



U.S. COAST GUARD NAUSET STATION DWELLING AND BOATHOUSE

Cape Cod National Seashore
Eastham, Massachusetts



Historic Structure Report

**U.S. COAST GUARD
NAUSET STATION**

DWELLING AND BOATHOUSE

HISTORIC STRUCTURE REPORT

**Cape Cod National Seashore
Eastham, Barnstable County, Massachusetts**

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* * * * *

Editor's Note:

The name of the U.S. Lifesaving Service appears in various forms in the historical documentation: the U.S. Life Saving Service, the U.S. Life- Saving Service, and the U.S. Lifesaving Service. This report has standardized the format as the U.S. Lifesaving Service.

INTRODUCTION

EXECUTIVE SUMMARY

Task Directive

This report was produced by the Historic Architecture Program of the Northeast Regional Office, National Park Service. Its purpose is to guide long- range planning, preservation, and rehabilitation of the 1936 dwelling and attached boathouse at the former U.S. Coast Guard’s Nauset Station in Eastham, Massachusetts. As authorized by the Cape Cod National Seashore’s General Management Plan (GMP), this structure is presently used by the park as an educational and residential facility subject to adaptive use, life safety, and accessibility mandates. In addition, the structure is situated in an environment subject to natural coastal processes, and also frequent requests for permission to install communication equipment. As stated in the task directive, the principle objective of this study is to “protect the integrity of the historic structure by obtaining baseline information and developing treatment recommendations.”¹

Research Methodology

Documentary research for this report was undertaken in keeping with a “thorough level of investigation” as defined by the NPS *Director’s Order #28: Cultural Resource Management Guideline*. Research focused primarily on architectural drawings and construction photographs produced by the U.S. Coast Guard during the 1930s, but also included published sources and materials from files of the Cape Cod National Seashore; the U.S. Coast Guard Civil Engineering Unit- Providence in Warwick, RI; the Eastham Historical Society; and the U.S. Coast Guard Historian’s website. In addition, a wealth of material was shared by independent researchers. In keeping with this approach, physical investigations focused on inspection and comparison with visual records; however, a representative sampling of paint finishes was taken for the record and future analysis. Research did not include investigation of property title, station log books, station correspondence, or wreck reports.

Beyond this scope of investigation, it is likely that new information will come to light that will expand on the findings of this report. Far from exhaustive, this approach leaves unanswered many questions related to the complex mission and daily routines at Nauset Station. The administrative and social history of the station, the evolution of shore and sea rescue operations, and technology and military duties during World War II are also only addressed briefly. Aside from guiding long- range planning and preservation, this report is intended to be a living

¹ NPS, Project Management Information System (PMIS) Statement #72413 – “Prepare Historic Structure Reports for Two Former Coast Guard Stations and Their Outbuildings” (February 22, 2001).

document, which will introduce new material and perspectives on local tradition, and create a stimulus and framework for further research, interpretation, and preservation of the structure.

Major Research Findings

Historical Context and Significance

The historical significance of the 1936 dwelling and attached boathouse at U.S. Coast Guard Nauset Station reflects the administrative reorganization of the U.S. Coast Guard in 1933. This reorganization addressed a major expansion of civil duties and authorities, as well as an organizational realignment in accordance with military principles. In addition, the 20th- century history of Nauset Station is associated with a local maritime tradition having roots in the founding of the nation, and an expansion of the Cape Cod tourist economy (NR criterion A). An important sub- theme within this context is the building campaign that responded to the evolving public identity and operations of the U.S. Coast Guard. During the 1930s, the architecture of the Coast Guard was shaped not only by the organization's programmatic needs, but also by government building programs of the New Deal era and design trends within the office of the Supervising Architect of the U.S. Treasury (NR criterion C).

As construction of the dwelling and attached boathouse at Nauset Station neared completion, the U.S. Coast Guard adopted a new mission statement on October 16, 1936. Entitled "Coast Guard Doctrine," this document formalized the policies and spirit of the reorganization and the corresponding architectural campaign. During this period, the Coast Guard created a comprehensive visual record of its building activity in the form of architectural drawings and construction photographs.² This record encompassed more than 40 new stations across the country, all of which were designed in a uniform "Colonial Revival" style by two employees of the U.S. Coast Guard Civil Engineer's Office in Washington, D.C. These designers are known today only by their initials on the drawings – "P.H.P." and "D.K.R." Among the stations of this period, the Nauset dwelling with attached boathouse is a smaller variant of the prototypical station design. In addition, it is one of the earlier projects of the building campaign, and one in which U.S. Secretary of the Treasury Henry Morgenthau, Jr., is said to have taken a special interest.

Period of Significance

The period of significance for Nauset Station begins with acquisition of land for the new station in July 1933, and extends through the formal manning of the new station on January 9, 1937, up to its decommissioning by the U.S. Coast Guard and departure of the crew on September 15, 1958.

² Records of the U.S. Coast Guard, Record Group 26, National Archives and Records Administration, Washington, D.C. Copies available at Cape Cod National Seashore, Maintenance and Curatorial Division, Wellfleet, MA.

Classification

Nauset Station is categorized as a district encompassing approximately 14.5 acres and six contributing structures. These include the dwelling with attached boathouse (1936), a trussed steel flag tower (1936), concrete sidewalks (1936), driveway road traces (circa 1936- 40), the garage or equipment building (1938), and septic and storm water structures on the south lawn (1936- 54). A cultural landscape inventory may clarify or expand upon this list of contributing resources.

Recommendations for Treatment and Use

General Recommendations

This report includes general recommendations in accordance with the *Secretary of the Interior's Standards for Rehabilitation Treatment* and the General Management Plan for Cape Cod National Seashore.

It is important to note that the GMP encourages restoration of missing exterior features in order to preserve the “character of the outer cape.” This is consistent with the standards for rehabilitation, which allow for replacement of missing features if substantiated by documentary and physical evidence. However, such replacements and restorations are not necessarily mandated under the GMP and rehabilitation standards.

The GMP also requires that all future rehabilitation work must be undertaken in a fully reversible manner. This requirement is specifically addressed under rehabilitation standards 9 and 10 (see Appendix A).

Recommendations Related to Use

This report does not address building use and makes no treatment recommendations related to use requirements. For the purpose of this report, it is assumed that dwelling and boathouse at Nauset Station will continue to serve as a residential and educational facility for NEED – the National Environmental Education Development Program, as established by the park’s GMP in conjunction with the Environmental Education Act of 1970.

Accessibility

The dwelling with attached boathouse at Nauset Station is subject to compliance with the Architectural Barriers Act (ABA) of 1968 and the Americans with Disabilities Act (ADA) of 1990.

The standard for compliance with these mandates is the Architectural Barriers Act Accessibility Standard (ABAAS). See subsequent discussions related to the existing handicapped- access ramp and historic boat doorway.

Exterior Recommendations

The following recommendations address the exterior of the dwelling and attached boathouse at Nauset Station relative to its original architectural design of 1935- 36, and occupancy by the U.S. Coast Guard from 1937- 1958.

- Altered Roofing. The present asphalt roofing on the dwelling and watch tower should be replaced with red- stained wood shingles, as indicated on the original drawings and seen in photographs. *[Note: installation of wood shingles was accomplished during final review of this report.]*
- Missing Historic Shutters and Nonhistoric Shutters. Wood window shutters should be reinstalled in locations indicated on the original drawings and seen in photographs. Nonhistoric shutters should be removed.
- Altered or Missing Roof Drainpipes. The present altered or missing drainpipes should be replaced to match the original rectangular metal pipes.
- Altered Wall Shingles. The present ca.- 1994 wall shingles, with an exposure of 4 to 6 (±) inches, should be replaced by new shingles installed with a 7- inch (±) exposure, as indicated on the original drawings. As long as the present shingles remain in good condition, this recommendation can be considered to be of low priority.
- Altered Roof Gutters. The present ca.- 1954- 55 wood gutters and fascia board on the main- roof eaves and porches should be replaced with half- round, hung metal gutters, as indicated on the original drawings. As long as the present gutters remain in good condition, this recommendation can be considered to be of low priority.
- Missing Driveway around the Building. The original driveway encircling the dwelling and boathouse should be restored as indicated on the original drawings. Feasibility of integrating the original driveway encircling the building with the present vehicular approach and parking layout should be studied.

East (Atlantic Ocean) Façade

- Altered Front Doorway #1A. The present doorway casings should be replaced by pilasters, plinth blocks, and trim moldings, and the present door should be replaced with a four- panel wood door with six lights, as indicated on the original drawings.

- Missing Front Porch Balustrade. The missing wood handrails and balusters should be reinstalled if they survive, or recreated and installed if they do not, as indicated on the original drawings and seen in photographs.
- Altered Front Porch Ceiling Light. The present light fixture should be replaced by a ceiling-mounted globe light at the center of the ceiling, as indicated on the original drawings and seen in photographs.
- Missing Boat Doorway. If possible, the missing boat doorway should be restored as indicated on the original drawings and seen in photographs.
- Nonhistoric Handicapped Access Ramp. If possible, alternate means of providing handicapped access should be considered that will not obstruct the boat doorway or other character-defining features.

South Elevation

- Nonhistoric (1980) Fire Escape and Altered Window #S8/ Egress Doorway #2H. Alternate means of egress to replace the present fire escape and egress doorway should be studied. However, because these are critical life-safety features, it might be appropriate to retain them.
- Nonhistoric Window #S7/ Missing Doorway. Because of its low visibility, it may be appropriate to retain the present 1962 window, but restoration of the original doorway should be studied as a possible alternate accessible entrance. (See Nonhistoric Handicapped Access Ramp, above.)
- Altered Doorway #1P. The present 1962 doorway with a later metal-clad door is out of character with the architecture of the 1936 dwelling and boathouse. The door should be replaced with a four-panel wood door with six lights, more in keeping with the architectural character.
- Missing Obscured Glass in Bathroom Windows #S5 and #S9. Missing panes of obscured glass should be replaced with new glass to match original, as seen in original photographs.

West Elevation

- Nonhistoric (1980) Fire Escape and Altered Window #W21/ Egress Doorway #2W. Alternate means of egress to replace the present fire escape and egress doorway should be studied. However, because these are critical life-safety features, it might be appropriate to retain them. The present fire escape is poorly supported on the steel grate at window #W11, preventing access to the window. In addition, the column supporting the northeast corner of the fire escape is damaged and should be repaired.

- Altered Coal Chute Window # W1. The present frame and single- light sash should be replaced by a metal- clad wood frame and a sash with three lights, as indicated on the original drawings and seen in photographs.
- Nonhistoric Exhaust Fan. The present wall- mounted exhaust fan to the right of window #W12 appears not to interfere with the historic window shutters. If retained, the fan should be painted to match the wall shingles, to diminish its visibility.

North Elevation

- Altered Kitchen Entrance Doorway. The present door should be replaced by a four- panel wood door with six lights, as indicated on the original drawings and seen in photographs. Alterations in width, swing direction, and hardware as required by building code for life safety could be appropriate.

Watch Tower

- Missing Balustrade, Wood Gutters, and Cornice Moldings. The missing balustrade and cornice moldings around the observation deck should be restored as indicated on the original drawings and seen in photographs.
- Missing Observation Deck and Altered Roofing. Because the observation deck is not accessible and the roofing is not visible to the public, the deck may be omitted, and the present modern rubber roofing may be considered appropriate.
- Altered Observation Deck Drainage. If restoration of the original internal drainpipe on the north side of the watch tower is impractical, alternate methods of handling roof run- off from the observation deck should be considered, in order to minimize damage caused by excess run- off dropping from the observation deck onto the main shingled roof.
- Missing Sign Panels. The missing sign panels on the east and west sides of the watch tower should be restored, as shown on the original architectural drawings and seen in photographs.

Interior Recommendations

- General. Where necessary, further alterations must be undertaken in a fully reversible manner.
- Basement, First, and Second Stories. Because adaptive use is authorized by the General Management Plan, but restoration of missing interior features is not specifically

encouraged, no recommendations are made in this report relative to currently missing, altered, or additional nonhistoric interior features.

- Third Story and Watch Room. The entire third story and watch room retain a high level of architectural integrity and finish history, which should be preserved if possible.

Recommendations for Future Research and Physical Investigation

Further Documentary Research

- Conduct a comprehensive deed and land title research.
- Conduct a comprehensive investigation of USCG textual records related to Nauset Coast Guard and Light Station, including log books, wreck reports, annual reports, correspondence, etc. (NARA Record Group 26).
- Investigate the U.S. Coast Guard Civil Engineer's Office in Washington, D.C., during the 1930s, including the designers "P.H.P." and "D.K.R." and Chief Civil Engineer P. Julian Latham, and their relationship to the Supervising Architect of the U.S. Treasury, the Procurement Division within the Treasury Department, and other New Deal- era programs (NARA Record Group 26).
- Conduct a comprehensive investigation of local newspaper articles about Nauset Station dating to circa 1930- 1960.
- If possible, locate the missing drawing #20 of 20 for the Nauset dwelling and boathouse, or identify missing information by review of drawings for similar Coast Guard stations.
- If possible, locate interior photographs and additional World War II- era exterior photographs of the dwelling and boathouse.
- Conduct local research related to the year- round and summer communities surrounding the Nauset Coast Guard and Light Station circa 1930- 1960.
- Inventory and conduct a comparative analysis of New Deal- era Coast Guard stations across the country.

Further Physical Investigation

- Perform microscopic analysis of paint samples and correlation of finishes with 1935 USCG painting specifications. (See Appendix D.)
- Inspect flooring under the present sheet vinyl on the first and second stories, to clarify historic treatments.

ADMINISTRATIVE DATA

Names, Numbers, and Locational Data

Park Name:	Cape Cod National Seashore
Park Organization Code:	1730
Park Alpha Code:	CACO
Structure Location:	Tract #34- 6454 – South of the Junction of Doane Road and Ocean View Drive on the Outermost House Road, Eastham, Massachusetts
Park Structure Number:	E- 181
List of Classified Structures (LCS):	LCS ID #040426
LCS Structure Name:	Nauset Beach Coast Guard Station
LCS Significance Category:	CATEGORY III – “Structures that individually or collectively qualify for the National Register (NR) and possess significance at the local level”
LCS Management Category:	CATEGORY B – “should be preserved and maintained”

Cultural Resource Data

In accordance with Section 110 of the National Historic Preservation Act of 1966 as amended, the 1936 U.S. Coast Guard Nauset Station was evaluated in 1981 in conjunction with a historic structure inventory for Cape Cod National Seashore.³ This evaluation determined that the property possessed local significance and integrity associated with maritime history (NR Criterion A) and architecture of the U.S. Coast Guard (NR Criterion C) during the time period 1936- 1940. At the time of this evaluation, the Coast Guard Station did not meet the minimum

³ Brian Pfeiffer, *Historic Structure Inventory, Cape Cod National Seashore. Cultural Resources Management Study* (U.S. Department of the Interior, National Park Service, 1981).

age requirement of 50 years, and was thus determined ineligible for listing on the National Register of Historic Places. Because of its significance and integrity, it was recommended that the property be reevaluated upon reaching the age of 50 (after 1986).

In 1989, the property was reevaluated by park and regional staff of the National Park Service, who recommended it to the Massachusetts Historical Commission (State Historic Preservation Officer) as eligible for listing on the National Register with a local level of significance. On May 5, 1989, the SHPO issued a letter concurring with the NPS finding that the U.S. Coast Guard Nauset Station was eligible for listing on the National Register. A draft NR nomination form was prepared in February 1990 and submitted to the SHPO for review. This nomination form has not been approved nor forwarded to the Keeper of the Register.

