers and crew members of the Service were well-instructed in such responsibilities and in the sacrifices they were expected to make in the act of rescue. They were directed to take every measure possible and necessary in every rescue attempt, with the U.S. Life-Saving Service's motto, "You have to go out, but you do not have to come back in" reinforcing this approach.

With the construction of the first life-saving stations in 1848 and the Service's gradual expansion until 1871 there was some benefit to mariners; however, the stations were not fully manned and the stations were located so far apart as to sometimes prove ineffective in rescue of a shipwrecked vessel and its crew and passengers. The benefits of life-saving operations were not fully realized until 1871, when the Service was reorganized. At this time, the number of stations was increased and each station (with a few exceptions depending on the region) was manned with a keeper and a crew of six. Concrete rules and regulations for the performance of crew members, and the establishment of station routines including regular life-saving drills and regular patrols and look-outs

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<sup>30</sup> "The United States Life-Saving Service," 122.

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further established the professionalism of the Service. These changes had a definitive impact; there was a significant decrease in shipwreck deaths in those areas covered by the Service over its lifetime.<sup>31</sup>

The importance and success of the Service also lay in its willingness to try new technologies for search and rescue operations. This was accomplished by experimenting with different types of mortars for throwing lines to ships; by modifying rescue paraphernalia to better suit operations including the transition from the more cumbersome lifecars<sup>32</sup> to the lighter breeches buoy;<sup>33</sup> and by the use of Coston flares which were used to warn ships away from the shore and to signal shipwrecked vessels that help was imminent.<sup>34</sup>

At the turn of the nineteenth century maritime conditions began to change. Large ships powered by steam rather than by sail were less likely to need rescue as there was less potential for them to be driven ashore by high winds. There were also improvements in navigational tools that reduced the number of shipwreck incidents of larger vessels. By the early twentieth century, the crews at the stations were elderly and were not afforded a retirement system equal to that of the Revenue Marine Service personnel. As a result, the Revenue Marine Service and the Life-Saving Service were merged and the existing life-saving crews provided with employment and retirement benefits.

The life-saving operations remained fairly intact with gradual consolidation until 1936 when the Coast Guard Service reorganized. By that time, life-saving operations, still significant and relevant to the Coast Guard, had dramatically changed to include sea-based and air operations over land-based operations.<sup>35</sup> Today, the legacy of the U.S. Life-Saving Service continues in the world-renowned search and rescue operations of the United States Coast Guard and the preparedness of its men and women.<sup>36</sup>

The Squan Beach Life-Saving Station, constructed in 1903, is significant as an excellent example of a Duluth-style life-saving station, as designed by Service architect George R. Tolman in 1893. This design was utilized in eleven other stations along the New Jersey coast built between 1894 and 1908,<sup>37</sup> and in seventeen in other parts of the country. The Duluth style, named for the Minnesota city where it was first built, was the third style constructed on the New Jersey coast.<sup>38</sup>

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<sup>31</sup> Shanks, 11.

<sup>32</sup> The lifecar, invented by Joseph Francis in 1838, was a galvanized iron-sheathed boat that was enclosed and was hauled between the ship and shore along a rope and carried two to three occupants. (Shanks, 69.)

<sup>33</sup> A breeches buoy was a cork-filled circular life preserver fitted with a pair of short-legged canvas pants sewn inside that traveled along the line thrown from the shore to the ship in distress. (Shanks, 69.)

<sup>34</sup> Shanks, 125.

<sup>35</sup> Dr. Dennis L. Noble, "A Legacy: The United States Life-Saving Service," (Available from [http://www.uscg.mil/hq/g-cp/history/h\\_USLSS.html](http://www.uscg.mil/hq/g-cp/history/h_USLSS.html); Internet; accessed: 31 August 2006), 6.

<sup>36</sup> Noble, 7.

<sup>37</sup> Shanks, 247.

<sup>38</sup> David Veasey, *Images of America: Guarding New Jersey's Shore Lighthouses and Life-Saving Stations*, (Charleston, S.C.: Arcadia Publishing, 2000), 89.

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The designer, George Tolman, became the third Life-Saving Service architect on January 2, 1891, and remained with the Service until July 15, 1896, when he was let go over a personal matter.<sup>39</sup> Born in Boston in 1848, Tolman was an experienced architect who had designed such buildings as the 1876 Victorian Gothic Charlestown (Massachusetts) Savings Bank.<sup>40</sup> Tolman's career with the Life-Saving Service began with his design for a station in Charlestown, Rhode Island, which became known as the "Quonochontaug-type;"<sup>41</sup> a type which he modified for his design of a building for the 1893 Chicago World's Fair.<sup>42</sup> Tolman's second design was the Duluth-style, which was employed primarily along the northeast coast, but is also found in Virginia, North Carolina, Wisconsin and Michigan.

The Duluth-type design includes the essentials of life-saving stations such as the tower and the large boathroom doors, and incorporates details from earlier stations such as the heavy massing, clipped gable (jerkinhead) roof, the verandah, and the shingle roof and siding. The style is typically identified by its tall, square tower that is integral to the structure. Additionally, the design borrowed the detailing of the contemporary Colonial Revival style, which had begun to grow in popularity in the 1890s. The plan was divided into three sections: one for the living quarters, one for the boathroom and the third for the tower. Typically the living quarters were on the left side of the plan and the boathroom on the right. The Squan Beach Station was constructed according to plan except it was one of only a few where the plan is mirrored, having the boathroom on the left and the living quarters on the right. It was constructed with two outbuildings. The larger of the two, equipment shed with privy, stood to the north of the Station. The second was a cistern located along the east façade.

The architecture of the Life-Saving Service, almost from the beginning, was designed to be distinctive and identifiable to the masses, and as a result became a unique form of building type. Over time, the architecture evolved to reflect the changes within the Service, including expansion and refinement of life-saving procedures. This is best reflected in the addition of look-out towers to a number of the 1871-72 type stations which eventually led to the addition of cupolas in the 1880s and four story towers after 1890.

The layout in plan of the stations also evolved to its zenith in the late nineteenth century based on lessons learned from earlier stations. For example the 1871-72 stations "were built at a time when means were limited, and were never as commodious as they should have been. The addition of new apparatus to the station equipment and the employment of another man on the crew, involving the necessity of ampler and more comfortable quarters for the men, made it expedient to enlarge them."<sup>43</sup> As the spaces provided for the men and equipment were enlarged there tended to be greater distinction in the architectural delineation of the plan and elevation in showing a separation between the residential and life-saving functions.

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<sup>39</sup> Shanks, 236.

<sup>40</sup> Shanks, 233-234.

<sup>41</sup> Shanks, 234.

<sup>42</sup> Shanks, 237.

<sup>43</sup> Shanks, 231.

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Architecturally, the designs for the stations were also a product of their time utilizing, in many instances, the stylistic features of the popular architecture in a vernacular manner (with some exceptions). This is best reflected in the late nineteenth century stations through the use of integral porches, the mixing of style elements, interesting roof forms and configurations, and overall massing. The one consistency from the beginning is the predominant use of wood shingles as wall and roof cladding even before its popularity as wall cladding as seen in the Shingle Style (popular from the 1870s to 1890s). Today the use of wood shingles is considered synonymous with shore architecture.

The Squan Beach Life-Saving Station reflects the growth, expansion and importance of the Life-Saving Service in its plan, layout and exterior detailing. It employs the features used by the architects of the Service to express function. The Station maintains a great level of authenticity; although the exterior cladding has required replacement due to the harsh surrounding marine environment, the building has retained a high degree of architectural integrity through its original form and configuration. The Station therefore retains all of the basic features of Tolman's original design. The building, set in its original location adjacent to the ocean, stands out as a local landmark, with the look-out tower marking its place in the landscape and providing prominence to the building in the streetscape. The Squan Beach Life-Saving Station and its architecture remain as an enduring expression of Manasquan's maritime culture and history.

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GEOGRAPHICAL DATA

**Verbal Boundary Description**

The Squan Beach Life-Saving Station is located in the Borough of Manasquan and occupies three quarters of the west end of the block between First and Second Avenues facing Ocean Avenue which runs west to east toward the Atlantic Ocean.

The parcel of land (Block 166 and Lot 35) encompasses the beginning at the point of intersection of the northeasterly line of Ocean Avenue (formerly Jackson Avenue) (80 foot right of way) with the southeasterly line of Second Avenue (formerly First Avenue) (50 foot right of way) and from said point running: North 20 degrees East along said southeasterly line of Second Avenue 200 feet to a point; then South 69 degrees East 200 feet to a point in the northwesterly line of First Avenue; then South 20 degrees West along said northwesterly line 119 feet to a point; then Northwestwardly at right angles to First Avenue, 81 feet to a point; then Southwestwardly, parallel to First Avenue 81 feet to a point in the northeasterly line of Ocean Avenue; then North 69 degrees West along said northeasterly line 119 feet to the point or place of beginning.

The above described parcel of land contains the Squan Beach Life-Saving Station #9 occupying the southwest corner, an equipment shed building occupying the northwest corner, and two antennas with associated equipment occupying the southeast corner. The remainder of the property is used for parking or is open space.

**Boundary Justification**

The nominated structure is limited to Squan Beach Life-Saving Station #9 and that property owned and occupied by the Borough of Manasquan excluding any auxiliary, non-contributing structures: the equipment shed located to the north of the Station and the two antennas with associated equipment sheds. The entire parcel is historically associated with the Life-Saving Service.

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Photograph #1:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: View looking northeast at front and boatroom of Station.

Photograph #2:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: View looking north at front façade (south elevation).

Photograph #3:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: Detail view looking northwest at front (south) porch leading to living quarters.

Photograph #4:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: View looking southwest at rear (north) and east side of Station.

Photograph #5:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: View looking south at rear (north) elevation.

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Photograph #6:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: View looking southeast at boatroom (west and north facades).

Photograph #7:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: Detail view of exposed roof rafters at front (south) porch.

Photograph #8:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: Detail of beaded board ceiling of rear (north) porch.

Photograph #9:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Exterior: Detail of fourth level (look-out) of tower.

Photograph #10:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View of basement level looking east.

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Name of Property Squan Beach Life-Saving Station  
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County and State Monmouth County, New Jersey

---

Photograph #11:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking southwest at tower stair from within Room 102.

Photograph #12:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking northwest at Room 103.

Photograph #13:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking southwest in Room 104 (keeper's quarters).

Photograph #14:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking southwest in Room 106 (living quarters).

Photograph #15:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking west in Room 108A (boatroom).

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Name of Property Squan Beach Life-Saving Station  
#9  
County and State Monmouth County, New Jersey

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Photograph #16:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking northeast in Room 108A (boatroom).

Photograph #17:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking northwest in Room 108B (boatroom).

Photograph #18:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking north from Room 201 to Room 202.

Photograph #19:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking from Room 202 to Room 201 (tower stair hall).

Photograph #20

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking southeast in Room 205.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Name of Property Squan Beach Life-Saving Station  
#9  
County and State Monmouth County, New Jersey

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Photograph #21:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking northeast in Room 206.

Photograph #22:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking west in Room 207 from door to Room 202.

Photograph #23:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking east in Room 207.

Photograph #24:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. July 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View taken from Room 201 into tower stair leading to third floor of tower.

Photograph #25:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking south toward tower (third level) within attic over second floor hall (Room 202).

**United States Department of the Interior  
National Park Service**

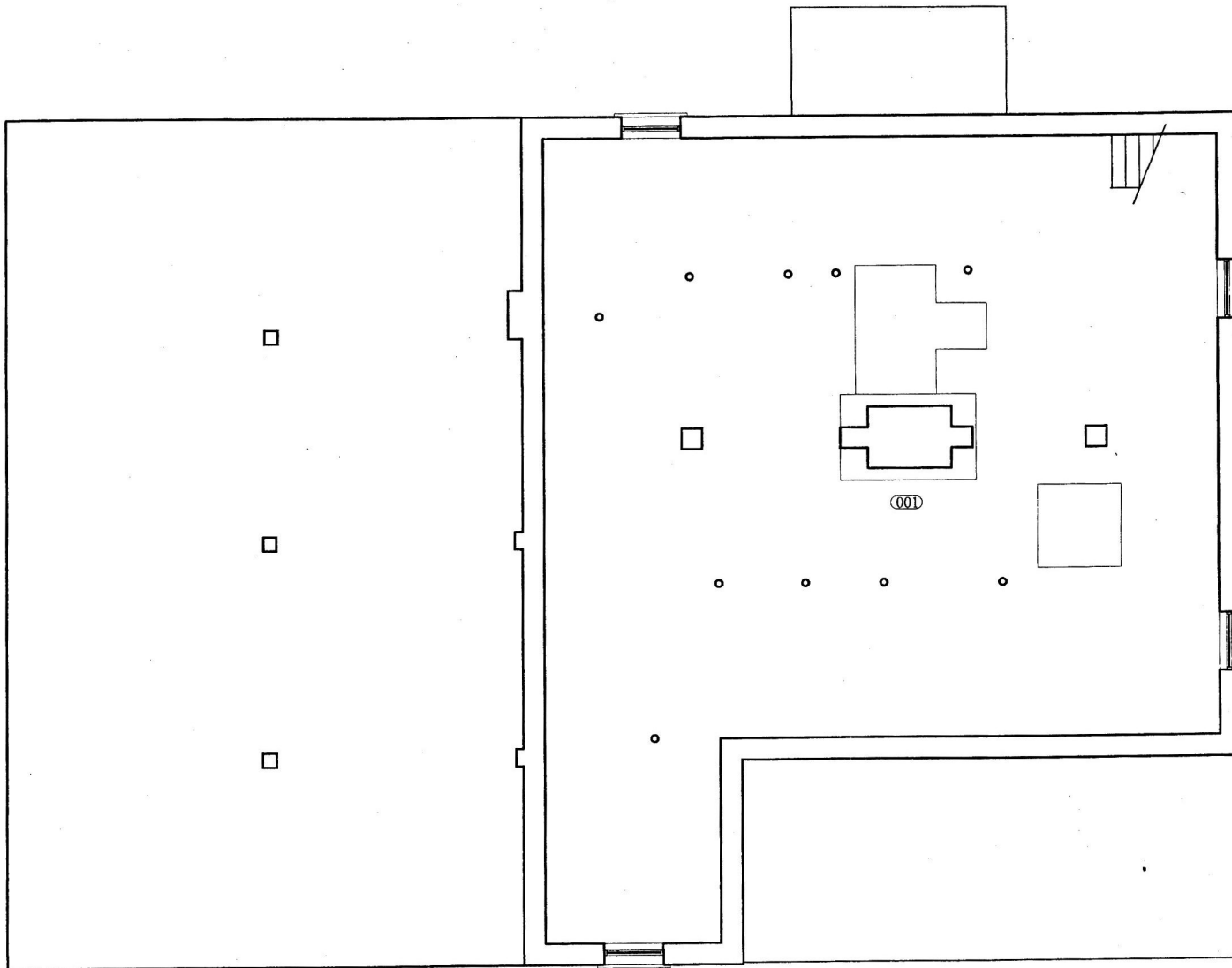
**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Name of Property Squan Beach Life-Saving Station  
#9  
County and State Monmouth County, New Jersey

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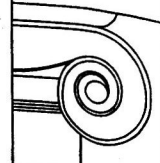
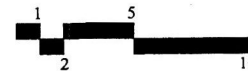
Photograph #26:

1. Squan Beach Life-Saving Station #9
2. Monmouth County, New Jersey
3. Margaret Hickey
4. September 2006
5. Borough of Manasquan, Borough Historian, 201 East Main Street, Manasquan, NJ
6. Interior: View looking southwest at fourth level of tower (look-out)



**BASEMENT LEVEL PLAN**

3/16" = 1' - 0"



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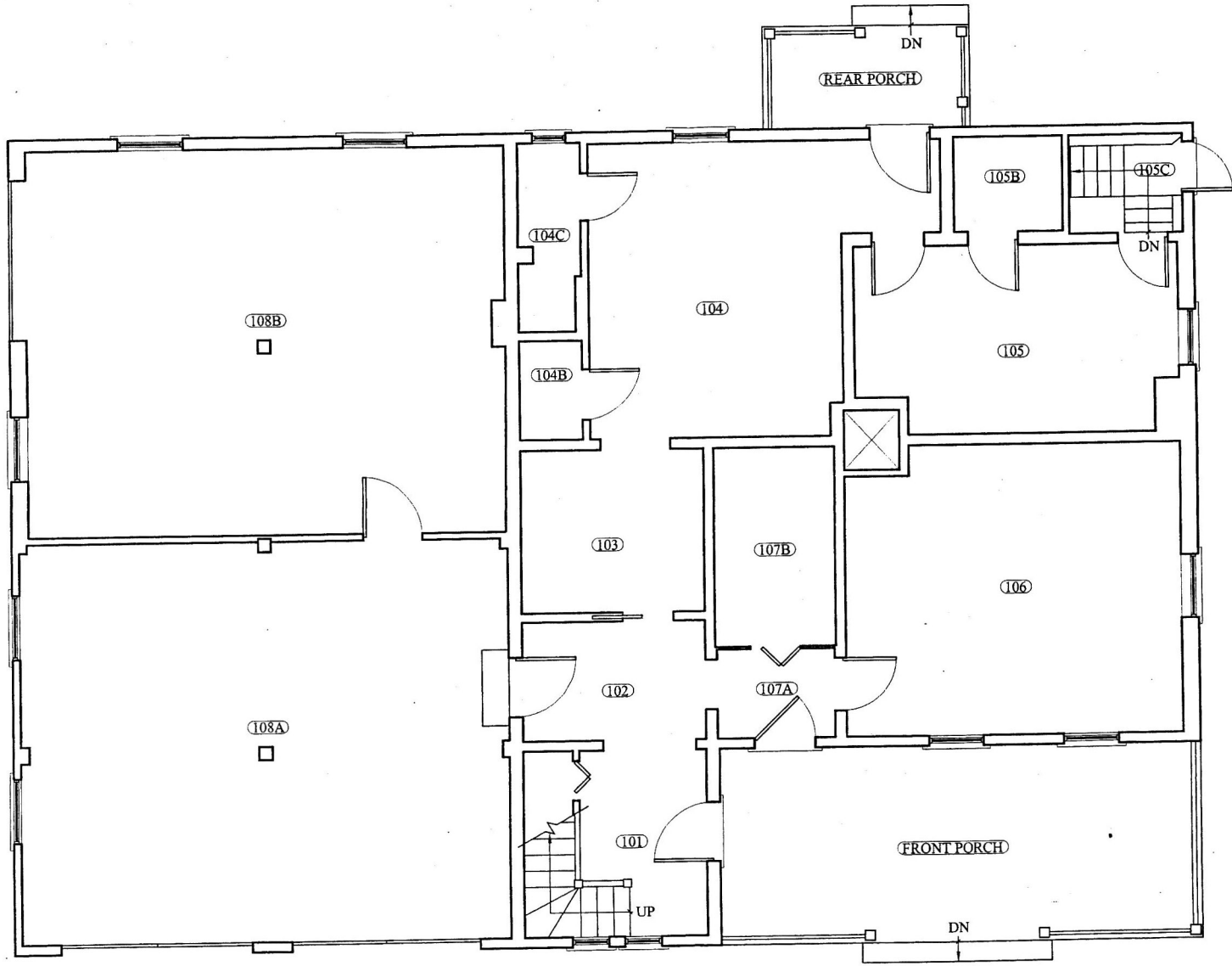
THOMAS B. CONNOLLY, R.A.  
NJ 21A1016992  
C.E. JOHN WAY, R.A.  
NJ 21A1061010  
NY 008814-1

PROJECT No. 1602H

DATE: 1 SEPT 2006

HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
MANASQUAN, NEW JERSEY

**A1**



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 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H  
 DATE: 1 SEPT 2006

HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

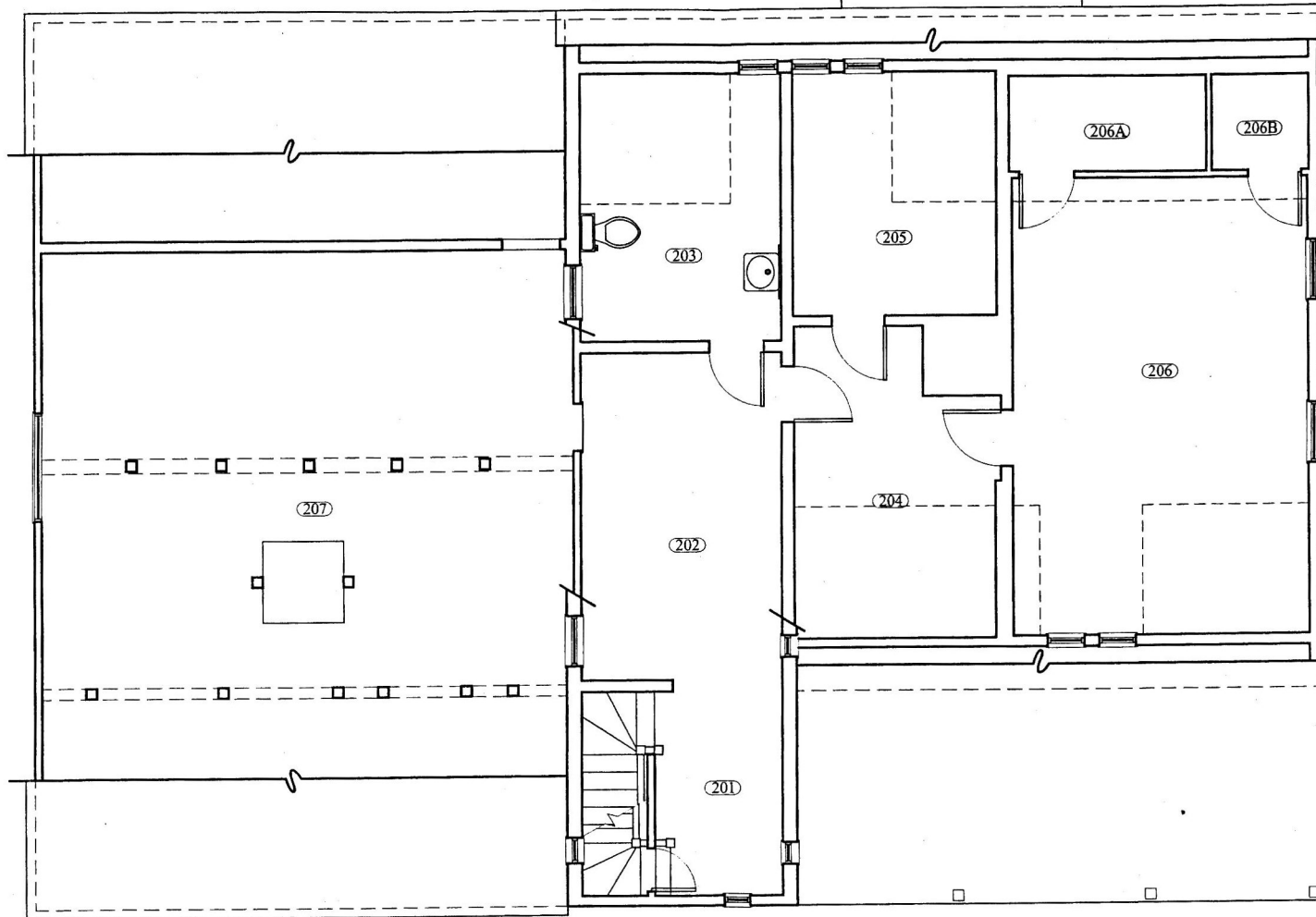
**A2**



**FIRST FLOOR PLAN**

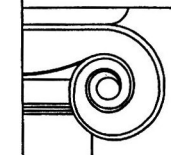
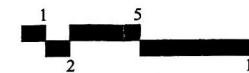
3/16" = 1' - 0"





# SECOND FLOOR PLAN

3/16" = 1' - 0"



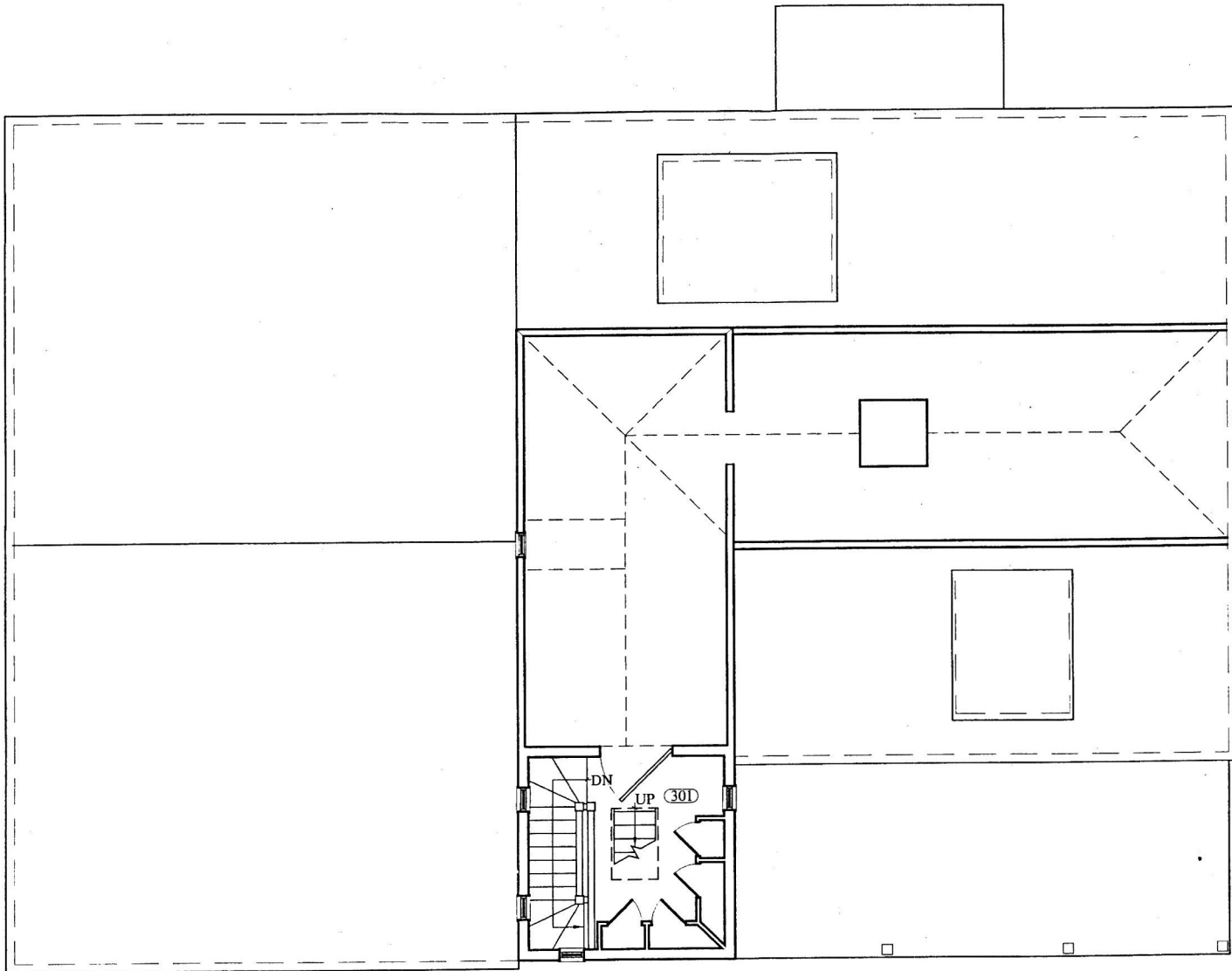
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 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H  
 DATE: 1 SEPT 2006

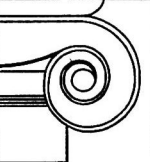
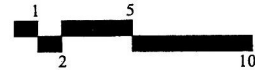
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

# A3



**THIRD FLOOR PLAN**

3/16" = 1' - 0"



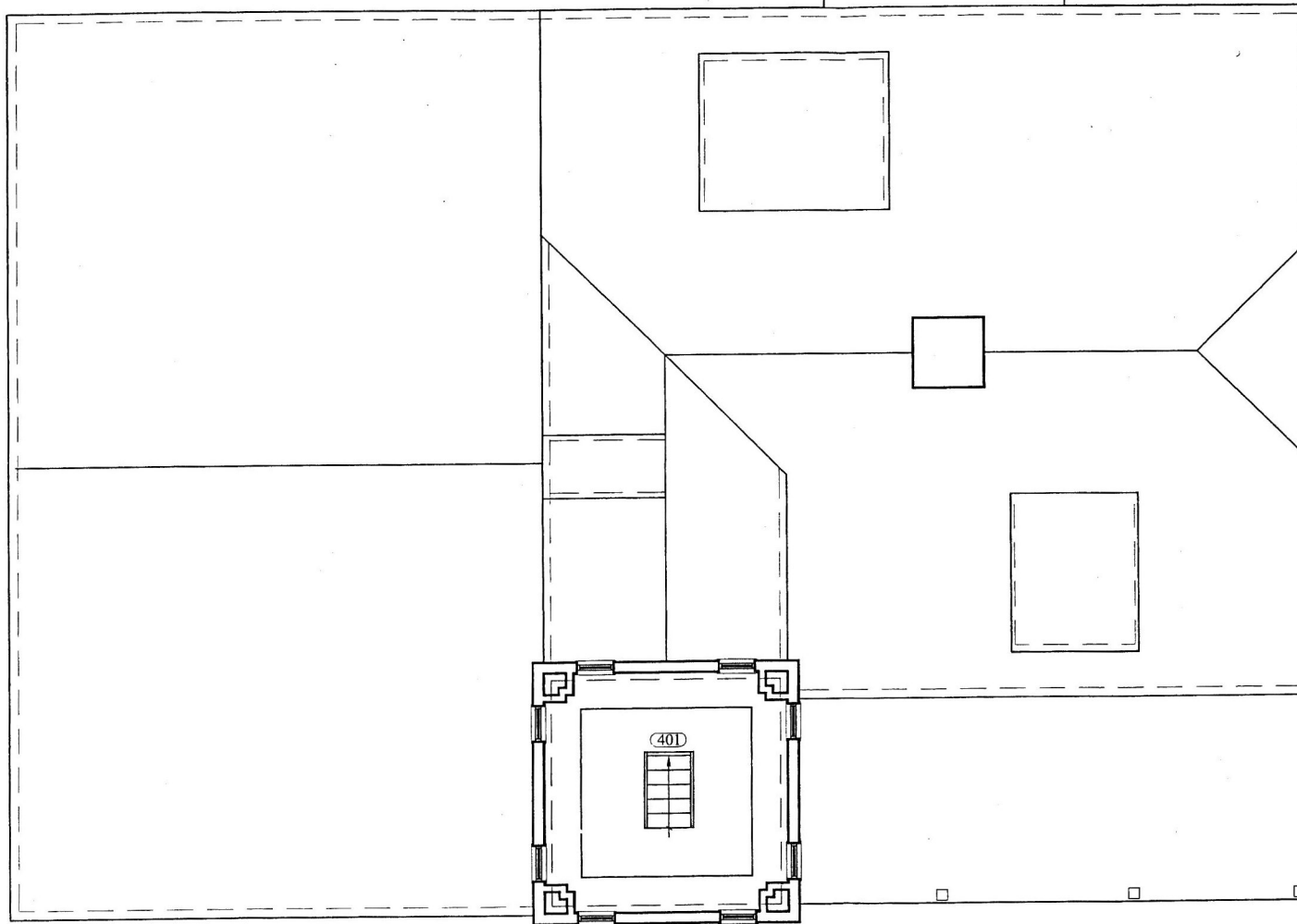
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 Montclair, N.J. 07042  
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 NJ 21A1016992  
 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