Related Studies

Since authorization of the Cape Cod National Seashore by the U.S. Congress, historical research, physical investigation, and planning related to the U.S. Coast Guard Nauset Station have been undertaken as represented by the following reports:

A. B. Clemensen, *Historic Resource Study, Cape Cod National Seashore, Massachusetts* (Denver, CO: U.S. Department of the Interior, National Park Service, Feb. 1979). CRBIB Number 010345.

Brian Pfeiffer, *Historic Structure Inventory, Cape Cod National Seashore, Cultural Resources Management Stud* (U.S. Department of the Interior, National Park Service, 1981). CRBIB Number 011621.

Brian Pfeiffer and Christine Beard. "Former Nauset Coast Guard Station, National Register of Historic Places Registration Form" (draft), February 1990.

Forging a Collaborative Future: General Management Plan, Cape Cod National Seashore (Boston: U.S. Department of the Interior, National Park Service, July 1998). CRBIB Number 404747.

Authorized Treatment

The “Nauset Coast Guard Station (both buildings)” – i.e., the 1936 dwelling with attached boathouse, and the 1938 garage or equipment building – are listed in the General Management Plan for Cape Cod National Seashore as significant historic structures, and they are grouped under the category of “buildings needed for NPS administrative purposes (including employee quarters).”⁴

The following treatment approach is authorized by the General Management Plan for all historic structures at Cape Cod National Seashore:

Treatments for historic buildings will include preservation and rehabilitation. Exterior preservation or restoration for most buildings, and interior rehabilitation treatments for some buildings will be undertaken; full restoration or minimal stabilization treatment will only be used as necessary. Those historic buildings that are adaptively used will be rehabilitated, but the actions will be reversible. The highest priority will be to preserve and maintain those historic structures that best exemplify the character of the Outer Cape.⁵

Disposition of Research Materials

Copies of all research materials obtained in preparation of this report are stored in the project research files of the Historic Architecture Program, Northeast Region, National Park Service, in Lowell, MA. Material samples extracted in the course of physical investigations have been deposited in the sample files of the Historic Architecture Program.

Copies of the original 1935 architectural drawings of the Nauset dwelling with attached boathouse are presently in the drawing collections of Cape Cod National Seashore in Wellfleet, MA, along with original 1936 shop drawings and other, later architectural drawings. Copies of the original 1935 drawings were acquired from Cape Cod National Seashore, and were deposited in the drawing files of the Historic Architecture Program. All original construction photographs from the National Archives and Records Administration in Washington, D.C., and additional photographs acquired from various sources, were scanned and submitted as digital files on CD to the Cape Cod National Seashore Curatorial Division.

⁴ *Forging a Collaborative Future: General Management Plan, Cape Cod National Seashore* (Boston: U.S. Department of the Interior, National Park Service, July 1998), p. 50.

⁵ *Forging a Collaborative Future*, p. 50.

DEVELOPMENTAL HISTORY

HISTORICAL BACKGROUND AND CONTEXT

Overview

This section of the report outlines the historical context and anecdotal details related to the architecture of the 1936 dwelling and boathouse at the former U.S. Coast Guard Nauset Station.

Early Maritime Lifesaving

In 1902, J.W. Dalton published *The Life Savers of Cape Cod*, featuring stories of maritime heroism and sacrifice within the treacherous coastal setting of the Outer Cape, which he characterized as follows:

Cape Cod extends directly out into the Atlantic, like a gigantic arm with clutched hand, bidding defiance to the mighty ocean, for a distance of forty miles. Shifting sand bars parallel its eastern shores, which are an unbroken line of sandy beaches from Monomoy Point at Chatham to Wood End at Provincetown, a distance of about fifty miles. Myriads of shoals lie along the coast, and unnumbered vessels have met their doom along its shores, which rightly bear the name “Ocean Graveyard.”¹

One of the earliest recorded shipwrecks on the outer cape was the *Sparrow- Hawk*, which ran aground outside Nauset Harbor during the winter of 1626- 27 and ended in a total loss. On May 6, 1863, the long- abandoned wreckage of this ship emerged from the shifting sands on Nauset Beach, attracting antiquarians and curiosity seekers. After traveling on exhibition, the wreckage of the *Sparrow- Hawk* was presented to the Pilgrim Hall Museum at Plymouth in 1889, where it remains today.²

¹ J.W. Dalton, *The Life Savers of Cape Cod* (Boston: The Barta Press, 1902), p. 7.

² Amos Otis, “An Account of the Discovery of an Ancient Ship on the Eastern Shore of Cape Cod,” *New England Historical and Genealogical Register* XVIII (January 1864), pp. 38- 40. Pilgrim Hall Museum website (www.pilgrimhall.org/collsparrow.htm).

The Massachusetts Humane Society

Established in 1786 and incorporated as a private charitable organization in 1791, the Massachusetts Humane Society was the first organized effort in America to provide humanitarian assistance to shipwrecked mariners. During the summer of 1802, the society constructed six houses of refuge, or huts, to shelter shipwreck survivors who might make their way onto the shores of the outer cape. Each hut was a wooden structure 8 feet square by 7 feet high, with sliding doors and shutters and a 15-foot pole extending above the roof to mark its location. One of these was located about 1.5 miles north of the mouth of Nauset Harbor, and may be considered the earliest forerunner of the 1936 Nauset Coast Guard Station.³

Early Federal Protection of Maritime Revenue

In 1789, recognizing the importance of maritime commerce to the national economy, President George Washington signed into law the ninth Act of Congress, authorizing the Secretary of the Treasury to maintain national aids to navigation, including 12 lighthouses built previously by colonial interests.⁴ Later, Congress authorized construction of a lighthouse at Truro. Completed in 1797 and known as the Cape Cod or Highland Light, this was the first permanent lighthouse on Cape Cod. In 1808, Congress authorized construction of a pair of lighthouses at Chatham, followed in 1827 by a light at Provincetown, and in 1838 by a group of three lights on a bluff above Nauset Beach. The Nauset lights, which became known as “The Three Sisters,” were located halfway between the Highland and Chatham lights, approximately 1.25 miles north of the 1936 Nauset Coast Guard Station.⁵

The Tariff Act of 1790 saw Congress authorize a fleet of cutters to suppress smuggling and assist in collecting customs duties and taxes. This service was known as the U.S. Revenue- Marine (renamed the U.S. Revenue Cutter Service in 1862). By 1832, the duties of the U.S. Revenue Marine included cruising during the winter to assist mariners in distress.⁶ Similarly, during the 1840s, the Massachusetts Humane Society extended its efforts by equipping at least four of its Cape Cod houses of refuge with lifeboats. In 1847, Congress made its first appropriation for on-shore aid to shipwrecked mariners. This appropriation provided \$5,000 to support the work of the Humane Society.⁷

The work of the Massachusetts Humane Society was confined to the coast of Massachusetts. In 1848, appalled at lack of preparedness outside Massachusetts, Congressman William A. Newell secured an appropriation of \$10,000, authorizing the U.S. Revenue Marine to create a lifesaving

³ A. B. Clemensen, *Historic Resource Study, Cape Cod National Seashore, Massachusetts* (Denver, CO: U.S. Department of the Interior, National Park Service, Feb. 1979), p. 42- 43; Dalton, *Life Savers of Cape Cod*, p. 23.

⁴ USCG Publication #1, *U.S. Coast Guard: America's Maritime Guardian* (January 1, 2002), p. 16.

⁵ Clemensen, *Historic Resource Study*, p. 41.

⁶ USCG Publication #1 (2002), pp. 15- 18.

⁷ Clemensen, *Historic Resource Study*, p. 44; Dalton, *Life Savers of Cape Cod*, p. 24.

network on the coast of New Jersey.⁸ Appropriations in 1849 and 1854 provided additional funding for lifesaving stations in New Jersey, on Long Island, and around the Great Lakes. By 1871, however, a number of fatal wrecks along the Atlantic coast made it clear that these efforts were still inadequate.⁹

Establishment of the U.S. Lifesaving Service (1878)

In 1869 the U.S. Treasury Department established an interim Revenue Marine Bureau to reorganize the U.S. Revenue Cutter Service. In 1871, Sumner I. Kimball, an official of the Treasury Department, was appointed bureau chief. Under Kimball's direction, revised regulations were issued in August 1871, detailing authorities, duties, and administrative controls, standardizing operations, and instituting a system of officer accessions to replace political favoritism.¹⁰ In addition, the fleet was overhauled, and steps were taken to establish a training academy.¹¹

On April 20, 1871, Congress appropriated \$200,000 to establish lifesaving stations with paid surfmen. As a result, Kimball created a national lifesaving network under control of the U.S. Revenue Cutter Service, with a six-man crew at each station.¹² On June 10, 1872, Congress appropriated funds for nine staffed lifesaving stations to replace the houses of refuge built by the Massachusetts Humane Society on Cape Cod.¹³ By mid-August 1872, the Treasury Department completed specifications and site selection for the Cape Cod stations. Bids for construction were received by September 12. On January 3, 1873, the nine stations (see Figure 1.01) were inspected and found fit for occupancy.¹⁴ The Cape Cod stations were located as follows:

Race Point	Provincetown
Peaked Hill Bars	Provincetown
Highland	North Truro
Pamet River	Truro
Cahoon's Hollow	Wellfleet
Nauset	North Eastham
Orleans	Orleans
Chatham	Chatham
Monomoy	Monomoy Island

⁸ Ralph Shanks, Wick York, and Lisa Woo Shanks, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), p. 7.

⁹ Dalton, *Life Savers of Cape Cod*, pp. 25-28.

¹⁰ U.S. Department of the Treasury, "Revised Regulations for the government of the Revenue Marine of the United States" (August 1871), accessed at USCG Historian's Office website (www.uscg.mil).

¹¹ USCG Publication #1 (2002), p. 20.

¹² Dennis L. Noble, *A Legacy: The U.S. Life-Saving Service*, accessed at USCG Historian's Office website.

¹³ Clemensen, *Historic Resource Study*, p. 45; Dalton, *Life Savers of Cape Cod*, pp. 29-30.

¹⁴ Correspondence from Glenn D. Stockwell, March 5, 2007; *The Chatham Monitor*, August 8 and 15, and September 12, 1872, and January 3, 1873.

On June 18, 1878, in order to further improve the national lifesaving network, Congress authorized the separation of the lifesaving network from the Revenue Cutter Service, thus establishing the U.S. Lifesaving Service as an independent agency under the Department of Treasury, with Kimball as superintendent.¹⁵ The U.S. Lifesaving Service later built additional stations on Cape Cod – in 1883 at High Head in Provincetown, in 1896 at Wood End in Provincetown, in 1897 at Old Harbor in Chatham, and in 1902 at Monomoy Point on Monomoy Island.¹⁶

Red House Station Prototype (1872)

The 1872 Nauset lifesaving station stood on the barrier beach southeast of the 1936 Nauset Coast Guard station. Like the eight other 1872 Cape Cod lifesaving stations, its architecture was a standardized design known as the “Red House- type” from its overall exterior red paint color, which was selected to enhance its visibility. These stations were 1½- story frame structures measuring 42 by 18 feet in plan, with shingled walls and gable roof. On the first story were a boat room and mess room with a stove for heat and cooking. On the second story was crew sleeping quarters and a spare room.¹⁷ (See Figure 1.02.)

The beach patrol from Nauset station extended southward to the end of Nauset Spit, and northward half the distance to the station at Cahoon’s Hollow. At the halfway point, the patrolmen from Nauset Station and Cahoon’s Hollow would meet to assure continuous shoreline coverage. Marcus M. Pierce, the first keeper of Nauset Station, was appointed on December 12, 1872, and later reassigned to the Orleans station on December 17, 1877. The second keeper at Nauset Station was Walter O. Knowles, who was appointed on December 17, 1877, and resigned on September 16, 1887.¹⁸

Expansion of the Red House- Type Stations (Circa 1885- 87)

In 1885, plans were prepared to upgrade 20 Red House- type stations on Long Island and nine on Cape Cod, in order to provide additional space for crew quarters and equipment. These improvements were necessitated by the expansion of marine traffic along the coasts of New Jersey and the outer Cape, and a corresponding increase in the number of shipwrecks. The designer of the station improvements was Albert Buruley Bibb, an employee in the Office of Construction of the U.S. Lifesaving Service. Bibb’s design doubled the first story of the original structure by adding a full- length lean- to on either side, over which the original roof slopes were extended. The station exteriors were treated in the then- fashionable Shingle style, with wood-

¹⁵ USCG Publication #1 (2002), p. 21.

¹⁶ USCG Historian’s Office website.

¹⁷ Shanks et al., *The U.S. Life- Saving Service*, pp. 214- 215.

¹⁸ Dalton, *Life Savers of Cape Cod*, p. 109. Correspondence from Glenn D. Stockwell, March 5, 2007, citing *The Chatham Monitor*, December 19, 1872.

shingled surfaces, simple moldings, multi-paned windows, and paneled doors.¹⁹ (See Figures 1.03 – 1.10.)

Construction at the Cape Cod stations was carried out during the spring and summer of 1887. At Nauset, in advance of the improvements, the original 1872 structure was relocated from the barrier beach to a bluff approximately 1,000 feet to the north. This move was executed by H.S. Gill and completed by April 13, 1886. The improvements at Nauset Station were constructed by Gideon H. Eldridge.²⁰ The typical expanded Red House- type station on Cape Cod was without modern sanitation and heating systems, and manned only from August 1 through June 1; however, a station keeper remained on duty year round. The typical interior was described by Dalton in 1902 and illustrated by representative photographs, including an interior view of the Nauset mess room. Dalton writes:

The lower floor is divided into five rooms – a mess room, which also serves for a sitting room for the crew, a kitchen, a keeper’s room, a boat and beach apparatus room. Wide double-leaved doors with a sloping platform permit the quick and easy running out of the surf-boat and other apparatus from the station. The second story contains two rooms: one the sleeping room for the crew; the other has spare cots for rescued persons, and is also used as a store room.²¹

Dalton also described the equipment in use at the station in 1902:

There are 2 surf-boats of the Monomoy model, two beach carts with breeches-buoy, etc., and a life-car at this station. “Brad,” a horse owned by Captain Bearse, is on duty at the station during the winter season.²²

Although not mentioned by Dalton, Alice A. Lowe wrote in 1951 that the station was moved a second time in 1900.²³ On September 12, 1887, Alonzo N. Bearse was appointed keeper of the expanded station at Nauset. Bearse resigned for physical reasons on July 21, 1905, and was replaced by Abbott H. Walker, who served until his retirement on May 3, 1926.²⁴

Establishment of the U.S. Coast Guard (1915)

On January 28, 1915, President Woodrow Wilson signed into law an Act merging the U.S. Revenue Cutter Service and the U.S. Lifesaving Service into a single agency within the Treasury Department, to be known as the U.S. Coast Guard. This law provided for alignment with military forces, and for the retirement of Sumner Kimball and many older lifesaving crew men. Captain Ellsworth Price Bertholf of the former U.S. Revenue Cutter Service was appointed the first commandant of the U.S. Coast Guard. Over the next 15 years, the task of merging the U.S.

¹⁹ Shanks et al., *The U.S. Life-Saving Service*, pp. 229- 231.

²⁰ Correspondence from Glenn D. Stockwell, March 5, 2007; *Chatham Monitor*, April 13, 1886, and May 3 and June 7, 1887.