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 DATE: 1 SEPT 2006

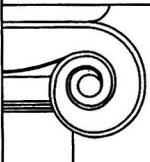
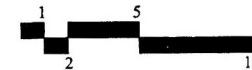
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A4**



**WATCH LEVEL PLAN**

3/16" = 1' - 0"



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 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H  
 DATE: 1 SEPT 2006

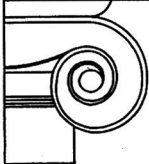
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A5**



**SOUTH ELEVATION - EXISTING CONDITIONS**

3/16" = 1' - 0"



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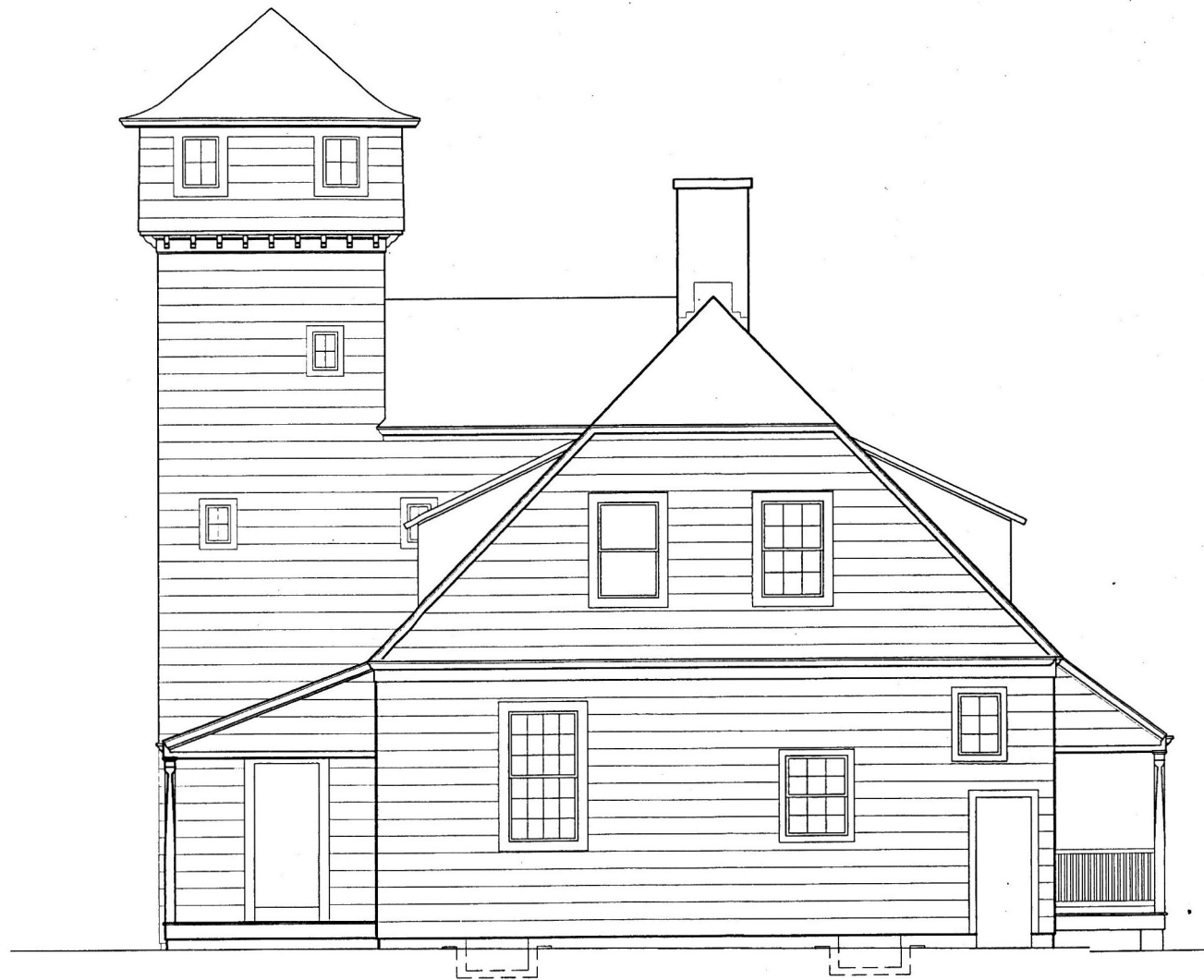
THOMAS B. CONNOLLY, RA  
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 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H

DATE: 1 SEPT 2006

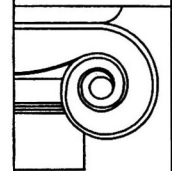
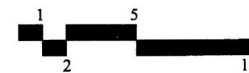
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A7**



**EAST ELEVATION - EXISTING CONDITIONS**

3/16" = 1' - 0"



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 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H

DATE: 1 SEPT 2006

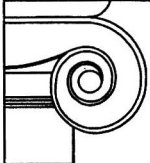
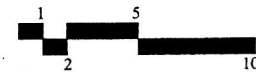
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A8**



**NORTH ELEVATION - EXISTING CONDITIONS**

$\frac{3}{16}'' = 1' - 0''$



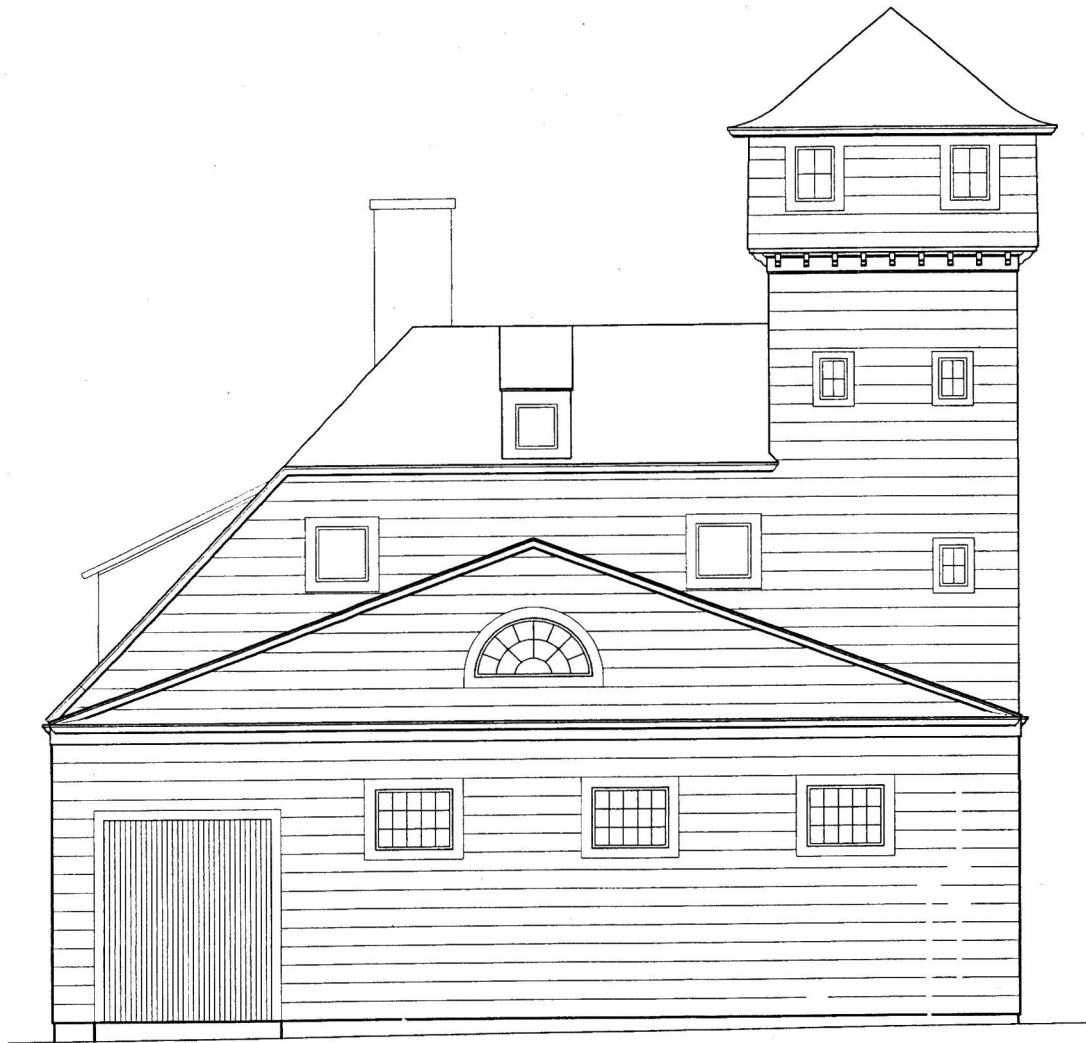
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 Monmouth, NJ 07042  
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 NJ 21A1016992  
 C.E. JOHN WAY, RA  
 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H  
 DATE: 1 SEPT 2006

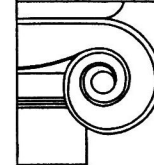
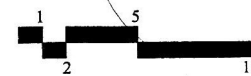
HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A9**



**WEST ELEVATION - EXISTING CONDITIONS**

3/16" = 1' - 0"



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 NJ 21A100610100  
 NY 008814-1

PROJECT No. 0602H

DATE: 1 SEPT 2006

HISTORIC PRESERVATION PLAN  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN, NEW JERSEY

**A10**

SECOND AVENUE

PARKING LOT

LIFE-SAVING STATION

OCEAN AVENUE



# SCHEMATIC SITE PLAN

1/16" = 1' - 0"



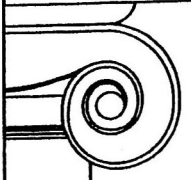
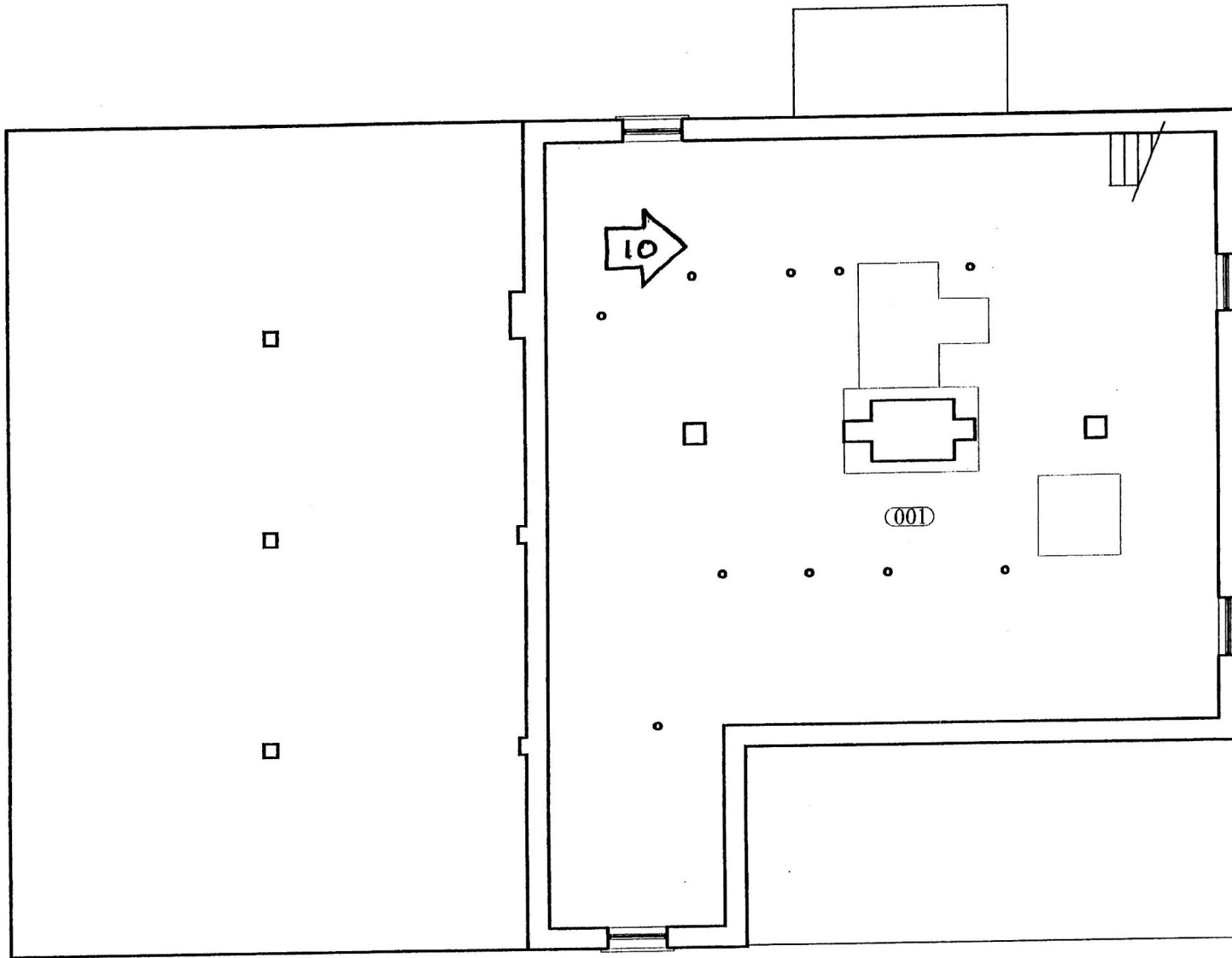
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973 746-4911

DATE: 1 SEPT 2006

NATIONAL REGISTER NOMINATION  
#4  
SQUAN BEACH LIFE-SAVING STATION  
MANASQUAN BOROUGH, NJ  
MONMOUTH COUNTY

PHOTO KEY

1



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NATIONAL REGISTER NOMINATION  
 #49  
 SQUAN BEACH LIFE-SAVING STATION  
 MANASQUAN BOROUGH, NJ  
 MONMOUTH COUNTY