²¹ Dalton, *Life Savers of Cape Cod*, pp. 30- 31.

²² Dalton, *Life Savers of Cape Cod*, p. 109.

²³ Alice A. Lowe, *Nauset on Cape Cod: A History of Eastham* (Eastham Historical Society, 1968), p. 123.

²⁴ Dalton, *Life Savers of Cape Cod*, p. 109.

Lifesaving Service and the U.S. Revenue Cutter Service into a single military organization proved challenging. Thus, although the two services were joined administratively in 1915, they continued to operate as separate organizations.²⁵

World War I

On April 6, 1917, the U.S. declared war on Germany, and the U.S. Coast Guard was transferred from the Treasury Department to the Navy. During this period, lifesaving personnel were linked to Navy communication systems, and their humanitarian responsibilities were supplemented with military watch duties.²⁶

The only enemy fire to strike American soil during World War I landed on Nauset Beach on July 21, 1918. On that day the German submarine *U-156* surfaced southeast of Nauset Station and fired on a tugboat with four barges in tow. Three of the barges were sunk, the fourth was damaged, and the tug was set afire. An unarmed Coast Guard plane dispatched from Chatham to investigate the incident was also fired upon, and though the plane was not hit, the shells landed on Nauset Beach. The submarine retreated before the barges sank, but it was later bombed by U.S. Navy planes. Coast Guard crews from Orleans and Nauset assisted in rescuing the tugboat crew. After the war, the depth gauge from the German submarine was retrieved and given to Selectman Edward Penniman of Eastham; it was later presented to the Eastham Historical Society.²⁷

Changing Maritime Navigation and Rescue Operations

On August 20, 1919, control of the U.S. Coast Guard was returned to the Treasury Department. The nature of coastal navigation and rescue operations changed dramatically in the following years. The Cape Cod lifesaving stations were established during an age when sailing vessels risked drifting onto sand bars. This risk was greatly reduced with the development of reliable marine engines. In addition, the opening of the Cape Cod Canal on July 29, 1914, made it possible to bypass the coastal route around Cape Cod. Furthermore, the introduction of radio communication, motorized life boats, and coastal aviation allowed for patrol of wider areas with fewer stations. As a result, the U.S. Coast Guard evolved into an organization that cruised the coast and dispatched rescue teams to ships in distress. Thus, the network of earlier lifesaving stations geared for beach patrols and rescue launchings became obsolete.²⁸

²⁵ USCG Publication #1 (2002), pp. 24- 25. See also January 28, 1915 (38 Stat. 800).

²⁶ USCG Publication #1 (2002), pp. 25- 26.

²⁷ Lowe, *Nauset on Cape Cod*, p. 116. Also correspondence from Glenn Stockwell, February 26, 2007.

²⁸ Charles B. Hathaway, *From Highland to Hammerhead. The Coast Guard and Cape Cod* (Chatham, MA: published by the author, 2000), pp. 75- 76. Dennis L. Noble, "A Legacy: The United States Life-Saving Service."

The Prohibition Era

On January 16, 1920, the Eighteenth Amendment to the U.S. Constitution went into effect, prohibiting the manufacture, sale, and transportation of alcoholic beverages, with enforcement under the National Prohibition (or Volstead) Act. As a result, from 1924 until the law was repealed in 1933, funds were appropriated for enlarging the fleet and enlisting the forces of the Coast Guard in order to enforce the law at sea.²⁹ Despite requests to Congress, however, these appropriations were not matched for the shore stations. Thus, by 1929 the Cape Cod lifesaving stations were badly in need of repair, and lacking modern sanitation and heating systems.³⁰

Tourism and Literary Connections

As a result of unprecedented economic expansion during the last quarter of the 19th century, summer visitors began to arrive on Cape Cod in increasing numbers. By the 1920s, tourism was the leading industry on Cape Cod.³¹ Houses originally built by the families of surfmen near the lifesaving stations were gradually converted for tourist use, creating a small summer colony in the vicinity of Nauset Station.³² “Beachcombing” or scavenging for wreckage in the aftermath of a storm, once a local routine, became the pastime of visitors seeking curiosities.³³ Pleasure boating expanded rapidly. By 1910, Congress assigned to the Coast Guard the duties of regulating recreational boating and anchorages.³⁴ As a result, the 10- month operating schedule at the Cape Cod stations expanded to year- round as duties and public interactions evolved.

At Nauset Beach, tourism was perhaps stimulated by rediscovery of the 17th- century wreck of the *Sparrow- Hawk* in 1863, and the publication of *Cape Cod* by Henry David Thoreau in 1865, including his chapter entitled “The Plains of Nauset.”³⁵ From September 1926 to October 1927, Henry Beston (1888- 1968) chronicled life on the outer shores of the Cape from a cottage which he built on Nauset Beach. Published in 1928, his book *The Outermost House* included a chapter entitled “Lantern on the Beach,” in which he described the 1927 wreck of the *Montclair*, and celebrated the life of the surfmen whom he befriended at Nauset Station.³⁶ Similarly, Dr. Wyman Richardson (1897- 1953), a Boston physician who summered at his ancestral home on Nauset Marsh, penned a collection of philosophical musings about the marsh and beach. These essays were published in the *Atlantic Monthly* during the 1940s, and were later compiled into the book *The House on Nauset Marsh*.³⁷

²⁹ USCG Publication #1 (2002), p. 26.

³⁰ Robert Erwin Johnson, *Guardians of the Sea. History of the U.S. Coast Guard, 1915 to the Present* (Annapolis, MD: Naval Institute Press, 1987), pp. 122- 124.

³¹ Clemensen, *Historic Resource Study*, p. 60.

³² Correspondence from Glenn D. Stockwell, March 10, 2007.

³³ Lowe, *Nauset on Cape Cod*, pp. 106- 107.

³⁴ USCG Publication #1 (2002), p. 22. Also Hathaway, *From Highland to Hammerhead*, p. 85.

³⁵ Henry David Thoreau, *Cape Cod* (Boston: Ticknor & Fields, 1865).

³⁶ Henry Beston, *The Outermost House* (Garden City, NY: Doubleday, Doran and Co., Inc., 1928).

³⁷ Dr. Wyman Richardson, *The House on Nauset Marsh* (New York: W.W. Norton, 1955).

On February 7, 1938, following completion of the 1936 Nauset Coast Guard Station, the Eastham town-landing committee made two recommendations at town meeting, which reflected the growing popularity of Nauset Beach:

At Nauset Coast Guard Station we recommend that the Town try to obtain the land (or use of the land) where the old station stands. Also that some kind of steps be erected making the beach more accessible to the public.

As Nauset Light Beach has become one of the most popular beaches in Eastham we recommend that two lots of land be purchased or taken by eminent domain, for the purpose of enlarging the parking spaces and that the same be graded, hardened and oiled.³⁸

Beginning in June 1938, the *Barnstable Patriot* published a series of 14 articles entitled “Cape Cod Life Savers and Shipwrecks,” which discussed the history of the Cape Cod lifesaving stations. This series began with a notice under the title “Coast Guard Welcomes Visitors”:

Life saving stations, their location, history and some of the famous shipwrecks which have occurred along Cape Cod shores are described in this series of fourteen articles. “Visitors to Cape Cod life saving stations are welcome,” states C.A. Littlefield, commander of the Third CG. District, Wakefield, RI. “It is customary to receive visitors during daylight hours, usually between 8 a.m. and 4 p.m., however, anyone who wishes to visit at later hours would also be welcome. Boat drill is usually held on Tuesdays and beach apparatus drill on Thursdays. Owing to weather conditions or necessary work, days on which drills are held vary. Therefore, if you wish to see drills, it is suggested you communicate by telephone with any of the stations on Cape Cod.”³⁹

In this series, an article about Nauset Station appeared on August 11, 1938, stating: “For the visitor, Nauset is the most accessible of stations along the backside [of the Cape].”⁴⁰ In addition, the *Cape Cod Standard Times* ran a regular column entitled “Coast Guard Notes,” covering news and social items from the lifesaving stations. Typical was the following item published on August 3, 1938:

John H.P. Rodda, third class cook, was transferred from Nauset station to Cahoon’s Hollow Monday. The Nauset boys drilled in the morning and took the self bailing surfboat from Orleans station to Highland in the truck, retuning about 3:30 p.m. to hold a beach apparatus drill which was witnessed by a large group of spectators. The visitors included young people from the Pleasant Bay Day Camp and Eldredge’s Nature Camp in Chatham and their councilors. Monday night the Rev. William J. Miller showed moving pictures of scenes taken at the Ohio floods last year, where the guardsmen from this district were called for rescue work. Mr. and Mrs. Miller and son are guests here this week. Surfman Henry Hautanen went on a 24 hour liberty.⁴¹

³⁸ *Reports of the Town Officers of the Town of Eastham for the year 1937* (Hyannis, MA: FB & FP Goss, 1938).

³⁹ *Barnstable Patriot*, June 23, 1938, p. 7.

⁴⁰ *Barnstable Patriot*, August 11, 1938.

⁴¹ *Cape Cod Standard Times*, August 3, 1938.

Coast Guard Station Architecture Circa 1914 – 1933

In 1914 the U.S. Lifesaving Service developed a two- story lifesaving station prototype dedicated entirely to crew quarters, with a freestanding boathouse. This was a departure from the earlier 1½- story stations, which incorporated boathouse and crew quarters in a single structure. As a result, it became possible to construct the crew quarters on higher ground with modern sanitary and heating systems, while placing the boathouse where needed to facilitate vehicular access and rescue launchings.

This station prototype, attributed to architect Victor Mendleheff of the U.S. Lifesaving Service, was first constructed at Chatham on Cape Cod, and so became known as the “Chatham type.” In its earliest form, the Chatham- type station was rectangular in plan, with a one- story entrance porch recessed into the narrow front facade and irregular fenestration on the long side elevations. Its exterior was articulated by broad shingled surfaces with simple wood trim and multi- paned windows. The most characteristic feature was a hipped roof with end gablets and a central watch tower. (See Figures 1.11- 1.12.) During the 1920s, the Chatham prototype station was adapted widely by the U.S. Coast Guard, and a variant was developed with the front entrance at the center of the long façade. As a result, the original prototype was transformed into a two- story, five- bay, center- entrance structure, suggesting the influence of the American Foursquare or Colonial Revival styles.⁴² (See Figures 1.13 - 1.15.)

Coast Guard Reorganization

By 1931, under the pressures of Prohibition and the Great Depression, inadequacies in the U.S. Coast Guard organization became apparent. On January 9, 1931, Commandant Frederick C. Billard (1873- 1932) appointed a board to recommend the best organization to carry out the work of the Coast Guard in accordance with military principles. After Billard’s death in May 1932, the reorganization was carried on by Commandant Harry G. Hamlet (1874- 1954). In September 1932, Treasury Secretary Ogden L. Mills authorized implementation of the reorganization plan beginning in January 1933.⁴³

Hamlet was a decorated Coast Guard officer and superintendent of the U.S. Coast Guard Academy in New London, Connecticut. There he oversaw design and construction of a new academic campus, working with the Supervising Architect of the Treasury from 1928- 1932.⁴⁴ Under the strain of the Great Depression, both Congress and the Roosevelt administration proposed merging the Coast Guard with the Navy, but neither the Navy nor the Treasury Department favored this move. Hamlet ultimately managed to preserve the independence and unique civil and humanitarian mission of the U.S. Coast Guard, while accepting new military duties.⁴⁵

⁴² Shanks et al., *The U.S. Life- Saving Service*, pp. 241- 242.

⁴³ Johnson, *Guardians of the Sea*, pp. 124- 128.

⁴⁴ Johnson, *Guardians of the Sea*, p. 109.

⁴⁵ Johnson, *Guardians of the Sea*, pp. 127- 132.

Reduction in Forces and Redistricting

Hamlet's tenure as commandant 1932- 1936 was marked by low morale and alienation between headquarters and the field units. The initial phase of reorganization included a redistricting plan and reduction in forces. Six bases were closed permanently, 15 lifesaving stations were made inactive, and numerous vessels were decommissioned. In addition, 170 temporary officers were reassigned, 1,600 enlisted men were discharged, and others were reduced in rating, resulting in a budget reduction of 25 per cent.⁴⁶ Resentment within the lifesaving units was such that a short-lived movement arose in 1934 to remove them from the U.S. Coast Guard and reestablish the former U.S. Lifesaving Service.⁴⁷

While 12 lifesaving stations on Cape Cod remained active in 1933, under a redistricting plan the headquarters of the Second Coast Guard District in Provincetown was closed, and the stations were reassigned to a new district headquarters in Warwick, RI. An article in the *New Bedford Standard- Times* on January 3, 1933, reflected local anxiety and disappointment, listing the active lifesaving stations with a description of their equipment, and the names and ratings of their crew.⁴⁸

Consolidation of Duties

In January 1936, Russell R. Waesche (1886- 1946) succeeded Admiral Hamlet as Commandant of the U.S. Coast Guard. As a member of the reorganization board, Waesche had developed plans for consolidation of Coast Guard field units. In addition he represented the Coast Guard in the Navy War Plans Office, preparing for integration with the Navy in the event of war. As an aide to Admiral Hamlet, he gained an intimate knowledge of Coast Guard affairs and developed close relations with both Congress and the Treasury Department.⁴⁹

Seeking to remedy low morale and pursue the closing of redundant stations, Waesche undertook a series of visits to Coast Guard units across the country, meeting with officers to listen to concerns and explain the reorganization. By mid- 1938, 41 stations were deactivated, but the properties retained. There was no reduction in force or personnel ratings, since crewmen were reassigned to remaining active stations. These reassignments included a specially detailed cook for each station, which was conceived as a gesture of appeasement.⁵⁰ After construction of new stations at Cape Cod Canal in Sandwich and Nauset in North Eastham in 1936, the Pamet River station in Truro was deactivated in 1937, followed by the stations at Peaked Hill Bars in Provincetown in 1938 and Monomoy Island in 1939.⁵¹

⁴⁶ Johnson, *Guardians of the Sea*, p. 128.

⁴⁷ Johnson, *Guardians of the Sea*, p. 151.

⁴⁸ "Officers Will Report to Wakefield, RI Headquarters," *New Bedford Standard- Times*, Jan. 3, 1933.

⁴⁹ "Russell Randolph Waesche, 1936- 1945," USCG Historian's Office website.

⁵⁰ Johnson, *Guardians of the Sea*, pp. 151- 152.

⁵¹ USCG Historian's Office website. Also correspondence from Glenn Stockwell, March 7 and 10, 2007.