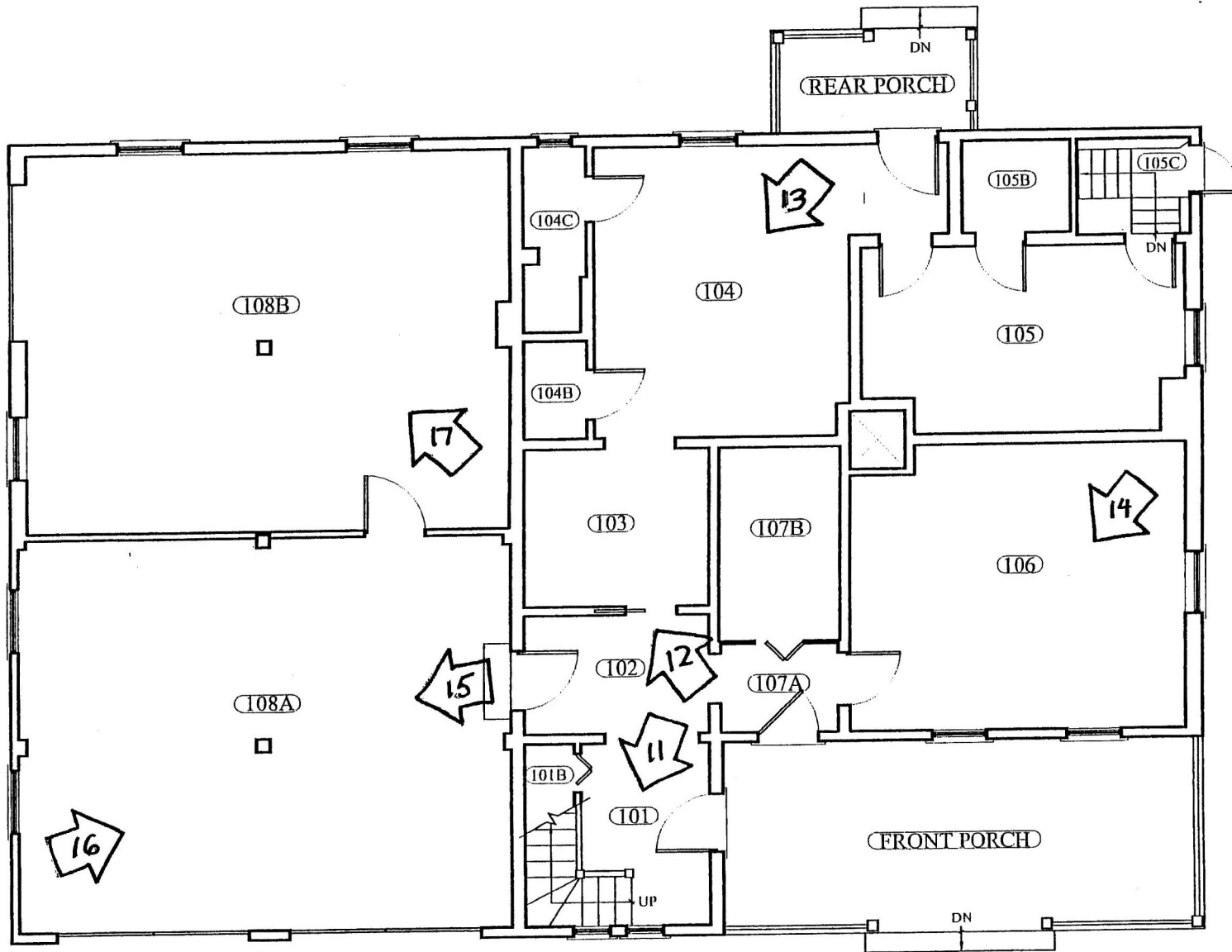
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# BASEMENT LEVEL PLAN

1/8" = 1' - 0"





# FIRST FLOOR PLAN

1/8" = 1' - 0"



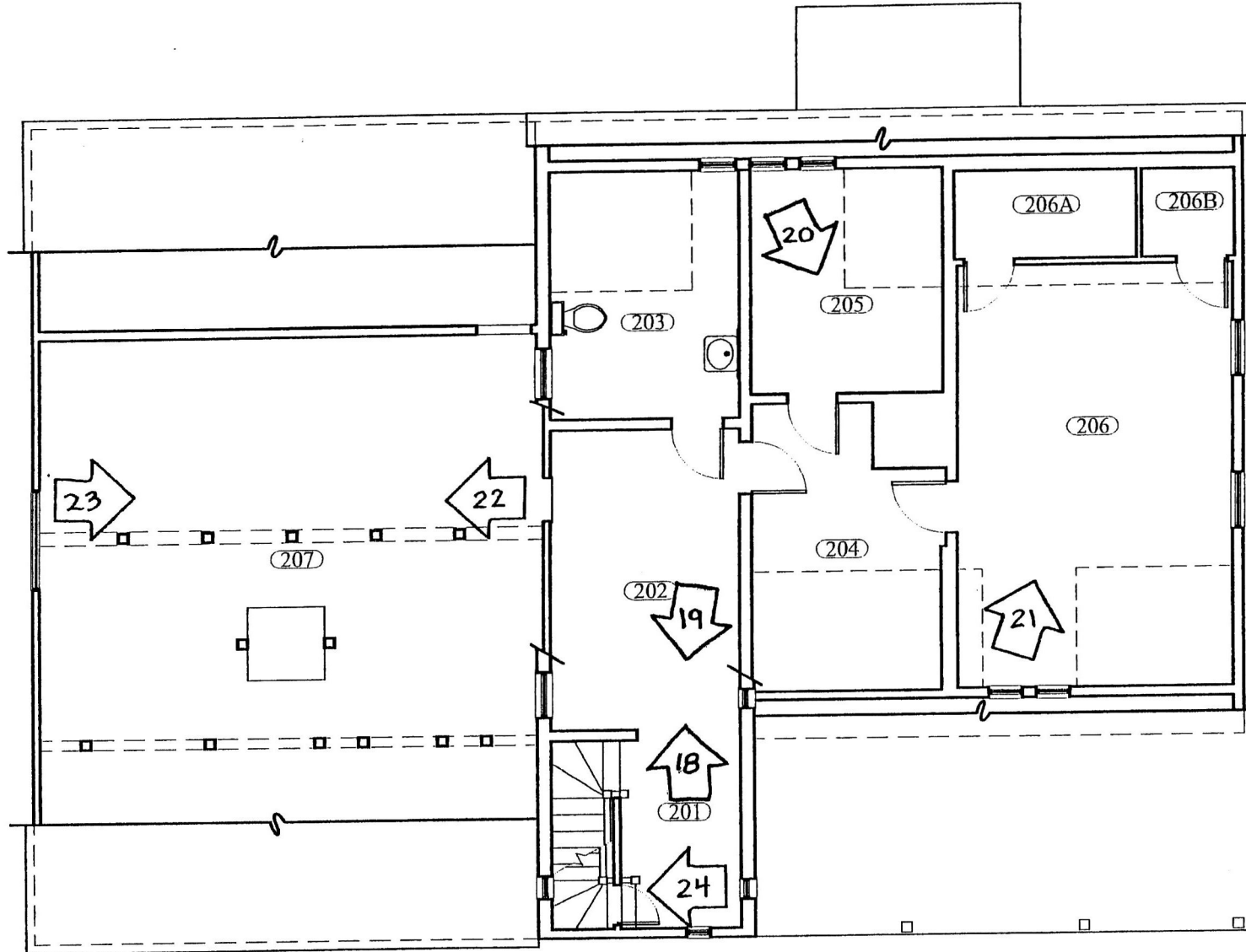
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HISTORIC PRESERVATION  
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973 746-4911

DATE: 1 SEPT 2006

NATIONAL REGISTER NOMINATION  
#9  
SQUAN BEACH LIFE-SAVING STATION  
MANASQUAN BOROUGH, NJ  
MONMOUTH COUNTY

PHOTO KEY

3



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NATIONAL REGISTER NOMINATION  
 #4  
 SQUAN BEACH LIFE-SAVING STATION  
 MANASQUAN BOROUGH, NJ  
 MONMOUTH COUNTY

PHOTO KEY

4

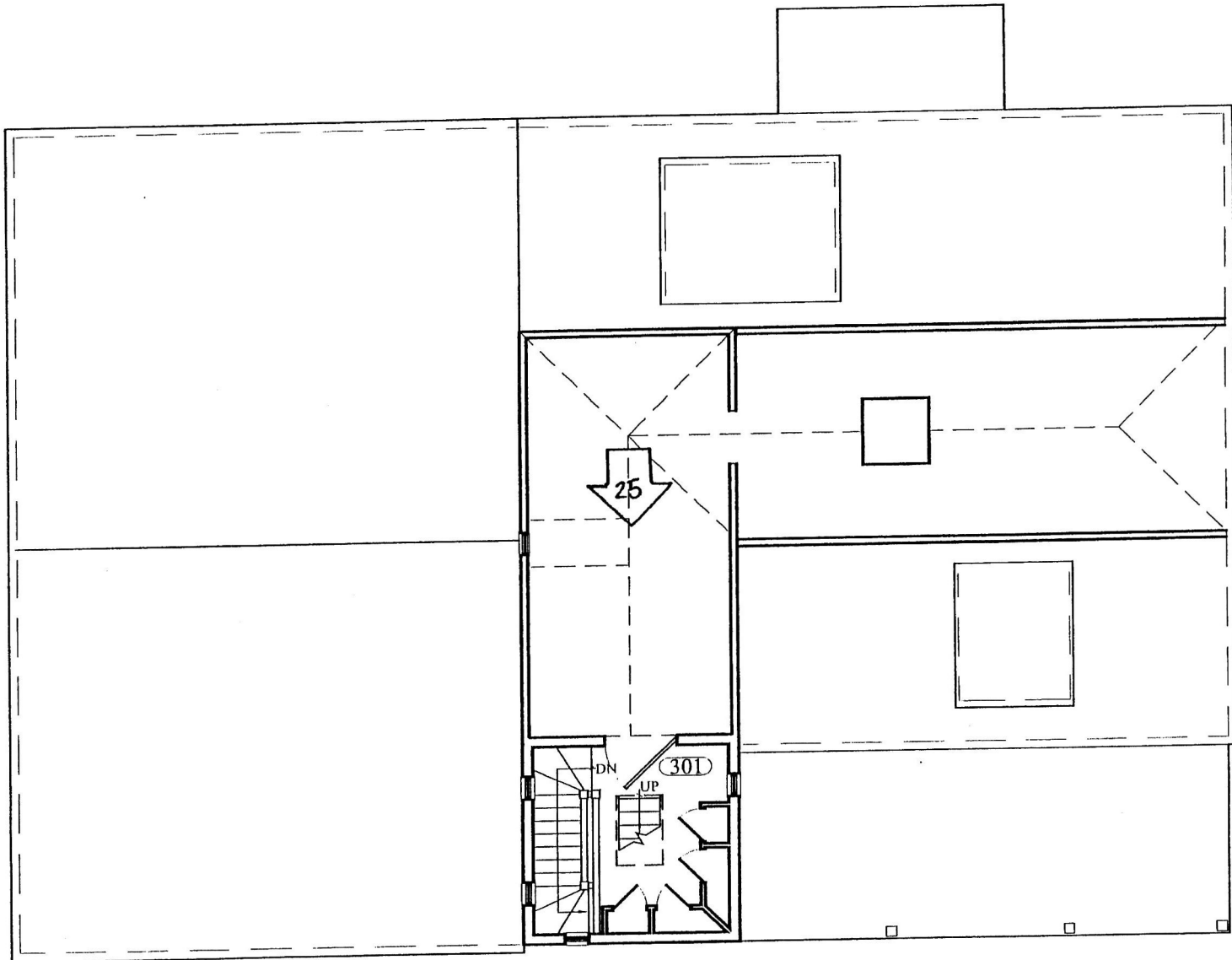


SECOND FLOOR PLAN

1/8" = 1' - 0"



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# THIRD FLOOR PLAN

1/8" = 1' - 0"



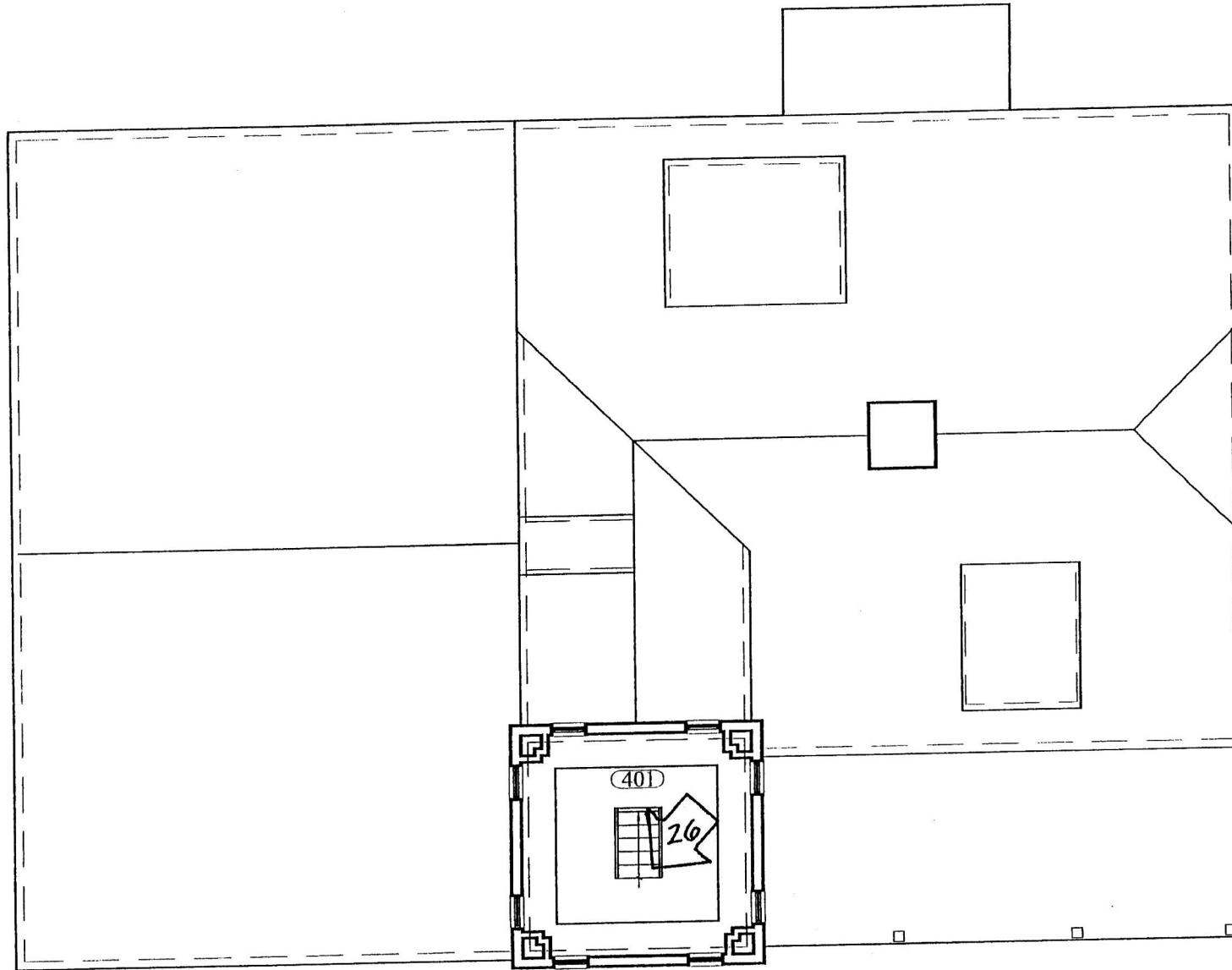
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DATE: 1 SEPT 2006

NATIONAL REGISTER NOMINATION  
 #9  
**SQUAN BEACH LIFE-SAVING STATION**  
 MANASQUAN BOROUGH, NJ  
 MONMOUTH COUNTY

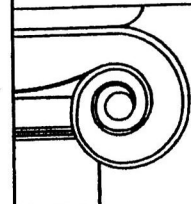
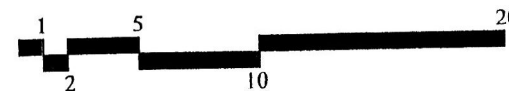
PHOTO KEY

5



# WATCH LEVEL PLAN

1/8" = 1' - 0"



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 973 746-4911

DATE: 1 SEPT 2006

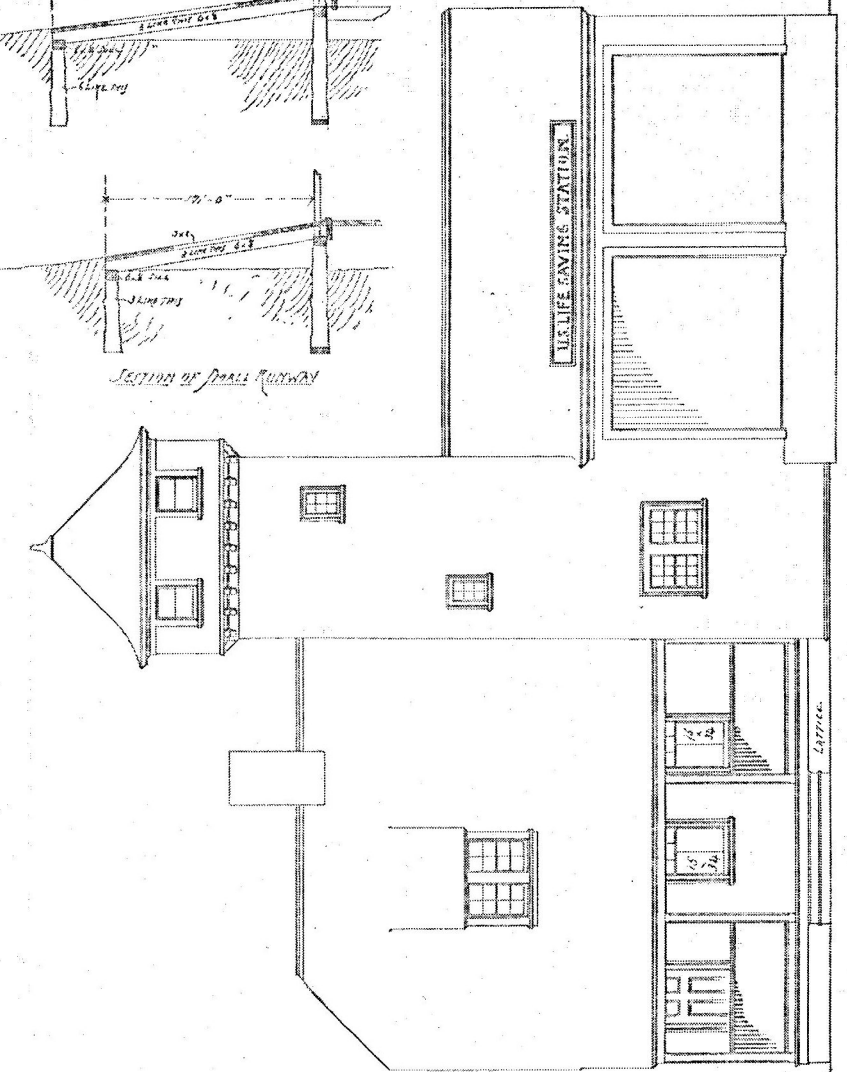
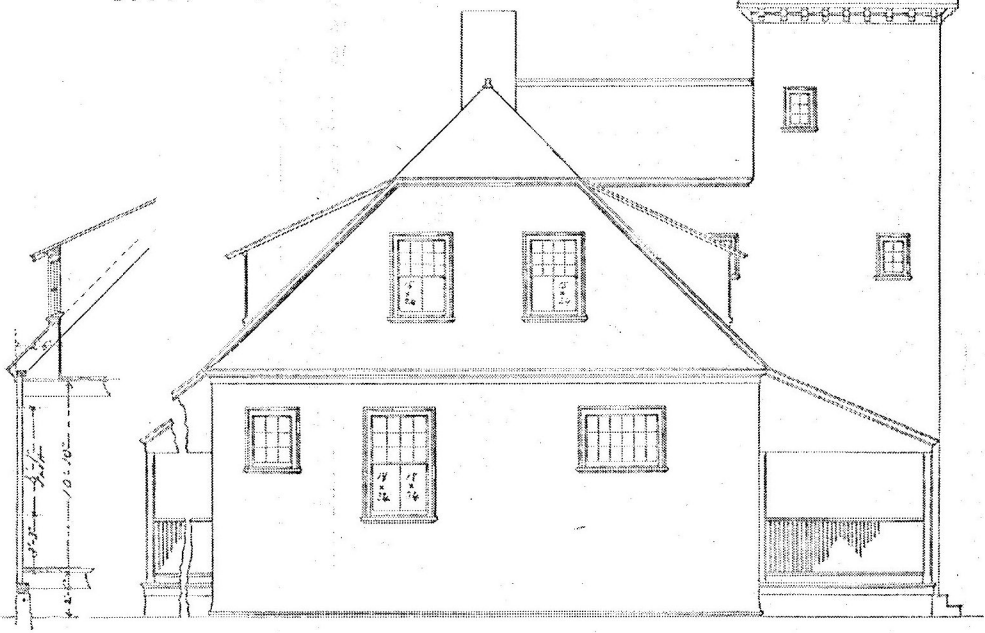
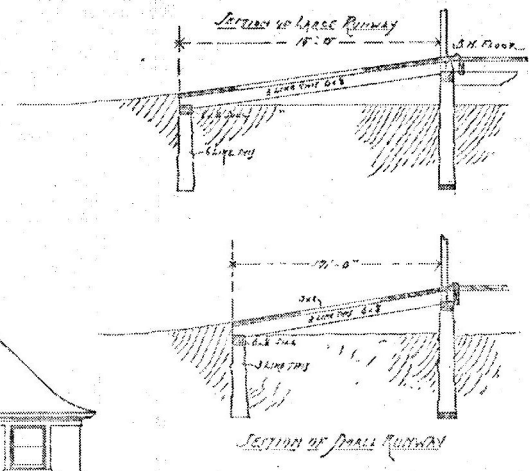
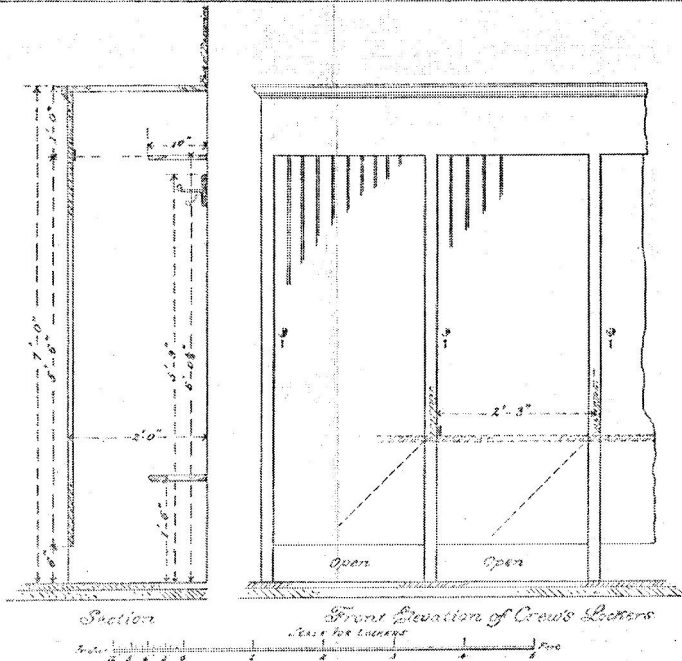
NATIONAL REGISTER NOMINATION  
 #9  
 SQUAN BEACH LIFE-SAVING STATION  
 MANASQUAN BOROUGH, NJ  
 MONMOUTH COUNTY

PHOTO KEY

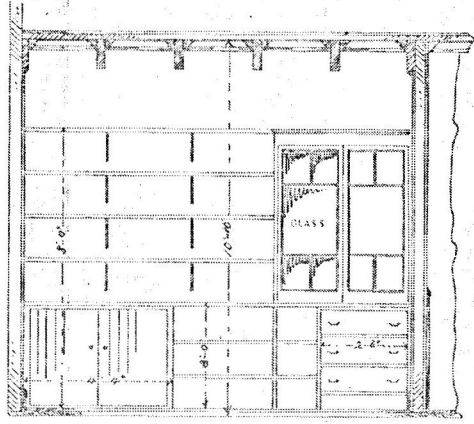
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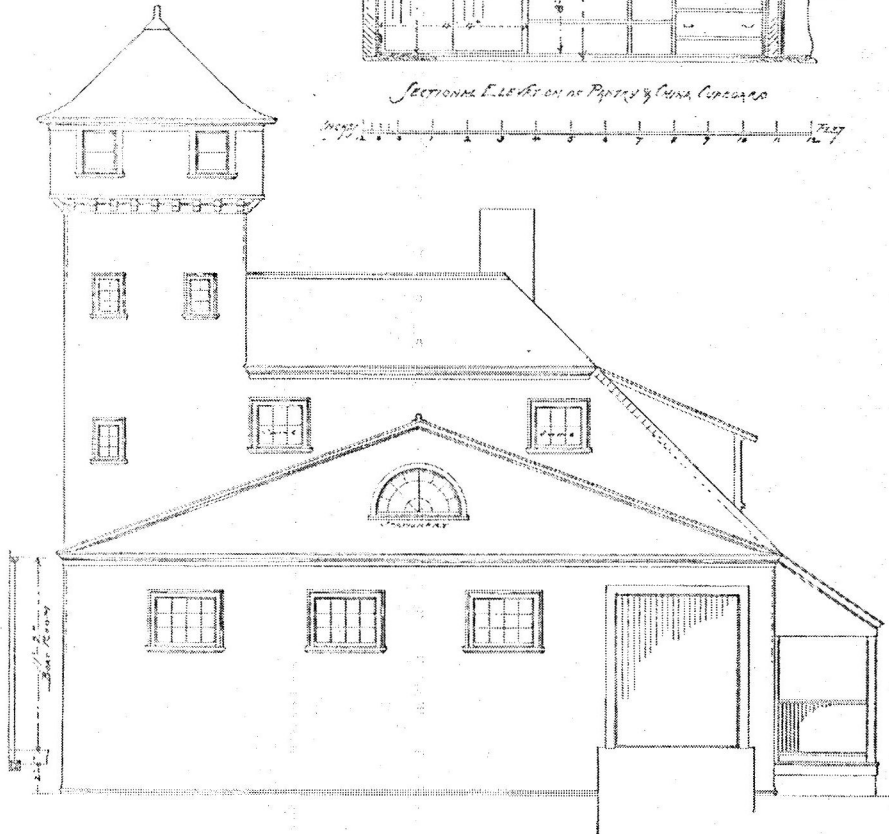
# LIFE SAVING STATION