Aside from administrative reorganization, during Wasche's tenure the U.S. Coast Guard assumed new civil responsibilities. On June 22, 1936, after years of debate over jurisdictional authority, Congress authorized the Coast Guard to enforce U.S. laws at sea.⁵² In addition, the Coast Guard was tasked with ice- breaking and weather- patrol duties, administration of the U.S. Maritime Service, full control and assimilation of the U.S. Lighthouse Service, and organization of the Coast Guard Auxiliary to assist in regulating civilian boating, and the Coast Guard Reserves to assist in military duties.⁵³

On October 16, 1936, the U.S. Coast Guard adopted a new mission statement entitled "Coast Guard Doctrine," outlining law enforcement, life- safety, property protection, and military duties, and reflecting the stature of a military organization with civil responsibilities and a humanitarian mission:

I General

The Coast Guard shall, while carrying out its law enforcement and other duties, render all practicable assistance to any person or thing that lies within its sphere of action and shall give aid and comfort whenever it can reasonably do so... The Coast Guard shall build up in every community where it operates a reputation for cheerful service and integrity, and it shall maintain pleasant and cooperative relations with the civil authorities and appropriate civilian organizations... and all other organizations that are interested in floating craft and things that pertain to the sea...⁵⁴

New Deal- Era Building Programs

Upon taking office in January 1933, President Franklin D. Roosevelt suspended all federal building projects until a national program for public works and unemployment relief could be developed. In June 1933 he issued Executive Order 6166, establishing the Procurement Division within the Treasury Department, with responsibility for all federal government properties, equipment, and supplies, excluding those of the military. The Office of the Supervising Architect of the Treasury was transferred to the Procurement Division and renamed the Public Works Branch. While the Supervising Architect of the Treasury retained his title, he assumed the role of branch chief.⁵⁵

⁵² Johnson, *Guardians of the Sea*, p. 158.

⁵³ USCG Publication #1 (2002), pp. 27- 28. Also Hathaway, *From Highland to Hammerhead*, pp. 85- 86.

⁵⁴ "Coast Guard Doctrine," U.S. Coast Guard, Headquarters Circular No. 126, October 16, 1936.

⁵⁵ Antoinette J. Lee, *Architects to the Nation* (New York: Oxford University Press, 2000), p. 253.

From the mid- 1930s into the 1940s, more than 40 Coast Guard stations were designed by the U.S. Coast Guard Civil Engineer's Office in Washington, D.C. under supervision of P. Julian Latham, Chief Civil Engineer. Drawings for these stations were initialed by designers "P.H.P." and "D.K.R.," whose identities are presently not known. While investigation of the Civil Engineer's Office is beyond the scope of the present study, a preliminary study of these stations suggests that the architecture of the U.S. Coast Guard during this period was influenced by New Deal programs and policies of the Procurement Division (see Appendix C). In fact, Admiral Hamlet had a prior working relationship with the office of the Supervising Architect of the Treasury during construction of the Coast Guard Academy in New London.⁵⁶ Furthermore, the visit of Treasury Secretary Morgenthau to Nauset Station in 1935 has long been thought to be evidence of his personal interest in the station, though it may also have been related to Admiral Waesche's strategic field visits.⁵⁷

On June 16, 1933, the National Industrial Recovery Act appropriated \$3.3 billion for the Public Works Administration, to be used for construction of public projects as a means of providing employment, improving public welfare, and reviving American industry. Of these funds, the U.S. Coast Guard received \$4.3 million. On April 8, 1935, the Emergency Relief Appropriation Act authorized approximately \$5 billion for immediate relief and job creation. This act, which created the Works Progress Administration (WPA), included \$4.85 million for the U.S. Coast Guard.⁵⁸

In June 1934, Treasury Secretary Morgenthau ordered that all federal building projects within the Treasury Department valued at less than \$60,000 be designed under the Supervising Architect of the Treasury, in order to foster standardization of design and expedite the awarding of construction contracts.⁵⁹ This was followed by creation of a Board of Consulting Architects for the purpose of improving the exterior design of post offices. On February 20, 1935, at the request of the Treasury Department, the Board of Consulting Architects recommended a general policy on architectural design, stating that federal government buildings should be:

(1) of simple governmental character in consonance with the region in which they are located and the surroundings of the specific sites; (2) materials shall be such as to require no excessive maintenance; and (3) the buildings shall be of sufficient capacity to reasonably meet the needs of the Federal Government as may be anticipated for a ten- year period.⁶⁰

⁵⁶ Johnson, *Guardians of the Sea*, p 109

⁵⁷ "Summer Storm, Picnic Party Led to New Nauset Coast Guard Station," *New Bedford Sunday Standard- Times*, September 20, 1936.

⁵⁸ Joan Berkey, "Great Egg Coast Guard Station, Atlantic County, NJ, National Register Form," Section, 8, p. 7.

⁵⁹ Lee, *Architects to the Nation*, pp. 255- 256.

⁶⁰ Lee, *Architects to the Nation*, pp. 261- 262.

The New Deal- Era Station Prototype (Circa 1935)

A preliminary survey of New Deal- era Coast Guard stations (see Appendix C) suggests that a prototypical station design was developed during this period, of which Nauset Station was a smaller variant. As shown on original architectural drawings dated October 15, 1935, the design of Nauset Station was consistent with recommendations of the Procurement Division's Board of Consulting Architects. In addition, it reflected the subdued classicism and subtle refinements favored by Supervising Architect of the Treasury Louis A. Simon.⁶¹ In plan, however, Nauset Station probably evolved from the modified Chatham- type station, such as the 1931 dwelling at Race Point.⁶² (See Figures 1.13- 1.14.) Measuring 30 feet deep by 45 feet wide and 2½ stories high, the Nauset dwelling is similar to – but slightly larger and more spacious than – the Race Point dwelling, which was two stories high and 28 by 40 feet.

Though the actual prototype or earliest New Deal- era station has not been identified, its design was probably represented by that of Cape Cod Canal Station in Sandwich. Drawings for the Sandwich station were completed on December 15, 1935, two months after those for Nauset, and illustrate a symmetrical composition with five- bay, center- entrance dwelling flanked by symmetrical wings, with a central watch tower, six dormers, and a separate boat house. (See Figures 1.16 – 1.19.) Nineteen of the 43 identified New Deal- era stations share this basic form. Two of the 43 – i.e., Nauset and Cuttyhunk (now Menemsha) – represent a smaller variant with boathouse attached on one side. The balance of the 43 are larger and more complex variants.

World War II

Neutrality (1939 - 1941)

On September 5, 1939, following the outbreak of World War II in Europe, the U.S. proclaimed neutrality. For the next two years, the U.S. Coast Guard inspected merchant ships of the warring nations in American territorial waters. Beginning in November 1939, the warring nations were allowed to purchase war materials in the U.S. As a result, the extensive transport of hazardous cargoes through American ports necessitated raising port security operations to wartime status. In addition, Coast Guard cutters, aircraft, and coastal stations began systematic neutrality patrols to prevent violations of neutrality by American or foreign vessels in American territorial waters.⁶³

⁶¹ Lee, *Architects to the Nation*, p. 260.

⁶² Maureen Phillips, *Race Point Coast Guard Station, Draft Historic Structure Report* (Lowell, MA: DOI, NPS, Northeast Region, Historic Architecture Program, July 2005).

⁶³ Johnson, *Guardians of the Sea*, pp. 172- 173.

War Effort (1941 - 1945)

On November 1, 1941, President Roosevelt issued Executive Order 8929, transferring the U.S. Coast Guard to the Navy. This was one month before the Japanese attack on Pearl Harbor, after which the U.S. declared war on Japan on December 8, 1941, and Germany declared war on the U.S. on December 11.

On the night of June 13, 1942, a group of German saboteurs was discovered near the Amagansett Coast Guard Station on Long Island. The following morning a cache of German explosives and detonators were discovered. A few days later a group of four German saboteurs was reported near Jacksonville, Florida. As a result, on June 30, the Coast Guard established a Beach Patrol Division. One year later, 2,400 Coast Guardsmen were patrolling 3,700 miles of Atlantic, Gulf, and Pacific coasts, in addition to coastal watches from lookout towers. These patrols, which consisted of two men armed with rifles or side arms covering a 2- mile stretch of beach by foot, were reminiscent of the former lifesaving beach patrols. They were maintained on a 24- hour basis in areas vulnerable to invasion or infiltration by saboteurs until being suspended in 1944.⁶⁴

The DUKW amphibious vehicle was a notable innovation during World War II, which was successfully demonstrated during a coastal rescue operation on the Outer Cape. Developed in 1942 by the National Defense Research Committee and the Office of Scientific Research and Development for transporting goods and troops over land and water, and for use in amphibious attacks, the experimental vehicle was first rejected by the armed services. When a U.S. Coast Guard patrol craft ran aground near Provincetown, however, a model- DUKW vehicle was used to rescue the crew from the stranded craft, contributing to the reversal of military skepticism.⁶⁵ A DUKW vehicle was in service at Nauset Station as early as July 1943.⁶⁶

Post- World War II Era

On January 1, 1946, control of the U.S. Coast Guard reverted from the Navy to the Treasury Department, and by mid- year military demobilization was complete. Plans for retaining newly acquired wartime responsibilities in conjunction with a return to peace- time duties, however, were challenged by the post- war reduction in personnel. Under the circumstances, beach patrols were discontinued, and lifesaving stations were either placed in caretaker status or operated with severely reduced crews. Nevertheless, on July 16, 1946, the Bureau of Marine Inspection and Navigation was assimilated into the Coast Guard, making many of the inspection and licensing functions temporarily assigned to the Coast Guard during the war a permanent responsibility.⁶⁷

⁶⁴ Johnson, *Guardians of the Sea*, pp. 203- 204. Also S. Stewart Brooks, "Orleans Scenes," *The Cape Codder*, February 1, 1962.

⁶⁵ "DUKW," in *Wikipedia, The Free Encyclopedia* (<http://en.wikipedia.org/wiki/DUKW>).

⁶⁶ Brooks, "Orleans Scenes," *The Cape Codder*, February 8, 1962.

⁶⁷ Johnson, *Guardians of the Sea*, pp. 260- 261.

In September 1947, the private firm Ebasco Services, Inc. of New York was hired to study the operations of the U.S. Coast Guard for the purpose of improving efficiency and identifying waste and extravagance. This resulted in enactment of legislation to clarify the mission and duties of the Coast Guard.⁶⁸ In 1949, a Board of Survey of Lifeboat Stations, Light Stations, and Lightships was appointed to recommend specific units that could be disestablished in the interest of economy without increasing maritime hazards. As a result, by 1954, 26 lifeboat stations, 118 light stations, and one lightship were discontinued, while cutters and patrol boats were increased.⁶⁹

Cape Cod Coast Guard Station Closures and Consolidations

On Cape Cod, the station at Old Harbor in Chatham was deactivated in July 1944. The stations at Orleans, Cahoon's Hollow in Wellfleet, and at Monomoy Point were deactivated in July 1946, followed by Wood End in November 1947. At North Truro, the Highland lifesaving crew was relocated to the Highland Light Station in 1947, and the station was deactivated in 1952. On January 13, 1949, the U.S. government filed a Declaration of Abandonment for the shoreline site on which the 1885- 87 Nauset station had stood.⁷⁰ In September 1958, the 1936 Nauset Station was decommissioned.

Presently, the U.S. Coast Guard retains active units at Chatham and Provincetown. In 1947, the Chatham lifesaving crew was relocated from the original Chatham prototype station on Morris Island to Chatham Light Station, where it remains today. At Provincetown, the 1931 Race Point station was deactivated in December 1945, but retained with a reduced crew to serve as a 24-hour lookout station until a new Coast Guard unit was established at Provincetown Harbor in 1979.⁷¹

In August 1952, the dwelling of the former Cuttyhunk Coast Guard Station, which was nearly identical to the design of the 1936 Nauset Station, was separated from its original day room and boathouse and moved by barge to Menemsha Creek in Chilmark on Martha's Vineyard, where it remains an active unit of the Coast Guard, replacing the earlier Gay Head lifesaving station.⁷² (See Figure 1.20.)

The U.S. Coast Guard itself was transferred from the Department of Treasury to the Department of Transportation, effective April 1, 1967, by Department of Transportation Act (80 Stat. 931), October 15, 1966. The Coast Guard is presently under control of the U.S. Department of Homeland Security.

⁶⁸ Johnson, *Guardians of the Sea*, pp. 264- 265.

⁶⁹ Johnson, *Guardians of the Sea*, pp. 293- 294.

⁷⁰ Correspondence from Glenn D. Stockwell, March 10, 2007; Declaration of Abandonment, Barnstable Registry of Deeds, Book 712, Page 234, January 13, 1949.

⁷¹ USCG Historian's Office website. Also correspondence from Glenn D. Stockwell, March 10, 2007.

⁷² *New Bedford Sunday Standard- Times*, August 24, 1952.



Figure 1.01. Map of Cape Cod, showing locations of U.S. Lifesaving Stations, 1902.



Figure 1.02. Red House- type Lifesaving Station at Nauset, view from the south, circa 1873- 1875.



Figure 1.03. Expanded Red House- type Lifesaving Station at Nauset, view from the northwest, circa 1887- 1907.



Figure 1.04. Expanded Red House- type Lifesaving Station at Nauset, view from the southeast, circa 1887- 1907.



Figure 1.05. Beach drill at Nauset Lifesaving Station, with view of expanded Red House- type station from the south, circa 1887- 1907.



Figure 1.06. Expanded Red House- type Lifesaving Station at Nauset, view from the southwest, showing construction of alterations, circa 1907.

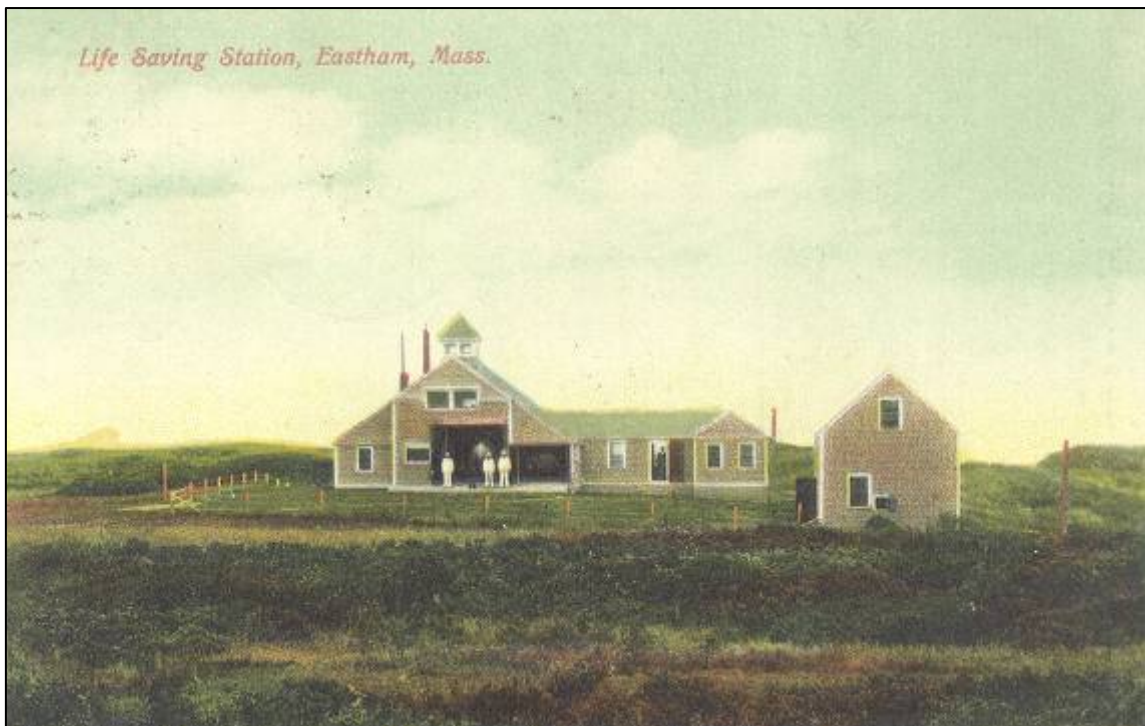


Figure 1.07. Expanded Red House- type Lifesaving Station at Nauset, view from the west, after alterations of 1907.



Figure 1.08. Expanded Red House- type Lifesaving Station at Nauset, view from the northwest, showing additional alterations after 1907.



Figure 1.09. Expanded Red House- type Lifesaving Station at Nauset, view from the northwest, circa 1930.

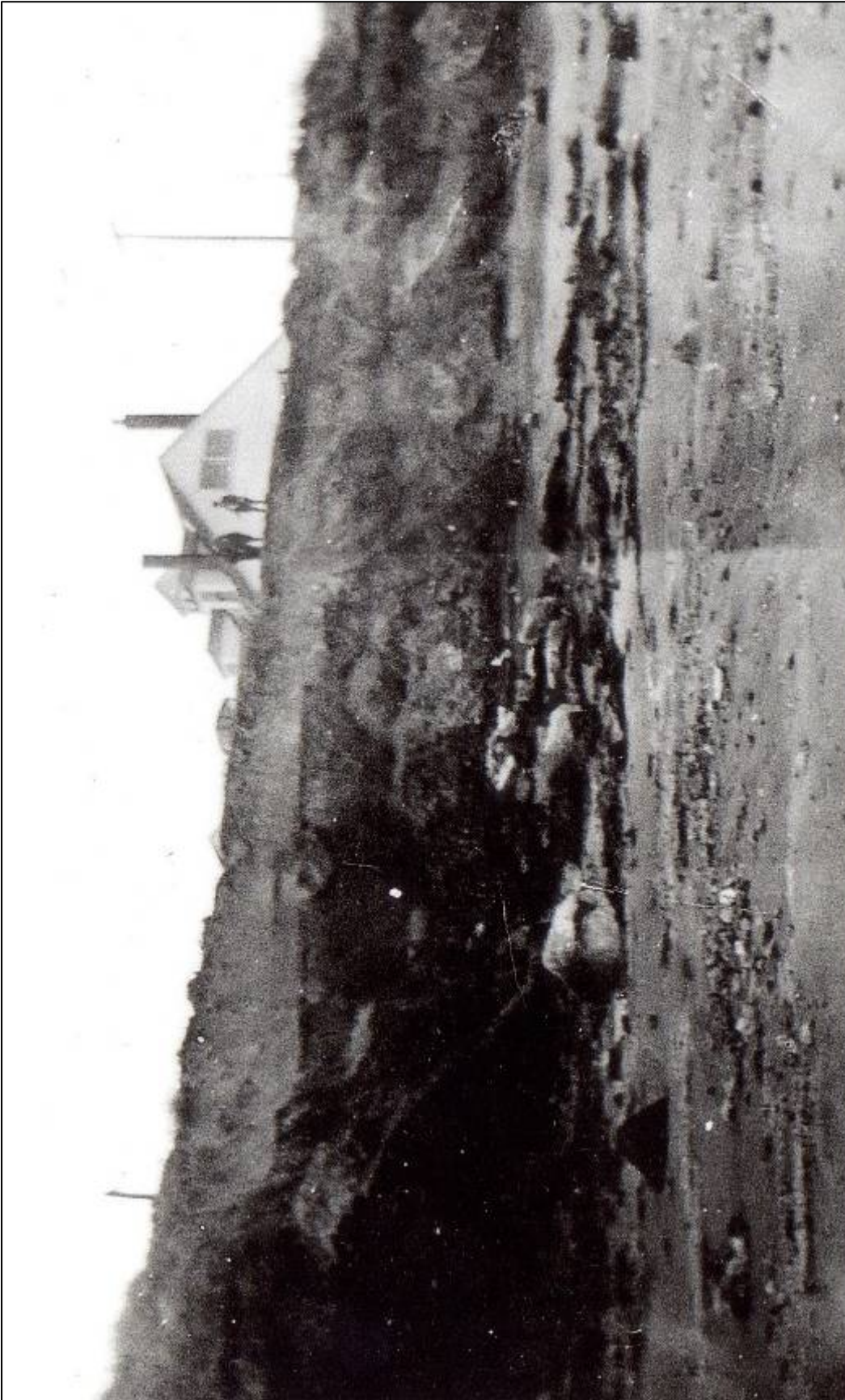


Figure 1.10. Expanded Red House-type Lifesaving Station at Nauset, view from the southeast below eroding cliff, circa 1920s.



Figure 1.11. 1914 Chatham- prototype Lifesaving Station, at Morris Island, front elevation, 1942.



Figure 1.12. 1914 Chatham- prototype Lifesaving Station, at Morris Island, side elevation, 1942.

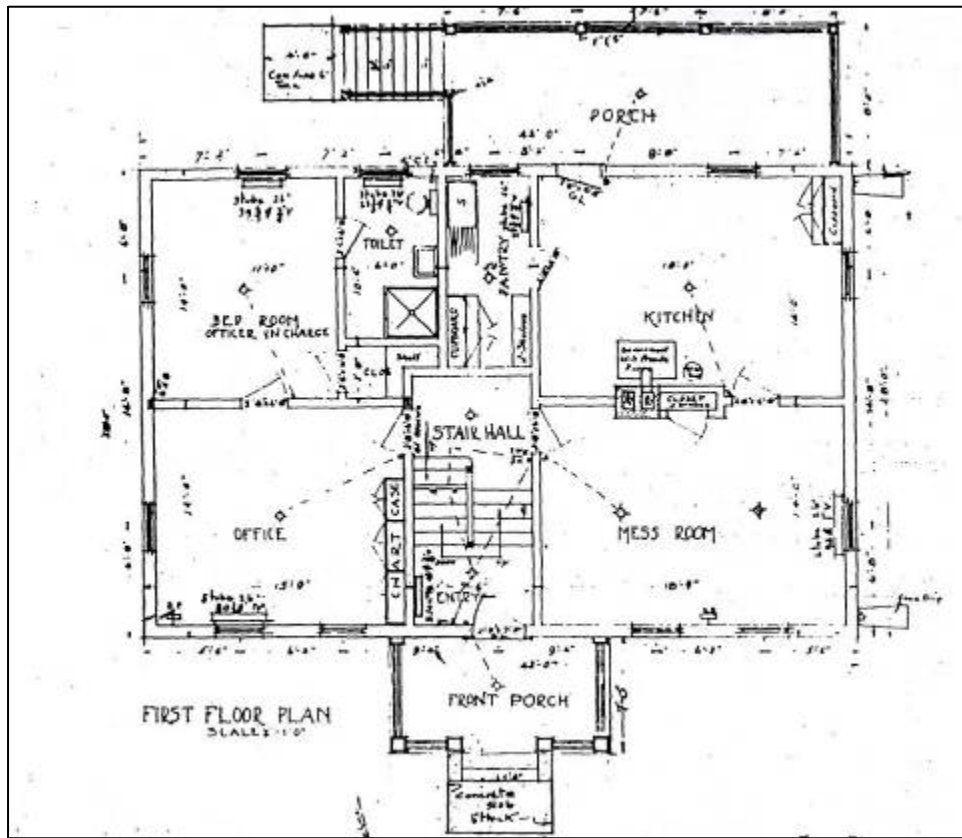


Figure 1.13. Modified Chatham- type Coast Guard Station at Race Point, Provincetown, MA. Original architectural drawing, 1931, first- floor plan.



Figure 1.14. Modified Chatham- type station: two- story, five- bay, center- entrance variant with hipped roof and side gables at Race Point (1931), Provincetown, MA, view circa 1950s.



Figure 1.15. Modified Chatham- type Coast Guard Station: the “American Foursquare” variant at Orleans, MA, circa 1933.



Figure 1.16. Typical New Deal- era Coast Guard dwelling for Cape Cod Canal Station, Sandwich, MA, view December 1, 1936.

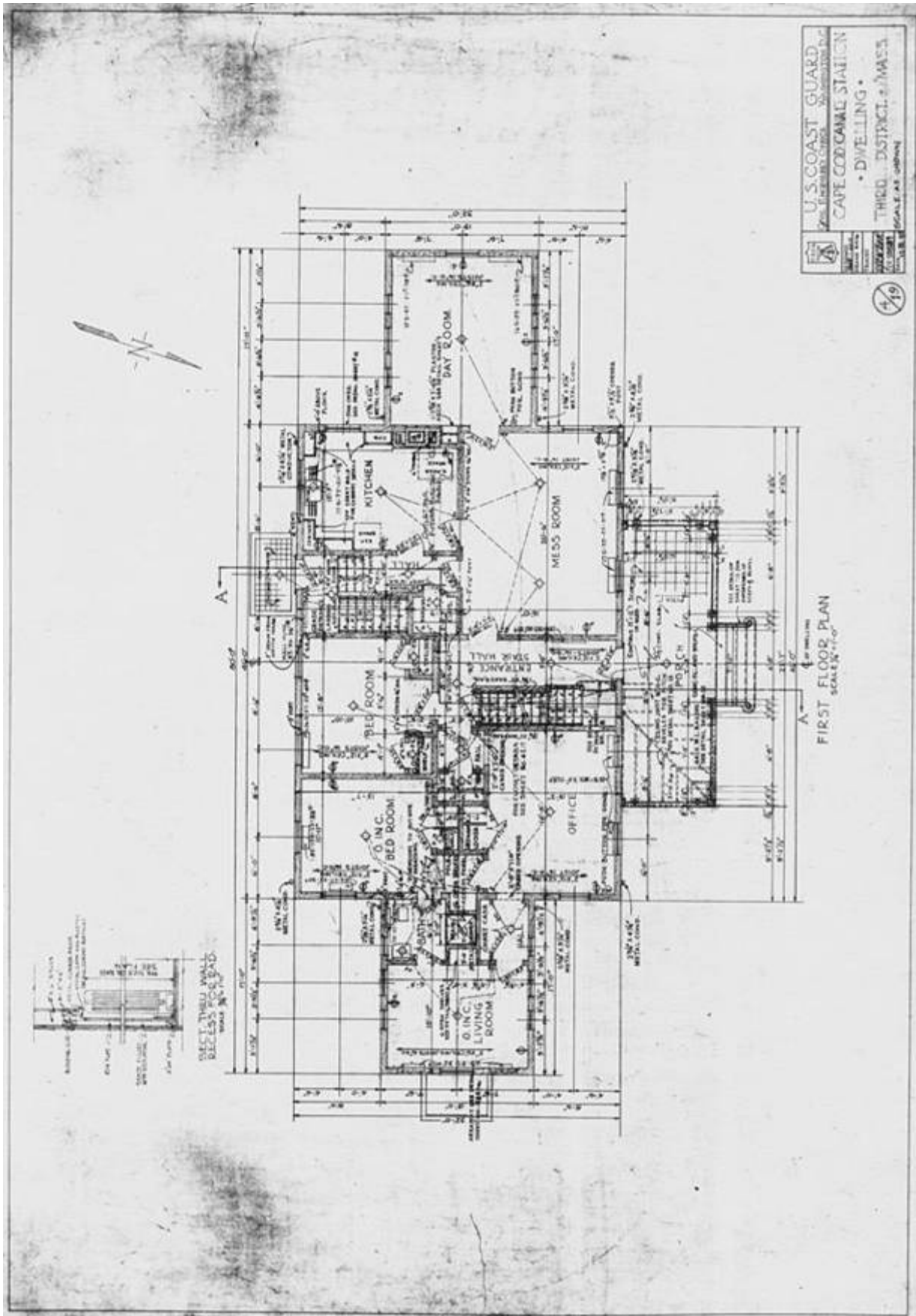


Figure 1.17. New Deal-era Coast Guard Station dwelling for Cape Cod Canal Station, first-floor plan, 1935.

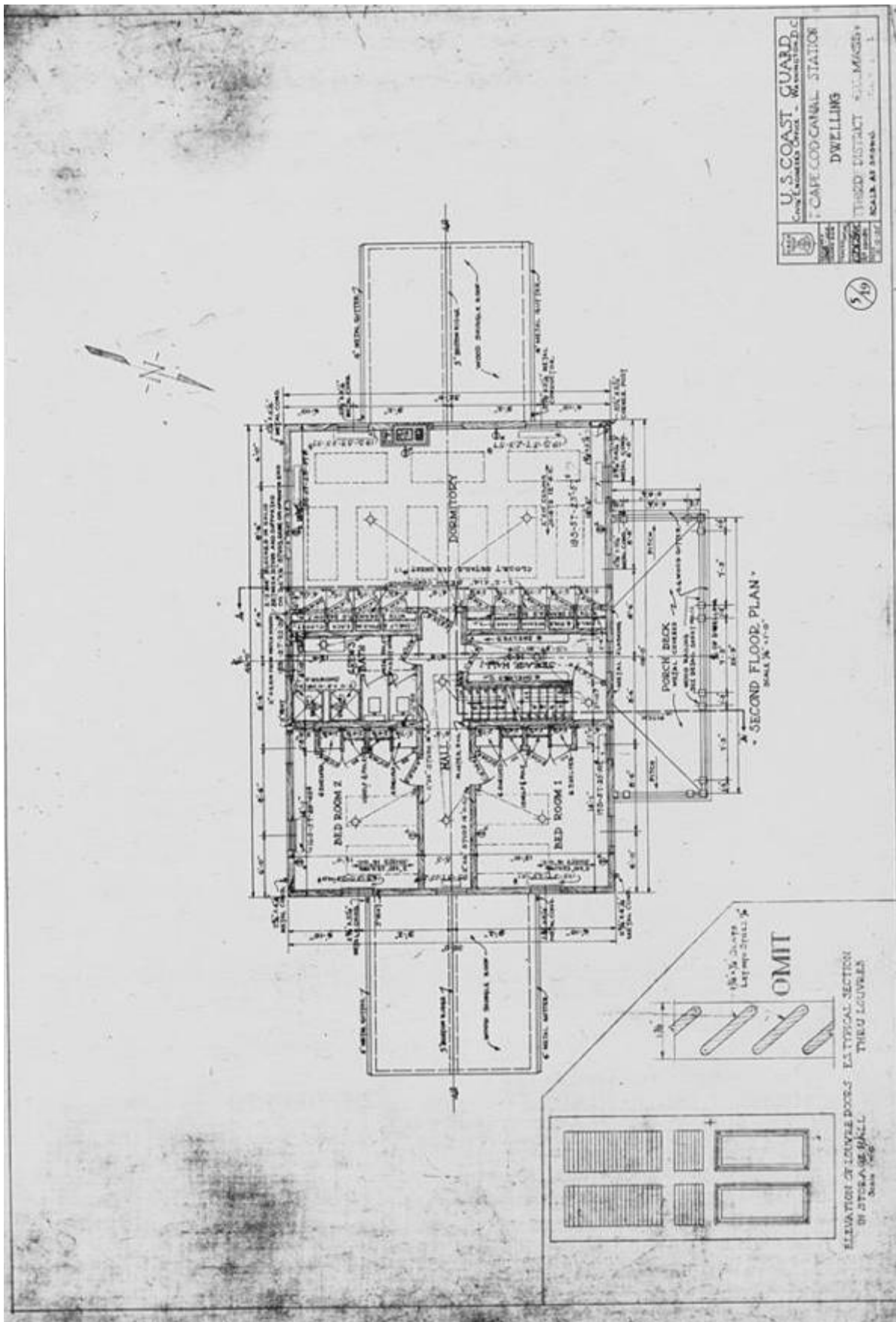


Figure 1.18. New Deal-era Coast Guard Station dwelling for Cape Cod Canal Station, second-floor plan, 1935.