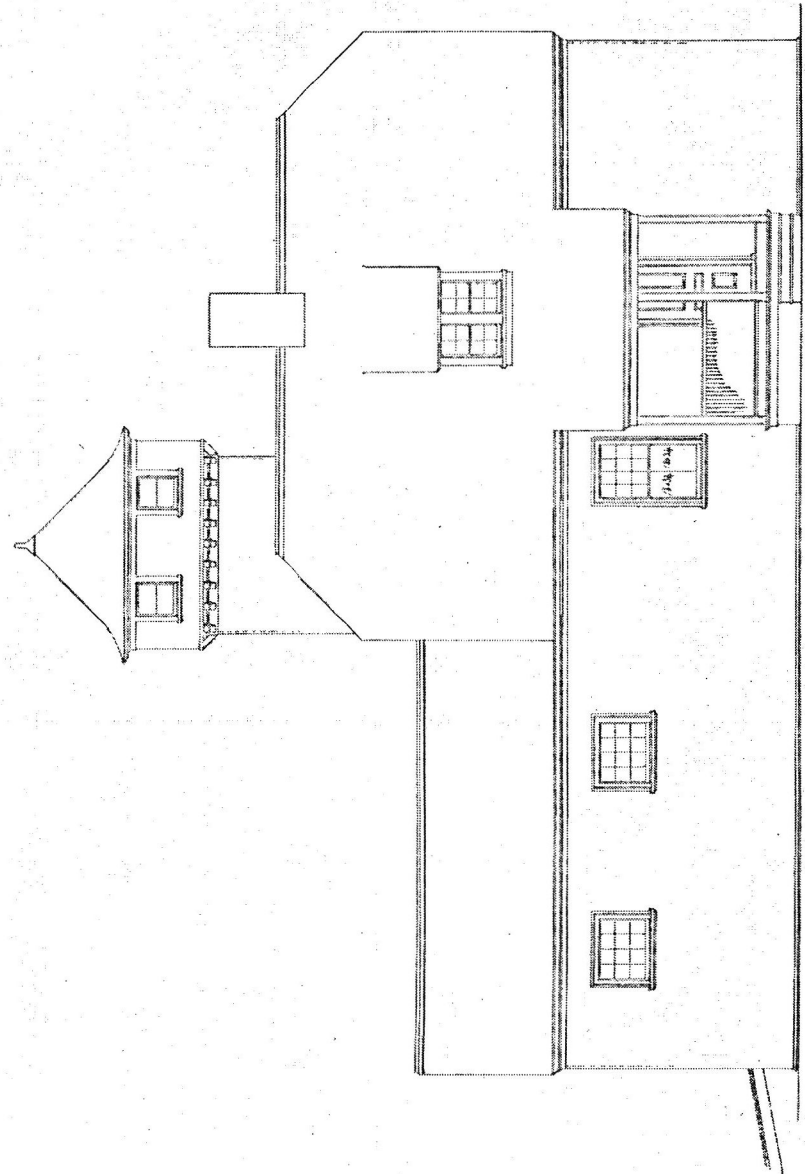
LIFE SAVING STATION



SECTIONAL ELEVATION OF PAPER & LIME CONCRETE



WESTERLY ELEVATION

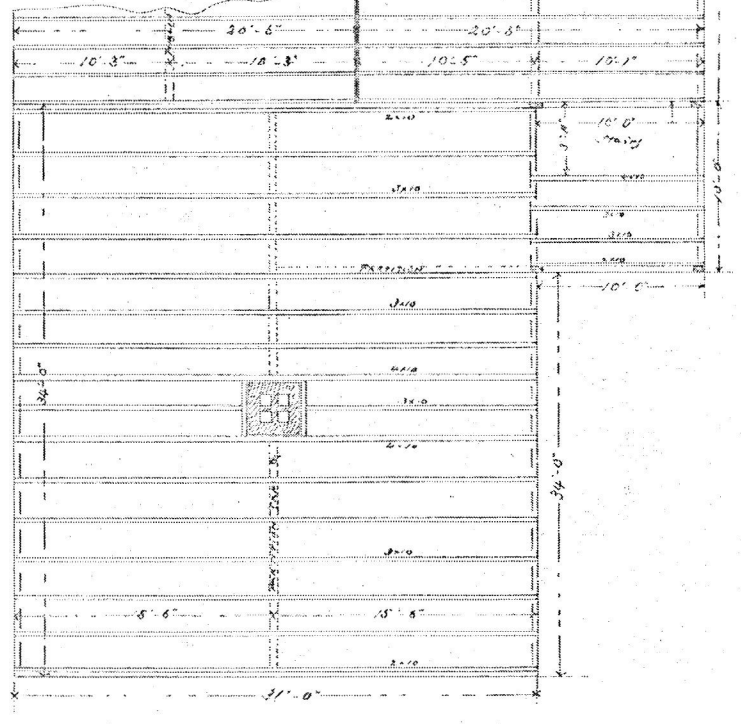
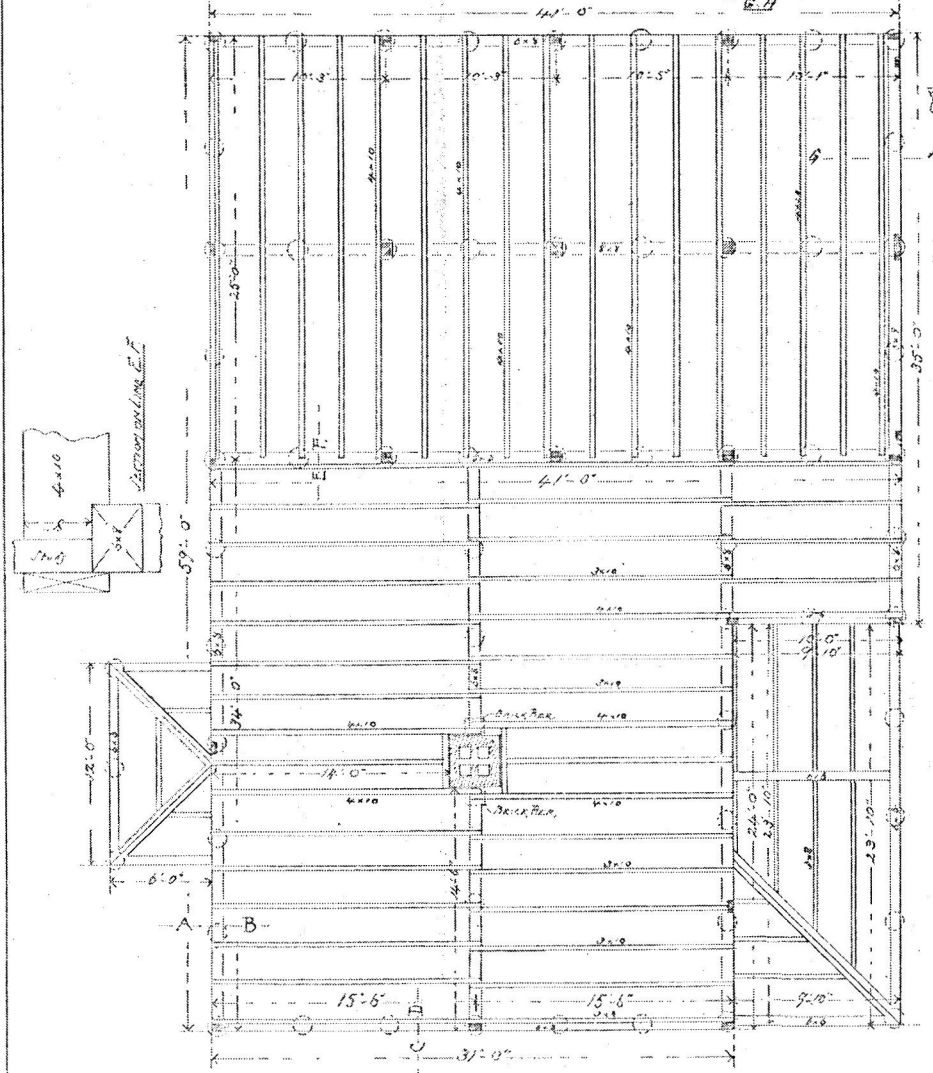
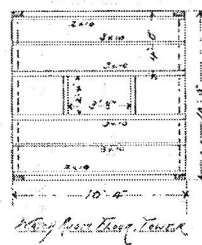
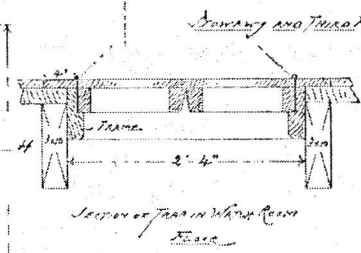
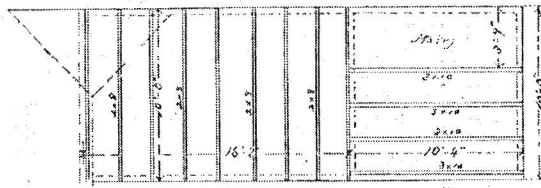
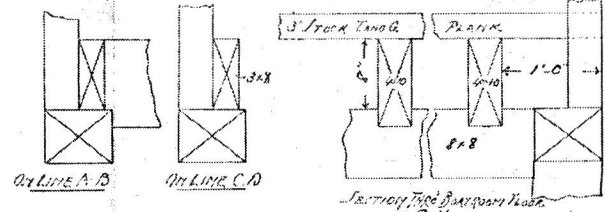


SOUTHERLY ELEVATION





LIFE SAVING STATION,

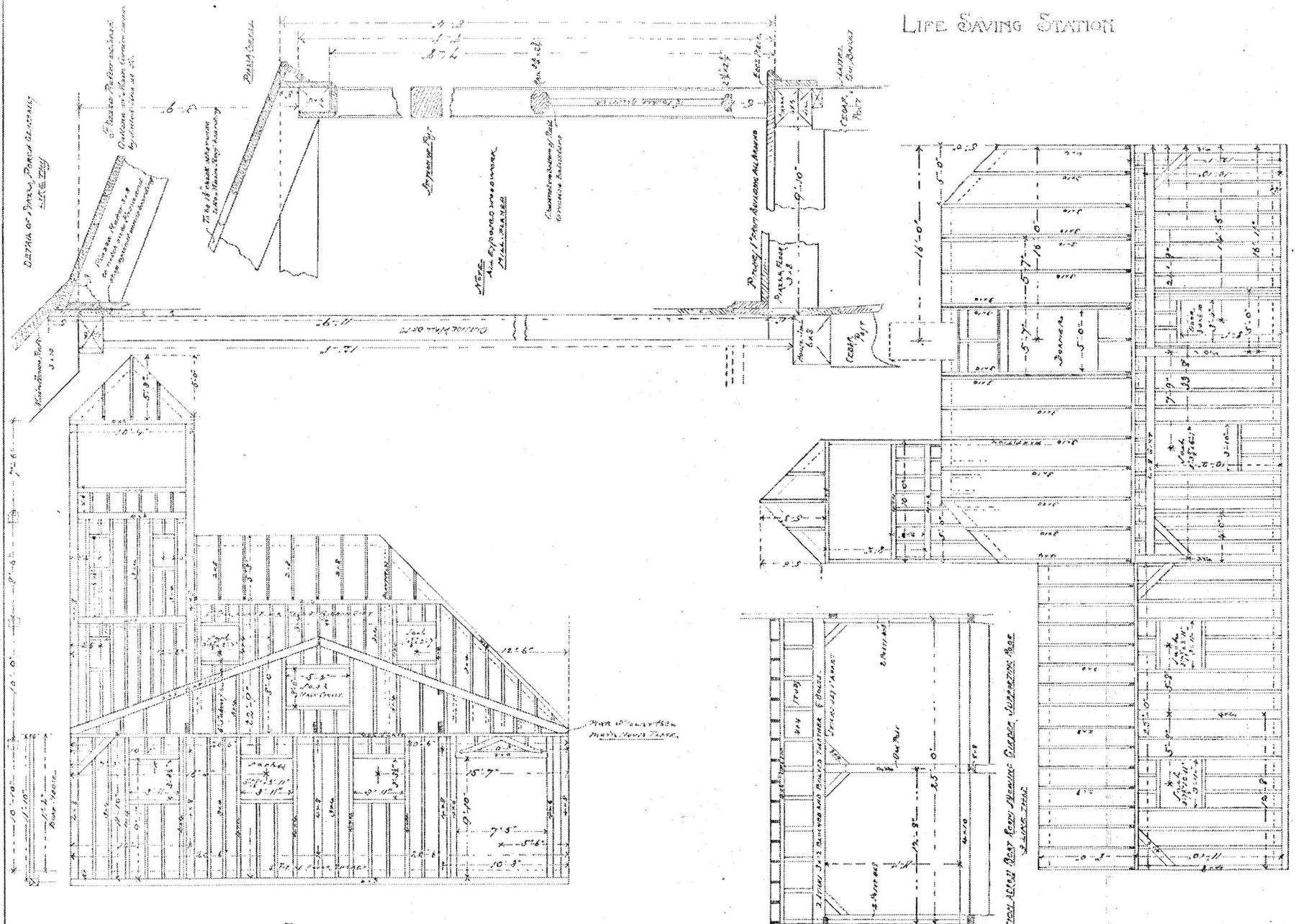


FIRST FLOOR FRAME.

SECOND FLOOR FRAME.