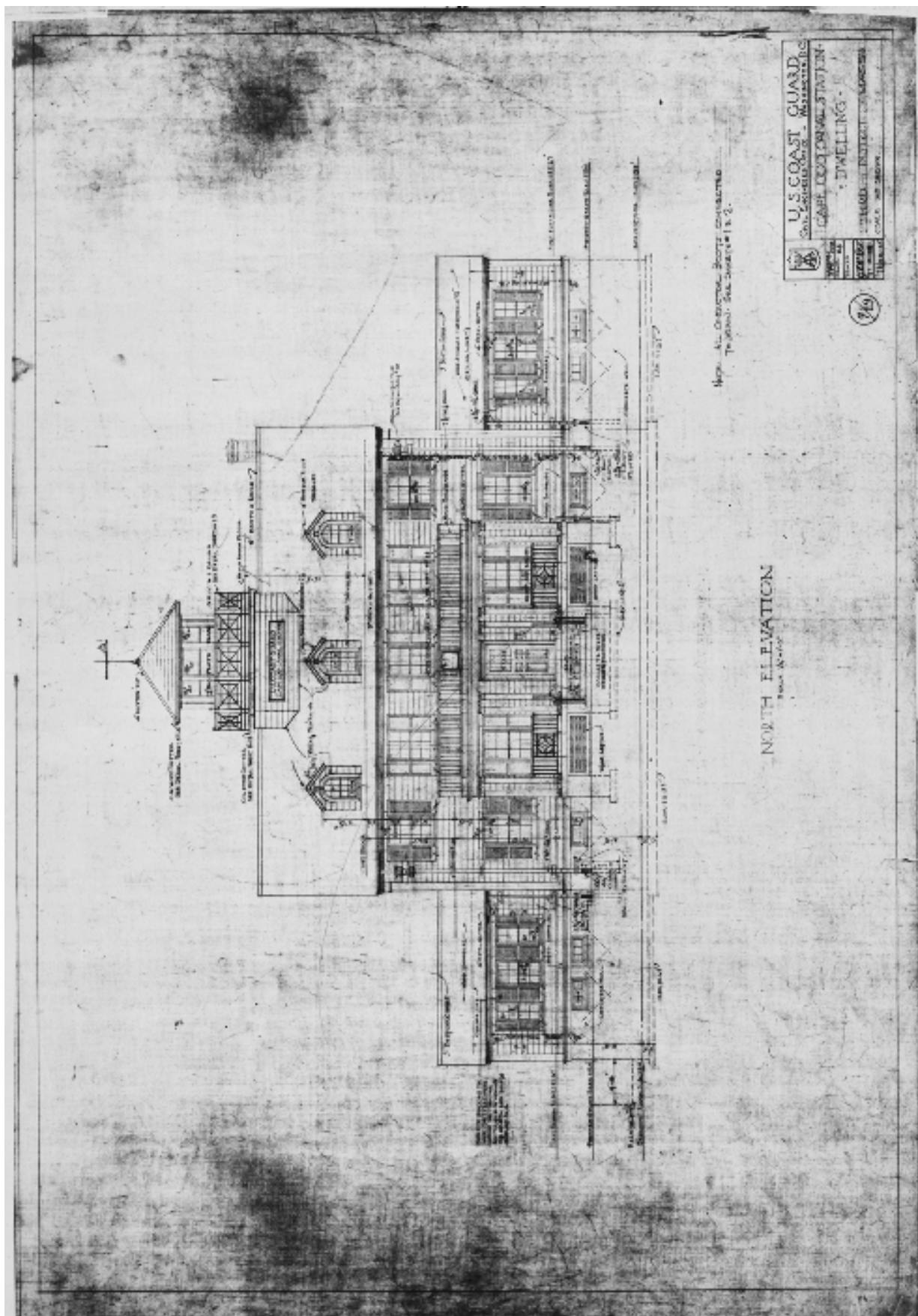
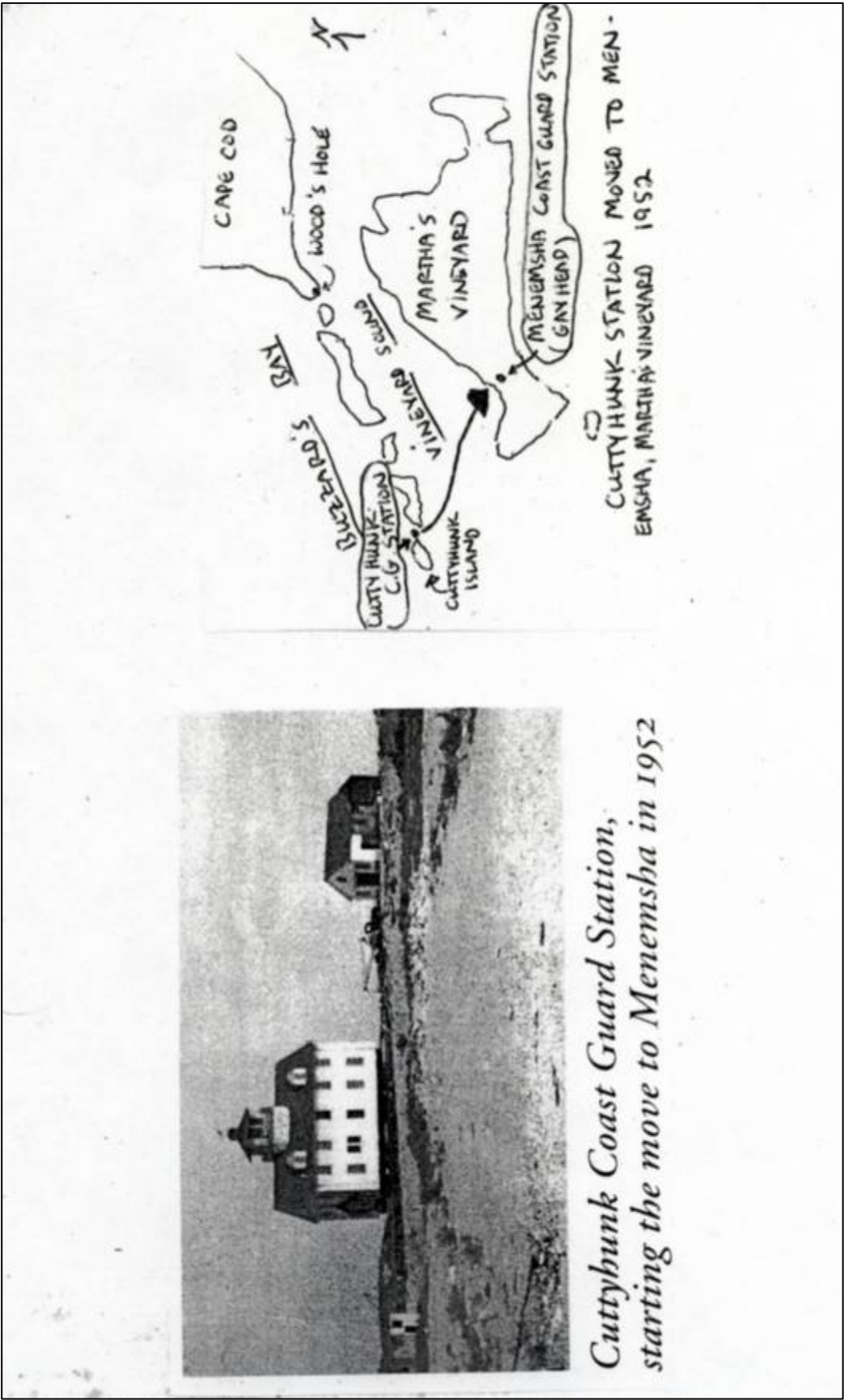


Figure 1.19. New Deal-era Coast Guard Station dwelling for Cape Cod Canal Station, north elevation, 1935.



Cuttyhunk Coast Guard Station, starting the move to Menemsha in 1952

Figure 1.20. Relocation of 1936 Cuttyhunk Coast Guard Station dwelling, August 1952.

CHRONOLOGY OF DEVELOPMENT AND USE

Overview

This section of the report describes the physical construction, modification, and use of the 1936 dwelling and boathouse at the former U.S. Coast Guard, Nauset Station, in order to clarify its historical significance and architectural integrity.

Initial Development, 1933- 1936

Land Acquisition

Prior to acquisition by the United States of America, the site of the 1936 Nauset Coast Guard Station was part of a larger land parcel located on the inland side of the shore road opposite the earlier station of the U.S. Lifesaving Service. This parcel was owned by Albert Greene Duncan (1868- 1928), an executive in the cotton textile industry.¹ Title on this parcel, which was designated as “Lot C,” was registered in Land Court on November 24, 1926.² A plan for subdivision of Lot C was registered in Land Court on November 12, 1929. This subdivision partitioned the land into three lots. The southernmost lot on which the present station stands was designated “Lot C3,” and consisted of 14.5 acres overlooking Nauset Bay and the Atlantic Ocean.³ (See Figure 2.01.)

¹ “Albert Greene Duncan,” in *The National Cyclopaedia of American Biography* XXI, 1931, p. 149.

² CACO Property Disposition Records, Waltham, MA, Federal Records Center, Barnstable County Registry of Deeds, Registration Book 6, page 171, Certificate No. 1421, November 24, 1926 (Land Court Case #8939).

³ CACO Property Disposition Records, Waltham, MA, Federal Records Center, Barnstable County Registry of Deeds, Registration Book 9, Page 305, Certificate No. 2204, including Subdivision plan 8939-E, dated October 1929 by Arthur L. Sparrow, Civil Engineer.

On June 19, 1936, Lot C3 was conveyed by executors under the will of Albert Greene Duncan, to the United States of America for \$3,000. On the same day the government's fee title was registered in land court.⁴ It is likely that an agreement to purchase the lot had been reached earlier as indicated on a plan dated July 1933, which showed Lot C3 as property of the U.S. Coast Guard.⁵ (See Figure 2.02.) Further evidence of an earlier agreement is suggested by an article in the *Barnstable Patriot* on May 18, 1933, which reported that "A new house similar to that planned for the Pamet River station will soon be built for the Nauset station, now only 40 feet from the edge of the bluff."⁶

Visits by the U.S. Secretary of the Treasury

During the summer of 1935, Henry Morgenthau, Jr., Secretary of the U.S. Treasury, made an impromptu visit to Nauset Station when he and a group of friends were picnicking nearby and sought shelter at the station from a passing storm. Boatswain George Nickerson and the station crew were at first unaware of Morgenthau's identity, but welcomed the visitors to enjoy their picnic at the station.⁷ At the time the station was housed in an earlier structure built by the U.S. Lifesaving Service, which was being threatened by coastal erosion. Though unconfirmed, Morgenthau's 1935 visit has long been celebrated as a decisive factor in making the 1936 station possible. Station logs indicate that Morgenthau visited again on July 1, 1936, while the station was under construction.⁸

Planning and Design

From 1915 to 1934, Nauset Station was grouped within the U.S. Coast Guard Second District, headquartered in Provincetown. Following reorganization of the Coast Guard in 1934, it was grouped within the Third District, headquartered in Wakefield, RI. A set of architectural drawings entitled "Nauset Station Dwelling & Boat House, U.S.C.G. Third District" was produced by the U.S. Coast Guard Civil Engineer's Office in Washington, D.C., and dated October 15, 1935. Designated as Job No. 101155 and initialed by the designers, P.H.P. and D.K.R., these drawings established the architectural design for the building and its orientation on the site. (See Appendix B.)

⁴ CACO Property Disposition Records, Waltham, MA, Federal Records Center, Barnstable County Registry of Deeds, Registration Book 17, Page 103, Certificate No. 3963, Transfer Certificate of Title, from Original Certificate No. 1421.

⁵ Site plan traced from Plan No. 1027 titled "Composite Plan of Lands in Eastham, Mass. showing parcels remaining in the Albert Greene Duncan Est. relatively with those of adjoining owners, July 1933, A.L. Sparrow Engineer, South Orleans, Mass."

⁶ "Cape Cod Briefs," *The Barnstable Patriot*, May 18, 1933.

⁷ "Summer Storm, Picnic Party Led to New Nauset Coast Guard Station," *New Bedford Sunday Standard-Times*, September 20, 1936.

⁸ Correspondence from Glenn D. Stockwell, Eastham, MA, December 28, 2006.

Shop drawings for the building were produced by contractors and vendors early in 1936. A number of these survive, with approval notations dated between January 9 and June 16, 1936. These drawings confirmed details and made minor changes. The most significant change from the initial design was the relocation of the boat doorway from the west to the east side of the boathouse in order to face the beach. This change was indicated with government review notations dated January 9, 1936.

Building Contractor and Construction Cost

The general contractor for construction of the dwelling and boathouse is thought to have been Frank A. Days & Son of Provincetown. This firm is known to have undertaken other government contracts on Cape Cod, including moving the Nauset Beach Light Keeper's Dwelling in 1923. In addition, the firm built the Provincetown high school, the Provincetown elementary school, and the Roman Catholic Church in West Harwich.⁹ On January 8, 1937, the *Cape Cod Standard-Times* reported the construction cost as \$50,000.¹⁰ On the following day the cost was reported as \$40,000.¹¹

Construction Sequence

A series of photographs taken in 1936 illustrates the sequence and details of construction. (See Figures 2.03 – 2.38.) Additional detail is provided by entries in station log books.¹² The following is an outline of the construction sequence:

Date	Construction Milestone
March- April	Photographs indicate foundation construction complete.
April 23	Photographs indicate wall framing and boathouse roof nearly complete.
May 1	Photographs indicate wall framing and sheathing complete. Dwelling roof and dormer framing and installation of wall trim underway.
May 19	Log indicates Ernest Santangini, Assistant Civil Engineer, on site to inspect construction. Photographs indicate dwelling roof framing and sheathing complete and installation of roof trim underway.
May 27	Log indicates James Dillon, Assistant Civil Engineer, on site laying out driveway to the new station.

⁹ Correspondence from Stockwell, January 9, 2007.

¹⁰ "Nauset Coast Guards to Move Into Station," *Cape Cod Standard-Times*, January 8, 1937.

¹¹ "Coast Guards Moving Today," *Cape Cod Standard-Times*, January 9, 1937.

¹² Correspondence from Stockwell, December 28, 2006.

- May 29 Photographs indicate watch tower framing under way.
Shingling of exterior roof and walls started.
- July 1 Log indicates visit of the Secretary of the Treasury.
Photographs indicate shingling of exterior walls and roof complete.
Brick chimney on the north side of the watch tower complete.
Construction of the front porch and kitchen entry porch underway.
- August 12 Log indicates Edward Shambeau, of the USCG Third District Office in
Wakefield, RI, visited to inspect the new station.
- September 1 Photographs indicate window and door installation complete.
Front porch and kitchen entry porch balustrades installed.
Wrought- iron balustrade and weathervane installed on the watch tower.
- October 8 Log indicates Station Crew grading the site in preparation for new lawn.
- October 9 Log indicates T.A. Shanley, Commander of the USCG, Boston Division, visited
to inspect the new station.
- October 14 Log indicates Station Crew seeding the new lawn.
- October 16 Log indicates Station Crew installing concrete walks around the building.
- October 23 Log indicates Station Crew installing window shades. Two government
archivists departed after spending several days documenting station records.
- November
17 Log indicates J.J. Cuddihy on site testing the electric pump.
- December 15 Log indicates Ernest Santangini, Assistant Civil Engineer, testing boilers.
Building construction and landscaping complete.
Driveway encircling the dwelling and boathouse complete.

Driveway Design and Construction (1936)

The 1935 site plan indicated concrete walkways immediately around the building, but it did not indicate the driveway, which encircled the building and connected to the shore road on the east side of the property. As indicated by construction photographs and station logs, this driveway was laid out by Assistant Civil Engineer James Dillon in May 1936 and completed by December 15, 1936. (See Figures 2.33- 2.36.)

Flag Tower Installation (1936)

The trussed steel flag tower located north of the boathouse was not indicated on the 1935 site plan. Construction photographs indicate that it was erected between September 1 and December 15, 1936, and was similar to an older flag tower that remained at the old station. (See Figures 2.35 – 2.37.)

Historic Occupancy and Use, 1937- 1941

On September 20, 1936, the *New Bedford Sunday Standard- Times* reported that the new Nauset Station would be commissioned in October,¹³ but orders to take charge of the station were not received until noon on January 8, 1937. At the time, officer in charge Charles Keegan stated that the move would occur as soon as a temporary telephone line was connected in the new building.¹⁴ The crew moved into the building on January 9, 1937.¹⁵ From that point, the Coast Guard occupied the structure until it was decommissioned in September 1958.¹⁶

The original crew at the new station numbered about 10, consisting of Charles Keegan, officer in charge; Arthur Cabral, second in charge; and surfmen Henry Hautenin, Ralph Ormsby, Jules Serpa, Eddie Leighton, George Pierce, John Ellis, and one or two others.¹⁷ Following assimilation of the U.S. Lighthouse Service into the U.S. Coast Guard in 1939, Nauset Station was grouped within the Coast Guard First District headquartered in Boston, and the Cape Cod Coast Guard stations were reorganized into five administrative units. Effective July 1, 1940, Chief Boatswain's Mate Mangus Peterson assumed responsibility for administration of Nauset Life Boat Station, Orleans Life Boat Station, and Nauset Lighthouse Station, which were grouped together as "Eastham Station."¹⁸

Removal of the Old Lifeboat Station (1938)

The 1935 site plan indicated the location of the old station in relation to the new dwelling and boathouse. In addition, several photographs taken on December 15, 1936, illustrate the old station as seen from the new building. (See figures 2.33, 2.35 and 2.36.) On July 29, 1938, the *Cape Cod Standard Times* reported "The old Nauset Coast Guard Station, scene of many a stirring events in its 66 years of existence, is being razed by Samuel Brackett and its sturdy timbers stored for future use."¹⁹

¹³ "Summer Storm," *New Bedford Sunday Standard - Times*, September 20, 1936.

¹⁴ "Nauset Coast Guards to Move Into Station," *Cape Cod Standard- Times*, January 8, 1937.

¹⁵ "Coast Guards Moving Today," *Cape Cod Standard- Times*, January 9, 1937.

¹⁶ "Nauset CG Station Officially Decommissioned," *Cape Cod Standard- Times*, September 15, 1958.

¹⁷ "Nauset Lifeboat Station has Long Interesting History," *Central Cape Press*, January 5, 1950.

¹⁸ "Cape's Coast Guard Stations re- organized into Five Units," *Cape Cod Standard- Times*, July 1, 1940. Also correspondence from Stockwell, February 26 and March 7, 2007.

¹⁹ "Coast Guard Notes," *Cape Cod Standard- Times*, July 29, 1938.

Garage or Equipment Building Construction (1938)

The four- car garage or equipment building, located north of the flag tower, was not indicated on the 1935 site plan. An electrical shop drawing produced for the dwelling and boathouse, however, provided for a “deep well pump to future garage.” This drawing was approved on June 16, 1936, indicating that the garage was an early planned feature of the station. (See Appendix B.)

As reported in the *Cape Cod Standard- Times*, \$8,500 for construction of a four- car garage and equipment building was appropriated in June 1937, along with funds for a similar building at Chatham Station. Construction of the garage was begun on September 14, 1938. The contractor for the garage was Graglio Construction Company of Boston.²⁰ On September 15, 1938, the *Cape Cod Standard- Times* reported:

The boys are still working on the paint job in the tower at Nauset station. The Construction crew arrived yesterday to begin work on the new \$8,500 equipment building and garage which will be erected near the main building. The storm windows have been brought out and washed.²¹

Drill Pole Installation (Circa 1939)

The 1935 site plan did not indicate the location for a drill pole. An undated plan titled “Nauset Lifeboat Station, Location of Drill Pole” showed the location of a “new drill pole” triangulated off the northwest and southwest corners of the building. (See Figure 2.60.) A photograph taken after completion of the garage, circa 1939, indicates in shadow a “wreck pole” with ladder, platform, and “Y” arms in the location indicated on the plan. This indicates that the pole was installed at a date between the completion of the dwelling and boathouse and circa 1940. (See Figures 2.40.)

The purpose of the present sawed- off wood pole set in the ground approximately 25 feet off the west side of the dwelling is not currently known. This pole, which was originally approximately 50 feet tall, was not indicated on the original 1935 site plan. Historic photographs suggest that it was installed shortly after installation of the wreck pole. (See Figures 2.40 and 2.41.)

²⁰ “Work Starts on Nauset Coast Guard Building,” *Cape Cod Standard- Times*, September 14, 1938.

²¹ “Coast Guard Notes,” *Cape Cod Standard- Times*, September 15, 1938.

Historic Occupancy and Use, 1941- 1945 (World War II)

Though unconfirmed, the size of the crew at Nauset Station is known to have increased during World War II. While Robert F. Gibbs recalled that there were roughly 32 men at Nauset Station, other sources state that within a few weeks after Pearl Harbor, the crew swelled to about 45.²² This may be attributable to the formation of a Coast Guard Reserve Unit to assist in military duties and beach patrols. S. Stewart Brooks recalled that there was a reserve unit of approximately 50 members assisting the crews at the Nauset and Orleans Coast Guard Stations during the war. As early as July 1943, a new DUKW amphibious vehicle was in service at the station.²³

Building Alterations (1941- 1945)

Though unconfirmed, it is likely that expansion of the crew and new military operations and equipment during World War II created a physical impact on the dwelling and boathouse. The possibility should be considered that the missing locker doors in the Dormitory Room (202) were removed at this time.

Historic Occupancy and Use, 1945- 1958

After World War II, the crew at Nauset Station was reduced from wartime levels, but the amphibious DUKW vehicle that had been added during the war was retained.²⁴ By 1950, there were eight crew men, including Roy Pigott, officer in charge; George E. Rongner, second in charge; and surfmen Leo J. Dufresne, Carl G. Thompson, Alfred D.W. Audet, Donald W. Schneider, William R. Steward, and Don L. Gesch.²⁵

After the Nauset light keeper's position was eliminated around 1951, the crew at the Coast Guard station assumed daily light- keeping duties until the light was automated in February 1952.²⁶ On October 20, 1955, Rear Admiral R.L. Rainey, commander of the First Coast Guard District in Boston, hosted a public meeting at Eastham Town Hall to discuss the status of the Nauset Station and justifications for retaining Coast Guard operations at the station.²⁷ At the

²² Robert F. Gibbs, "National Seashore Notes," *Provincetown Advocate*, November 11, 1965, p. 4. Also correspondence from Stockwell, December 2, 2006.

²³ S. Stewart Brooks, "Orleans Scenes," *Cape Codder*, February 1 and 8, 1962.

²⁴ "Orleans Scenes," *Cape Codder*, February 8, 1962. The DUKW vehicle is visible in post-war photographs. (See Figures 2.47- 2.49.)

²⁵ "Nauset Lifeboat Station," *Central Cape Press*, January 5, 1950.

²⁶ Correspondence from Stockwell, February 26, 2007.

²⁷ "Eastham Named Conference Site by Coast Guard. Proposed Changes in Lifesaving Unit Subject of Review," unidentified news clipping, October 3, 1955.

time, there were approximately 13 men assigned to the station, including two boatswain's mates, a cook, an engineman, and nine seamen, and it was reported that Cape Cod Group commander Everett Marshall had already received orders for transfer to Newport, RI. In addition, the station no longer flew weather flags or performed duties at Nauset Light, and provided service primarily as aid to fishermen, small crafts in distress, and summer visitors. During July and August 1955, 13 distress calls were received at the station, of which only three involved the saving of human life.²⁸

At the time of decommissioning on September 15, 1958, Nauset Station was serving as headquarters for the Cape Cod group within the First District. This group included Nauset, Race Point, and Chatham Stations. After Nauset Station was decommissioned, group headquarters was transferred to Chatham.²⁹

Building Alterations (1945- 1958)

Around 1954- 55, the original sewage system serving the dwelling and boathouse was altered to separate the kitchen sink from the original system, and to connect it to a new septic tank located off the southwest corner of the dwelling. This work was indicated on Drawing No. 5156 dated September 30, 1954, titled "Nauset Lifeboat Station, Alterations to Sewerage System." (See Appendix B.) The work included connecting the kitchen sink to a new cast- iron sewer line that ran from the Provision Room (010) through the Boiler Room (006) and Coal Room (004), where it penetrated the south foundation wall and joined the existing storm drain lines and new septic system below the south lawn.

As indicated on an early photograph, wood gutters replaced the original hung metal gutters throughout the building at some time during or before 1955. (See Figure 2.47.)

Post- Historic Occupancy and Use, 1958- 1966

After it was decommissioned, the National Park Service took temporary custody of Nauset Station under a revocable permit from the US Coast Guard.³⁰ At this time, it was recognized that if pending legislation was passed in Congress, the property would be located within the boundaries of the Cape Cod National Seashore, and might logically serve as administrative headquarters for the park.³¹

²⁸ "Resistance to Closing of Nauset Coast Guard Station on the Rise," *Cape Codder*, October 13, 1955.

²⁹ "Nauset CG Station Officially Decommissioned," *Cape Cod Standard- Times*, September 15, 1958.

³⁰ CACO Property Disposition Records, Waltham, MA, Federal Records Center, Request for Transfer of Excess Real Property and Related Personal Property, Nov. 2, 1972.

³¹ "National Park Service to Take Temporary Custody of Nauset Coast Guard Station," *Cape Codder*, September 18, 1958, p. 1.

In 1958, the Regional Office of the National Park Service in Philadelphia stationed a temporary part-time caretaker in the dwelling. During the summer of 1960, the National Park Service's Eastern Office of Design and Construction in Philadelphia stationed a Historic American Building Survey (HABS) survey team in the building. This team both lived and worked in the dwelling as they undertook an initial survey of historic structures within the bounds of the proposed national seashore.³²

On August 7, 1961, Congress passed Public Law 87- 126, which authorized the creation of Cape Cod National Seashore. Nauset Station served as temporary administrative headquarters during the formative years of the park from 1961- 1965. During this period the government undertook important land acquisitions, including Coast Guard Beach from the town of Eastham in 1963, and construction of beach facilities at Coast Guard Beach in 1964 and the Salt Pond Visitor Center in 1965. Upon completion of the permanent headquarters building in Wellfleet, the park was officially opened to the public on June 1, 1966.³³ The first permanent NPS employee at the site was a Land Acquisition Agent Officer, who arrived from Philadelphia on October 15, 1961. In April 1962 the first park superintendent, Robert F. Gibbs, arrived at the site.³⁴

Building Alterations (1958- 1966)

During its use as temporary headquarters, the interior of the station was painted green with brown woodwork. In addition, as land acquisition and construction supervision staff filled the dwelling beginning in 1960, the boathouse was altered to create administrative offices for the park during the summer of 1962.³⁵ This involved constructing the present wood floor and replacing the original boat doorway and southwest entrance with double- hung windows. Subsequently, the second story of the Equipment Building and Garage was altered during the winter of 1963- 64 to create office space for interpretive staff and rangers. The following outline of additional alterations to the property was developed from park drawing files.

<u>Drawing Date</u>	<u>Description</u>
11/ 1963	Alterations for Additional Offices [in 2 nd story of Garage]. H.Q. Garage at Nauset Coast Guard Station, Cape Cod National Seashore. NPS, Eastern Office, Design & Construction, Philadelphia, Pennsylvania. Drawing NS- CC/ 3047- B.
11/ 1963	Coast Guard Beach – Roads, Parking Areas and Walks. NPS, Eastern Office, Design & Construction, Philadelphia, Drawing NS- CC/ 3047- B. Parking added for one row of cars on west side of Dwelling and Boat House.

³² Robert F. Gibbs, "National Seashore Notes," *Provincetown Advocate*, November 11, 1965, p. 4.

³³ General Management Plan, Cape Cod National Seashore (1998), p. 11. (See Appendix B.)

³⁴ Gibbs, *Provincetown Advocate*.

³⁵ Gibbs, *Provincetown Advocate*.

- 3/ 1964 Comfort Station and Dressing Rooms. Coast Guard Beach, Eastham, Mass. NPS, Design and Construction, Eastern Office. Drawing No. NS:CC/ 3040-B, March 1964. Designed: Pearce
- 5/1964 Coast Guard Beach – Water, Sewer and Electric Utilities. Eastern Office, Design & Construction, Dwg. No. NS- CC/3107- A
- 1/31/1967 Entrance Road & Parking Area. Maritime Museum, Coast Guard Beach. Philadelphia Planning & Service Center, Drawing No. NS- CC/ 3230- B. New driveway and parking lot with 44 spaces added on west side of Dwelling.

Post- Historic Occupancy and Use, 1966 - Present

Beginning around 1970, under federal legislation designed to promote environmental education,³⁶ the Cape Cod National Seashore established the Northeast Environmental Educational Development program, which introduced a new use for the dwelling and boathouse. This included dormitories and classrooms for school groups studying natural resources surrounding the station.

Transfer of Property to the NPS (1973)

On October 17, 1972, the U.S. Department of Transportation, having assumed jurisdiction over the Coast Guard in 1967, filed a report with the General Service Administration (GSA) stating that Nauset Station was excess to the needs of the Department of Transportation. On November 2, 1972, the U.S. Department of the Interior submitted a request to the GSA for transfer of the station to its jurisdiction, citing Section 2(a) of the park's enabling legislation, which provided:

Notwithstanding any other provision of law, any federal property located within [the boundaries of the park] may, with the concurrence of the agency having custody thereof, be transferred without consideration to the administrative jurisdiction of the Secretary [of the Interior] for use by him in carrying out the provisions of the [park's legislation].

An initial transfer of custody and accountability for the 14.5 acres of improved land of the Nauset Station from the GSA to the Department of the Interior became effective on April 12, 1973. Final documentation of the transfer was completed and acknowledged on May 3, 1973.

³⁶ Environmental Education Act, 84 Stat. 1312, approved October 30, 1970.