LIFE SAVING STATION

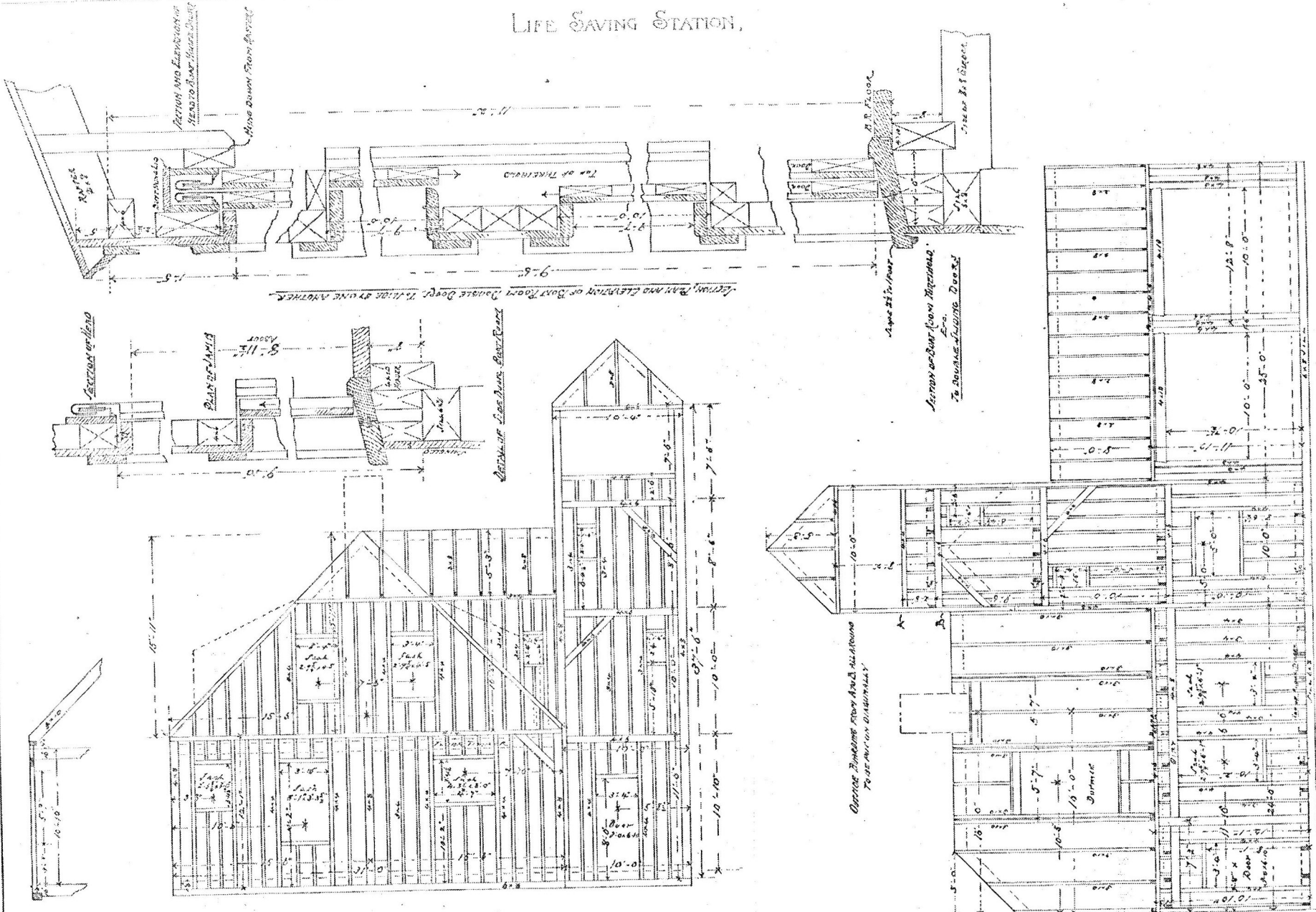


QUINLY ELEVATION

WESTLY ELEVATION



# LIFE SAVING STATION,



EASTERLY ELEVATION

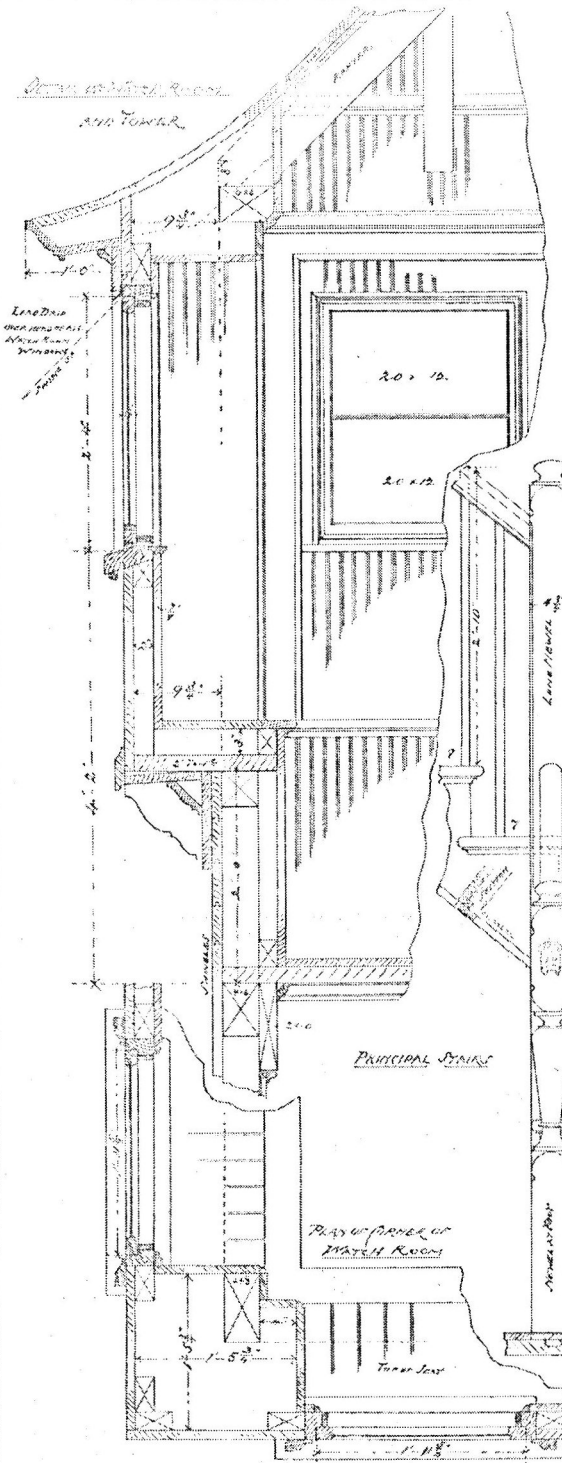
NORTHERLY ELEVATION

Scale:   
 Inches 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60 63 66 69 72 75 78 81 84 87 90 93 96 99 102 105 108 111 114 117 120 123 126 129 132 135 138 141 144 147 150 153 156 159 162 165 168 171 174 177 180 183 186 189 192 195 198 201 204 207 210 213 216 219 222 225 228 231 234 237 240 243 246 249 252 255 258 261 264 267 270 273 276 279 282 285 288 291 294 297 300 303 306 309 312 315 318 321 324 327 330 333 336 339 342 345 348 351 354 357 360 363 366 369 372 375 378 381 384 387 390 393 396 399 402 405 408 411 414 417 420 423 426 429 432 435 438 441 444 447 450 453 456 459 462 465 468 471 474 477 480 483 486 489 492 495 498 501 504 507 510 513 516 519 522 525 528 531 534 537 540 543 546 549 552 555 558 561 564 567 570 573 576 579 582 585 588 591 594 597 600 603 606 609 612 615 618 621 624 627 630 633 636 639 642 645 648 651 654 657 660 663 666 669 672 675 678 681 684 687 690 693 696 699 702 705 708 711 714 717 720 723 726 729 732 735 738 741 744 747 750 753 756 759 762 765 768 771 774 777 780 783 786 789 792 795 798 801 804 807 810 813 816 819 822 825 828 831 834 837 840 843 846 849 852 855 858 861 864 867 870 873 876 879 882 885 888 891 894 897 900 903 906 909 912 915 918 921 924 927 930 933 936 939 942 945 948 951 954 957 960 963 966 969 972 975 978 981 984 987 990 993 996 999 1002 1005 1008 1011 1014 1017 1020 1023 1026 1029 1032 1035 1038 1041 1044 1047 1050 1053 1056 1059 1062 1065 1068 1071 1074 1077 1080 1083 1086 1089 1092 1095 1098 1101 1104 1107 1110 1113 1116 1119 1122 1125 1128 1131 1134 1137 1140 1143 1146 1149 1152 1155 1158 1161 1164 1167 1170 1173 1176 1179 1182 1185 1188 1191 1194 1197 1200 1203 1206 1209 1212 1215 1218 1221 1224 1227 1230 1233 1236 1239 1242 1245 1248 1251 1254 1257 1260 1263 1266 1269 1272 1275 1278 1281 1284 1287 1290 1293 1296 1299 1302 1305 1308 1311 1314 1317 1320 1323 1326 1329 1332 1335 1338 1341 1344 1347 1350 1353 1356 1359 1362 1365 1368 1371 1374 1377 1380 1383 1386 1389 1392 1395 1398 1401 1404 1407 1410 1413 1416 1419 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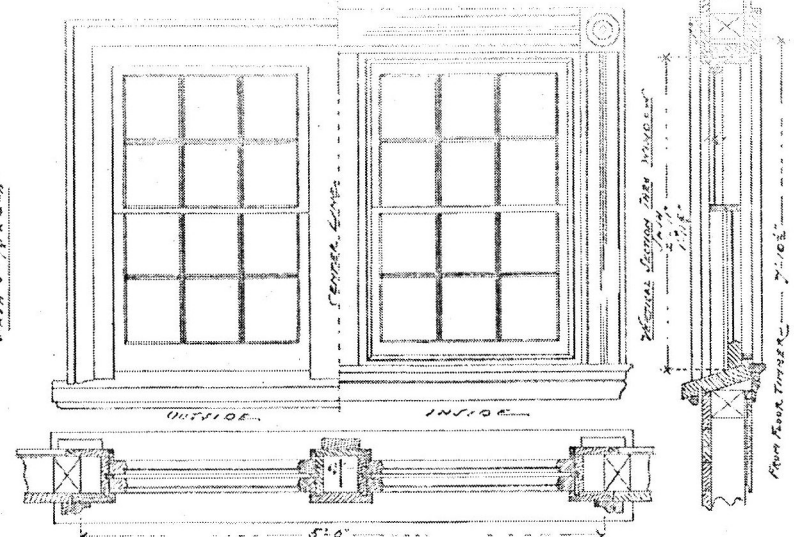
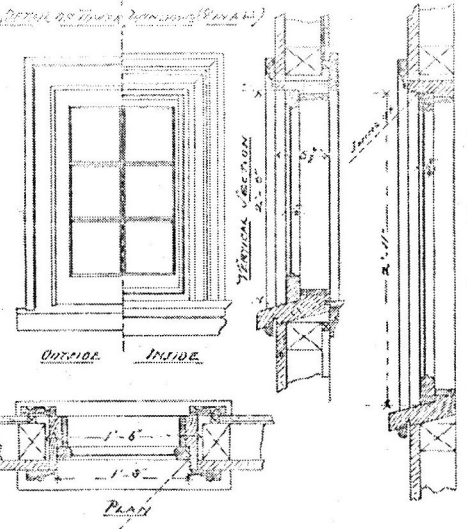


Life-Saving Station.

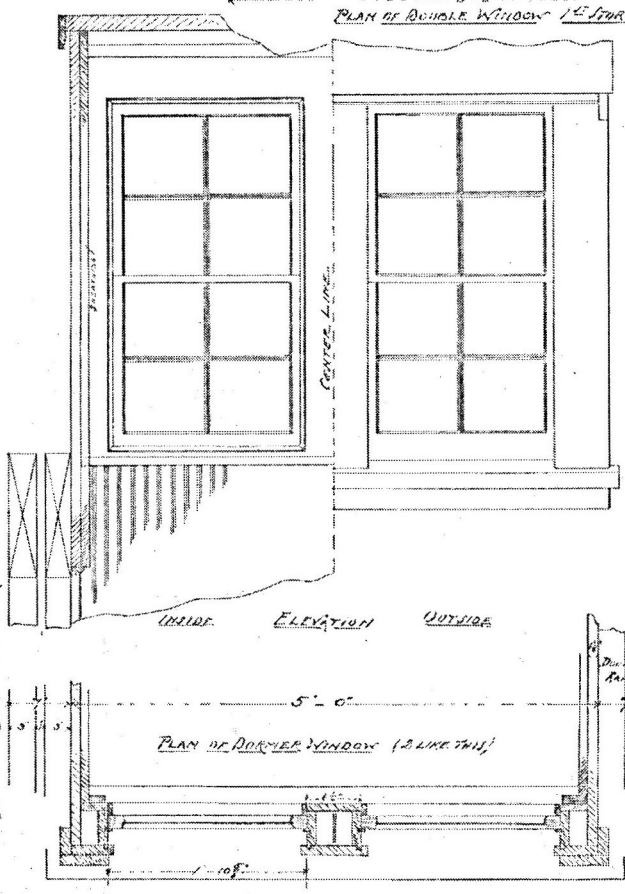
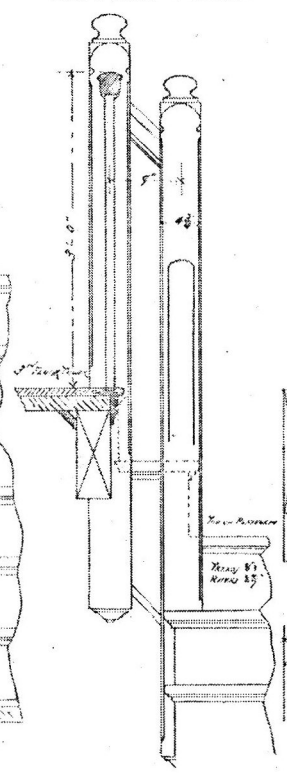
9



DETAIL OF TOWER WINDOW (PLAN)



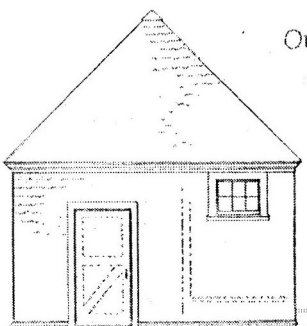
HEAD OF STAIRS 2<sup>ND</sup> FLOOR



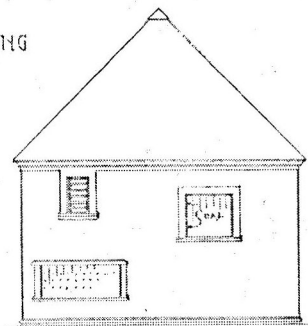
Scale  
1/8" = 1'-0"

# LIFE SAVING STATION,

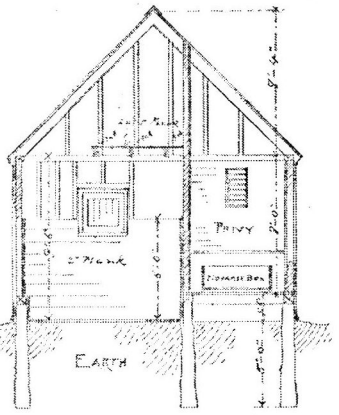
OUTBUILDING



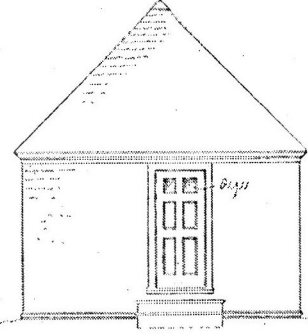
SIDE ELEVATION



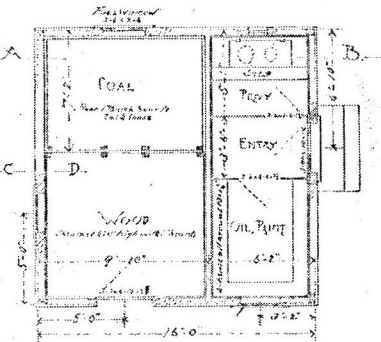
REAR ELEVATION



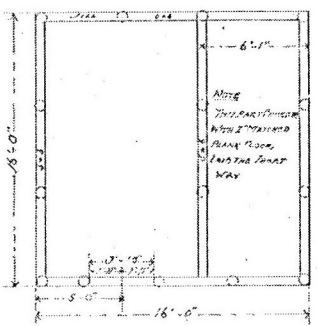
SECTION ON LINE A B.



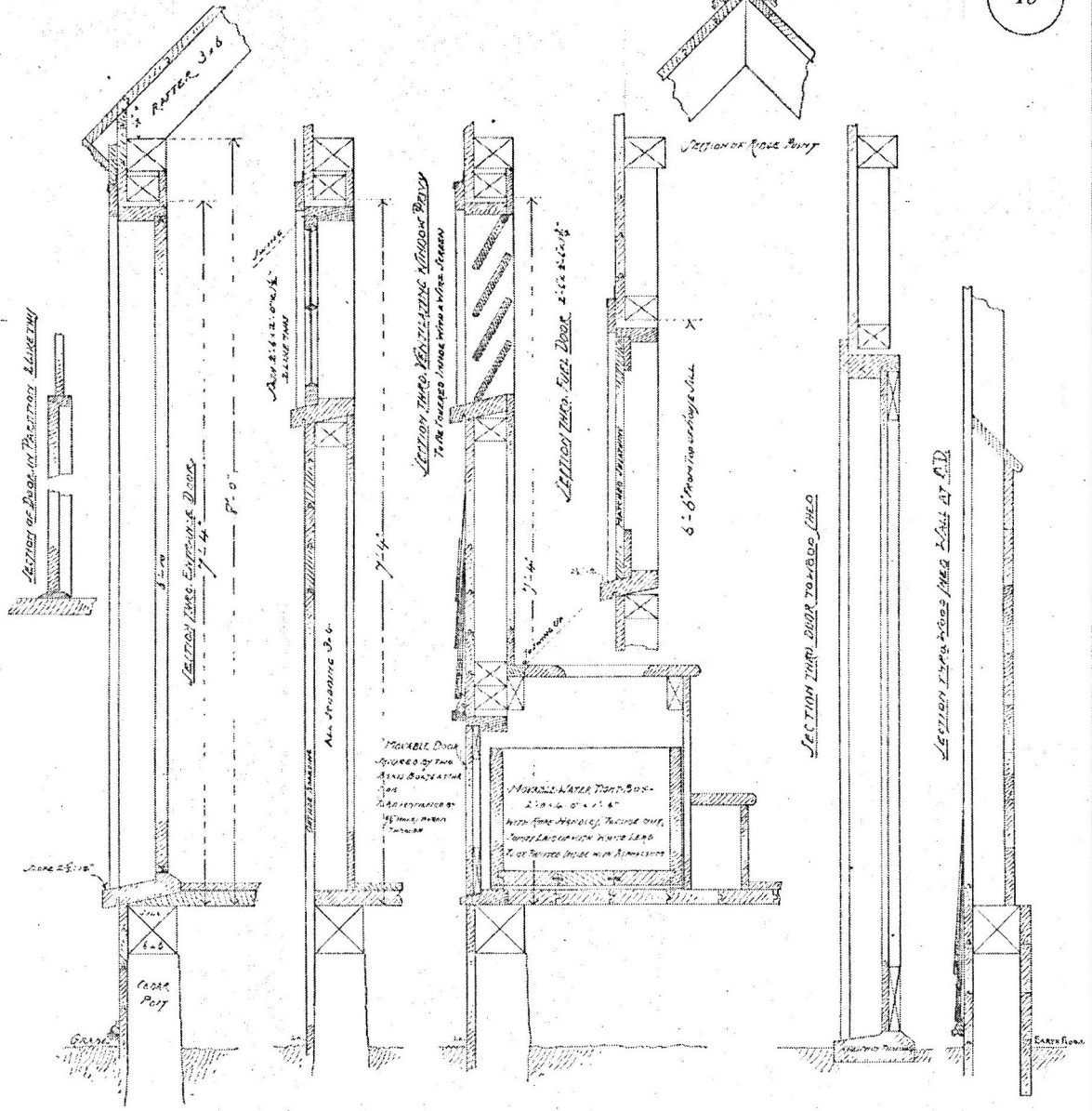
FRONT ELEVATION



PLAN



SILL PLAN  
SUNNING OIL PRIVY

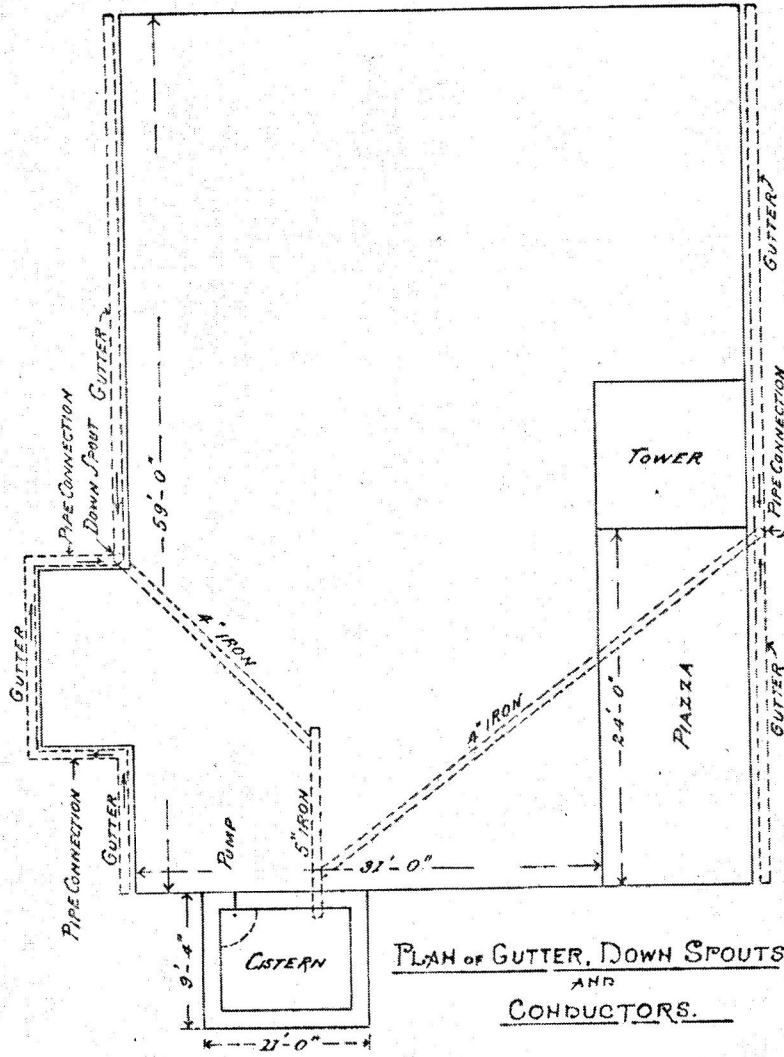


Scale: 1/4" = 1'-0"

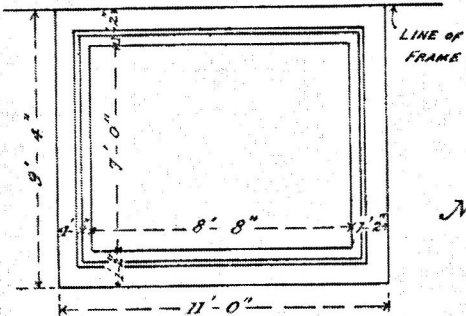
Scale of Details: 1/8" = 1'-0"



CISTERN.



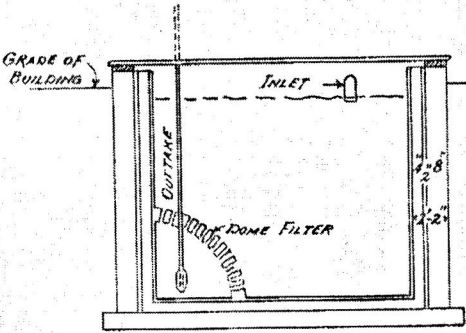
PLAN OF GUTTER, DOWN SPOUTS AND CONDUCTORS.



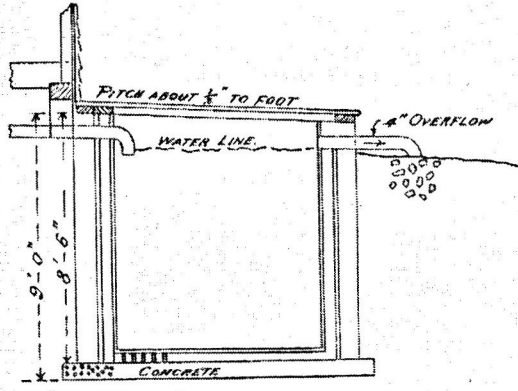
PLAN OF CISTERN.

Note:

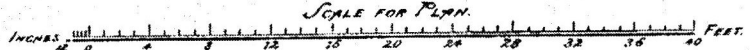
Place the cistern as low as the grade of site will allow, and set inlet and overflow pipes in accordance with it.



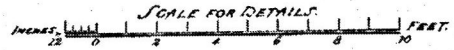
LONGITUDINAL SECTION.



TRANSVERSE SECTION.



SCALE FOR PLAN.



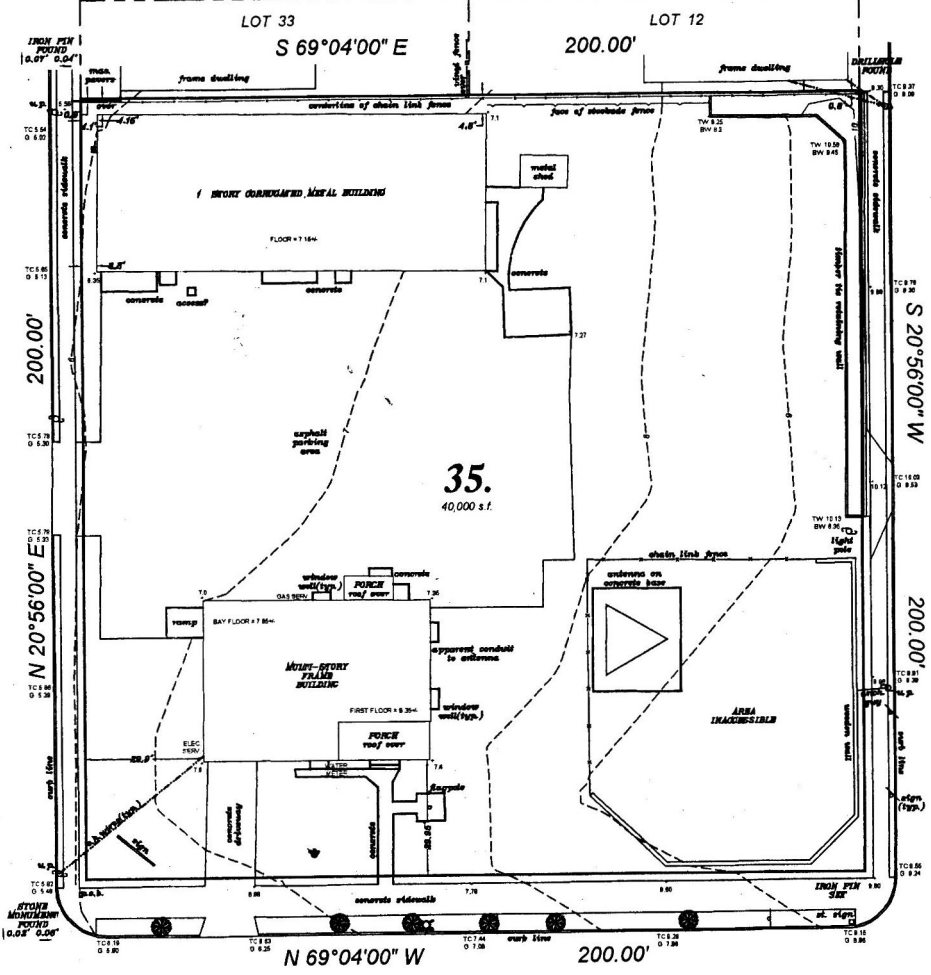
SCALE FOR DETAILS.

POINT PLEASANT QUADRANGLE  
 NEW JERSEY  
 7.5-MINUTE SERIES (TOPOGRAPHIC)

Squan Beach Life Saving Station #9  
 Manasquan Bor., Monmouth County  
 New Jersey



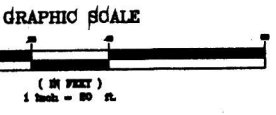
\*\*\* BLOCK 166 \*\*\*



SECOND 80' R.O.W. AVENUE  
FIRST AVENUE PER DEED

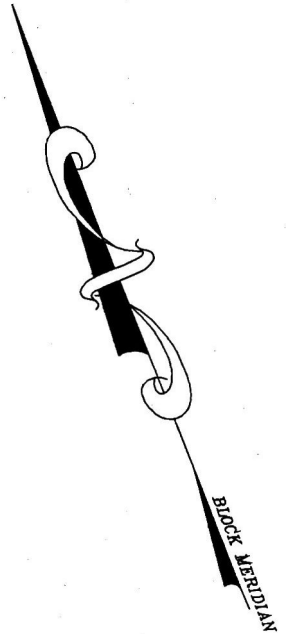
N 20°56'00" E  
200.00'

OCEAN 80' R.O.W. AVENUE  
JACKSON AVENUE PER DEED



FIRST 80' R.O.W. AVENUE

DEED BOOK 329-550



THE ELEVATIONS SHOWN HEREON THIS - 1/4" ARE REFERENCED TO N.G.V.D. 1929.  
LOCAL BENCHMARK: "MUELLER ON FIRE HYDRANT ON NORTH SIDE OF OCEAN AVENUE  
AS SHOWN HEREON ELEV. = 9.13.  
THE PROPERTY SHOWN HEREON IS LOCATED IN FEMA SPECIAL FLOOD HAZARD ZONE  
AS BFE = 8 & 10 AS PER FIRM MAP 345303 001 C DATED 12/15/83 MANASQUAN BOROUGH, N.J.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Squan Beach Life-Saving Station #9

MULTIPLE NAME:

STATE & COUNTY: NEW JERSEY, Monmouth

DATE RECEIVED: 1/23/08      DATE OF PENDING LIST: 2/11/08  
DATE OF 16TH DAY: 2/26/08      DATE OF 45TH DAY: 3/07/08  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000135

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    3-5-08 DATE

ABSTRACT/SUMMARY COMMENTS:

*red in the  
National Register*

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



















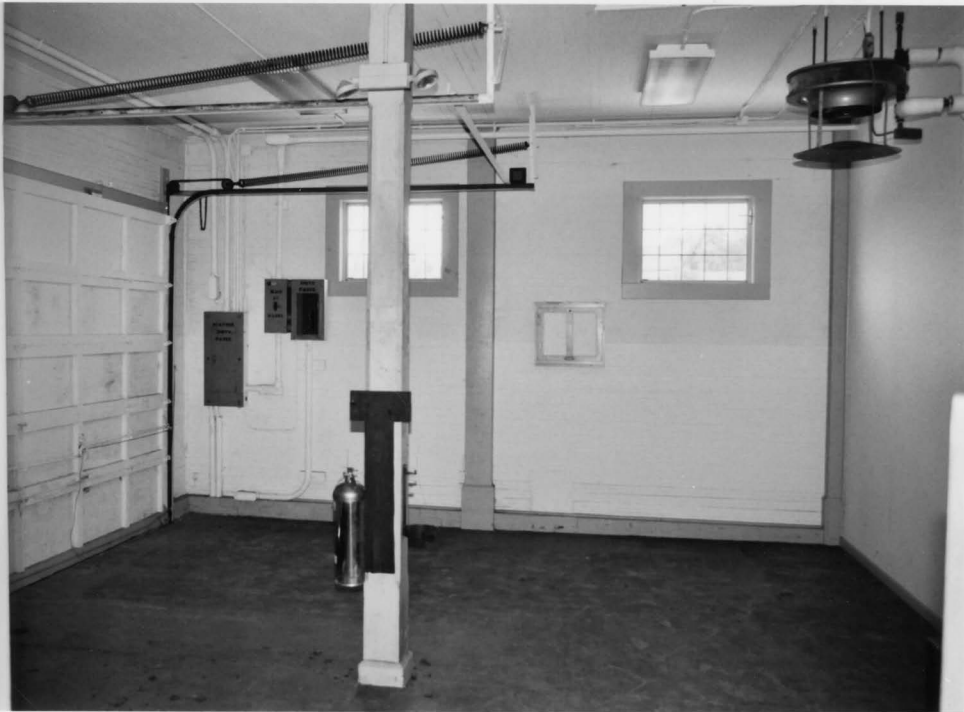


























FLOOR LOAD  
40 LBS PER  
SQUARE FOOT











U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY

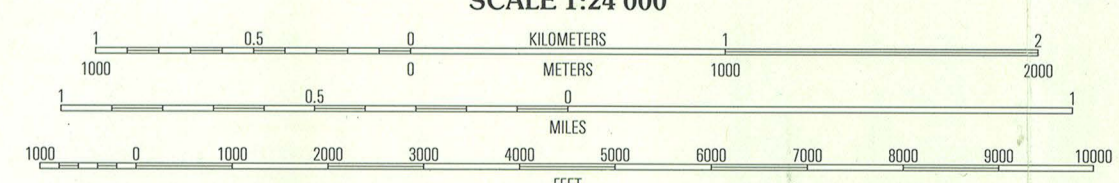
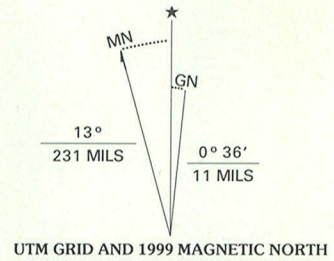
POINT PLEASANT QUADRANGLE  
NEW JERSEY  
7.5-MINUTE SERIES (TOPOGRAPHIC)

Squan Beach Life Saving Station #9  
Manasquan Bar, Monmouth County  
New Jersey

Zone 18  
E 592333  
N 4441078



Produced by the United States Geological Survey  
Topography compiled 1986. Planimetry derived from imagery taken 1995 and other sources. Survey control current as of 1984  
Selected hydrographic data compiled from NOS Charts 12323 (1983) and 12324 (1986). This information is not intended for navigational purposes  
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18  
2 500-meter ticks: New Jersey Coordinate System of 1983  
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software  
There may be private inholdings within the boundaries of the National or State reservations shown on this map  
Landmark buildings verified 1988



CONTOUR INTERVAL 5 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048  
DEPTH CURVES AND SOUNDINGS IN FEET. DATUM IS MEAN LOWER LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1 FOOT IN INLAND WATERS  
AND 4 FEET ALONG THE OCEAN  
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, P. O. BOX 25286, DENVER, COLORADO 80225  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Primary highway hard surface .....  
Secondary highway hard surface .....  
Unimproved road .....  
Light-duty road, hard or improved surface .....  
Unimproved road .....  
Interstate Route  
U.S. Route  
State Route

1	2	3	1 Farmingdale
4	5	6	2 Asbury Park
7	8	9	3 Lakewood
			4 Toms River
			5 Seaside Park
			6 Seaside Heights

POINT PLEASANT, NJ  
1995  
NIMA 6164 II SE-SERIES V822





**State of New Jersey**

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL AND HISTORIC RESOURCES

Office of the Assistant Commissioner

P.O. Box 404

Trenton, New Jersey 08625

Tel: (609) 292-3541

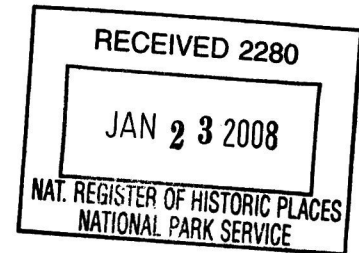
Fax: (609) 984-0836

HPO A2008-150

JON S. CORZINE  
*Governor*

LISA P. JACKSON  
*Commissioner*

Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, D.C. 20240



Dear Mr. Loether:

I am pleased to submit Squan Beach Life-Saving Station #9, Monmouth County, New Jersey for National Register consideration.

This application has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Dorothy P. Guzzo, Administrator, New Jersey Historic Preservation Office, P.O. Box 404, Trenton, New Jersey 08625 or call her at (609) 984-0176.

Sincerely,

Amy Cradic  
Deputy State Historic  
Preservation Officer