Building Alterations (Circa 1966- Present)

The following outline of alterations to the property was developed from park drawing files and compliance documentation under Section 106 of the National Historic Preservation Act:

<u>Document Date</u>	<u>Description</u>
4/ 1980, Rev 8/ 80	Steel Fire Escape Stairs for NEED Buildings At Eastham and Truro, Cape Cod N.S.S. Drawing 609/81452.
11/26/1980	Stoughton Steel Co. NEED Bldg Fire Escapes.
9/24/1982	Nauset Light Beach and Coast Guard Beach Complexes.
6/17/1983	Adapt CG Station Garage for bath house; Expand existing parking area by 6 spaces to 50; Rework intersection of Doane Road and Ocean View Drive for new driveway to existing parking area; Construct bus turn around and drop- off behind proposed bath house; Install 6000 gallon septic tank and 3000 s.f. leach field on north side of proposed bath house.
7/12/1985- 86	Surface prep, painting of main building, garage and flag tower.
1985- 86	Nauset Light Beach and Coast Guard Beach Facilities. Drawing No. 609/41046A, December 1985. Rehabilitation of Coast Guard Garage for new use as Bath House. Kubitz & Pepi, Architects Boston.
11/1985	Coast Guard Beach, Eastham, Mass. Electrical Service. Sheet E- 1, October 2, 1985, revised November 1985.
3/26/1991	Remove asbestos pipe insulation from basement.
11/19/1991	Install range hood in kitchen with louver on west elevation to replace existing wall exhaust fan (installed and later removed; earlier exhaust fan remains).
4/9/1992	Replace Kitchen Door #1N and frame to increase width to 3 ft. Replace boathouse southeast entrance porch and steps in- kind. [Photograph shows partition enclosing north side of kitchen entrance porch with double- hung six- over- six window sashes and wide picket fence.] [Photograph shows wood stairway and landing with flush door (prior to present ramp) at boathouse doorway #1P.]
4/18/ 1992	Repair Hurricane Bob damage: Front porch column, railing and upper level balustrade repair. Boathouse replace approx 30 sq. ft. of shingle roof adjacent to valleys Reinstall gutter downspouts and replace missing parts in- kind.

- 8/23/1994 Remove and renail existing shingles on boathouse with galvanized nails, including approx 10% shingle replacement.
- 9/8/1994 Remove all paint from building exterior including trim, decking, conc. foundation and exterior window blinds.
Remove and replace all painted shingles and replace with new factory applied solid stain color white red cedar shingles.
Replace deteriorated trim in- kind.
Replace damaged window flashing and seal joints with latex sealant.
Repaint interior water damage.
[Photographs indicate original shingle coursing was changed at this time.]
[Photographs indicate low wide picket fence screening recess between kitchen door and boathouse.]
- 10/21/1994 Replace 2nd story west egress door #2W with flush wood door. Install smoke door between Hall 101 and Mess Room 102. (Smoke door never installed.)
- 7/25/1999 Replace 2nd story egress door #2H and frame in- kind. Cites related water damage on first floor below.
Watch Tower – remove 3 courses of shingles, install membrane roof and copper flashing tie in to 3 new shingle courses. Remove and reinstall observation deck railing.
- 11/19/2002 Install 2- foot wide satellite dish for internet connection. (Never installed).
- 6/30/2003 Erect privacy screen/ stockade fence to screen dumpster near kitchen door.
- 9/17/2003 Install CODAR Ocean Observing System – 2 antennae northeast of station and air conditioned computer enclosure in Garage Building.
- 9/2/2004 Replace vinyl flooring on 1st and 2nd stories – remove existing vinyl and plywood underlayment and install new plywood and vinyl.
- 6/8/2005 Exterior preservation.
- 2/22/2006 Coast Guard station cupola (watch tower) roof and porch preservation including reshingling dwelling and watch tower roof.

8939^E

Subdivision of Lot C shown on plan 8939^{Ah.2}

Filed with Cert. of Title No. 1421 Registry District of Barnstable County

LAND IN EASTHAM

Scale 100 feet to an inch

OCT. 1929

Arthur L. Sparrow, C.E.



Separate certificates of title may be issued
for lots C1, C2 and C3 as shown hereon
the Court

Charles Southworth
Recorder

Nov. 12, 1929

Copy of part of plan
filed in
LAND REGISTRATION OFFICE
NOV. 12, 1929

Scale of this plan 250 feet to an inch
C. B. Humphrey, Surveyor for Court

Figure 2.01. Subdivision plan, November 12, 1929.

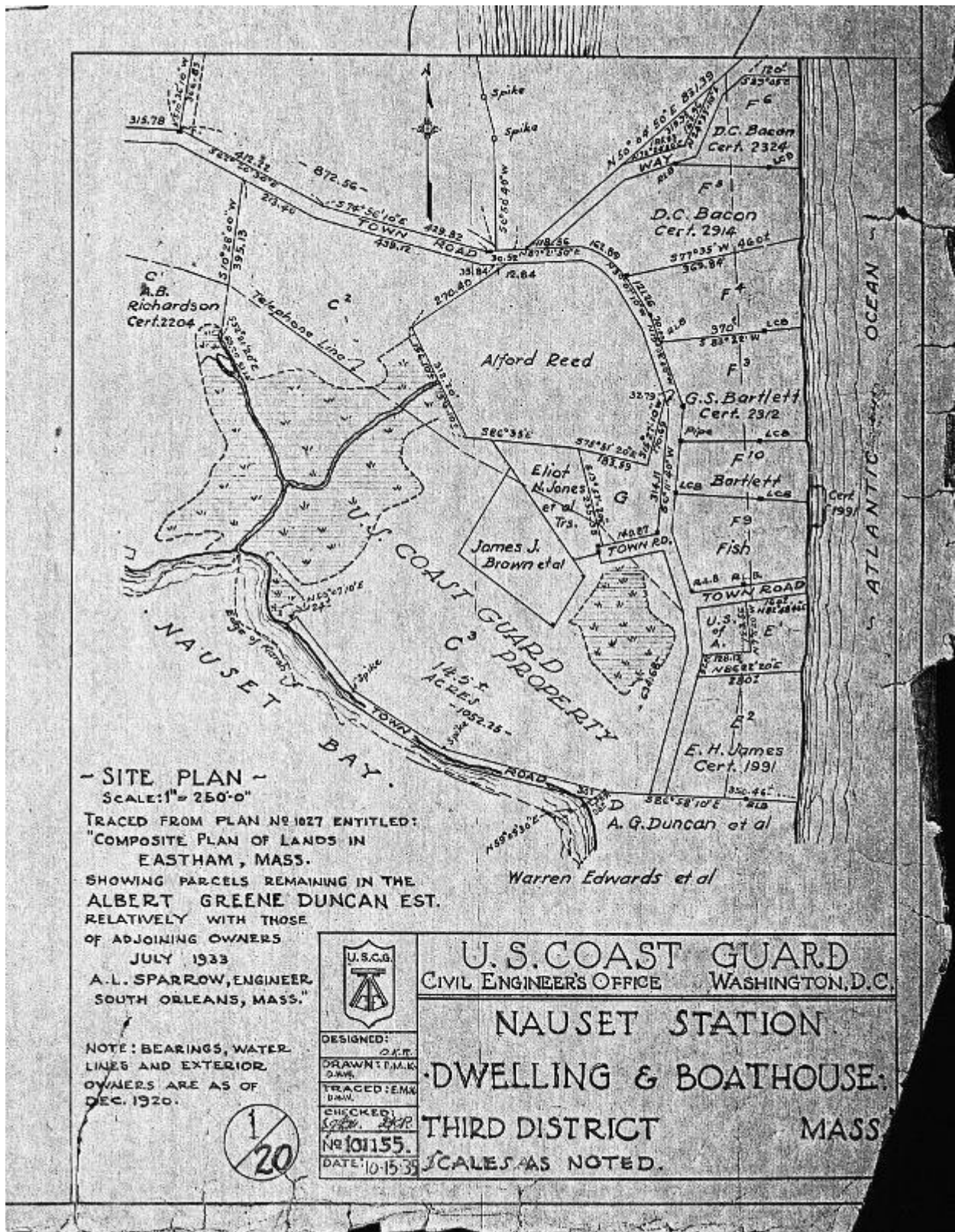


Figure 2.02. Site plan for Nauset Station, July 1933, as reproduced on architectural drawing 1 of 1, 10/15/1935.



Figure 2.03. Nauset Coast Guard Station, foundation construction looking northwest, circa March or April 1936.



Figure 2.04. Nauset Coast Guard Station, foundation construction looking southwest, circa March or April 1936.



Figure 2.05. Nauset Coast Guard Station, balloon- frame construction, southeast corner of dwelling, April 23, 1936.



Figure 2.06. Nauset Coast Guard Station, balloon- frame construction, south façade, April 23, 1936.



Figure 2.07. Nauset Coast Guard Station, balloon- frame construction, northeast corner of boathouse, April 23, 1936.



Figure 2.08. Nauset Coast Guard Station, balloon- frame construction, north elevation viewed from the northwest, April 23, 1936.



Figure 2.09. Nauset Coast Guard Station, balloon- frame construction, north elevation viewed from the southwest, April 23, 1936.



Figure 2.10. Nauset Coast Guard Station, construction, May 1, 1936.



Figure 2.11. Nauset Coast Guard Station, construction, May 1, 1936.



Figure 2.12. Nauset Coast Guard Station, construction, May 1, 1936.



Figure 2.13. Nauset Coast Guard Station, construction, May 1, 1936.



Figure 2.14. Nauset Coast Guard Station, construction, May 1, 1936.



Figure 2.15. Nauset Coast Guard Station, construction, May 19, 1936.



Figure 2.16. Nauset Coast Guard Station, construction, May 19, 1936.



Figure 2.17. Nauset Coast Guard Station, construction, May 29, 1936.



Figure 2.18. Nauset Coast Guard Station, construction, May 29, 1936.



Figure 2.19. Nauset Coast Guard Station, construction, May 29, 1936.



Figure 2.20. Nauset Coast Guard Station, construction, May 29, 1936.



Figure 2.21. Nauset Coast Guard Station, construction, July 1, 1936.



Figure 2.22. Nauset Coast Guard Station, construction, July 1, 1936.



Figure 2.23. Nauset Coast Guard Station, construction, July 1, 1936.



Figure 2.24. Nauset Coast Guard Station, construction, July 1, 1936.



Figure 2.25. Nauset Coast Guard Station, construction, September 1, 1936.



Figure 2.26. Nauset Coast Guard Station, construction, September 1, 1936.



Figure 2.27. Nauset Coast Guard Station, construction, September 1, 1936.



Figure 2.28. Nauset Coast Guard Station, construction, September 1, 1936.



Figure 2.29. Nauset Station, new dwelling and road after completion, December 15, 1936.



Figure 2.30. Nauset Station, new dwelling and road after completion, December 15, 1936.



Figure 2.31. Nauset Station, new dwelling and road after completion, December 15, 1936.



Figure 2.32. Nauset Station, new dwelling after completion, December 15, 1936.



Figure 2.33. Nauset Station, new dwelling and new road after completion, December 15, 1936. The old station is seen in the background.



Figure 2.34. Nauset Station, new road and rear of new dwelling after completion, December 15, 1936.



Figure 2.35. Nauset Station, new dwelling and new road after completion, December 15, 1936.



Figure 2.36. Nauset Station, view east from lookout tower of new dwelling, December 15, 1936.



Figure 2.37. Nauset Station, view north from lookout tower of new dwelling, December 15, 1936.



II. NAUSET STA. NEW DWELLING 12/15/36. E.S.

11
Nauset Sta. - Dwelling - 12/15/36. E.S.

Figure 2.38. Nauset Station after completion, December 15, 1936.



Figure 2.39. Nauset Coast Guard Station, view from the east, circa 1939.



Figure 2.40. Nauset Coast Guard Station, view from the west, circa 1939.



Figure 2.41. Nauset Coast Guard Station, aerial view from the east, circa 1940.



Figure 2.42. Nauset Coast Guard Station, view from the southeast, circa 1940.



Figure 2.43. Nauset Station, new dwelling and road, circa 1940.



Figure 2.44. Nauset Coast Guard Station, view from the northeast, 1944,



Figure 2.45. Nauset Coast Guard Station, Equipment Building, circa 1940s.



Figure 2.46. Nauset Station, aerial view from the east, circa 1954.



Figure 2.47. Nauset Station, view from the southeast, 1955.



Figure 2.48. Nauset Station, aerial view from the northwest, 1958.

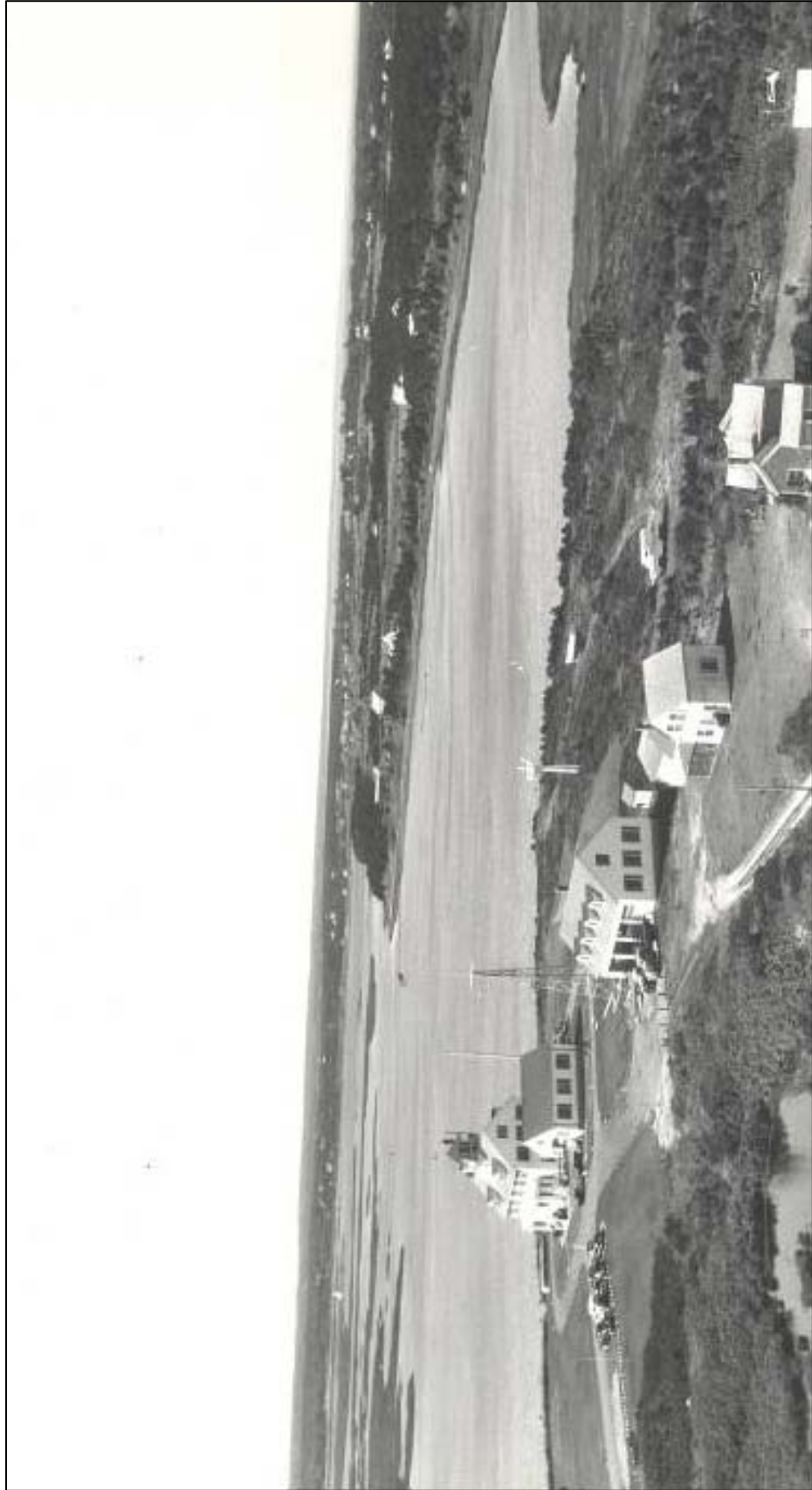


Figure 2.49. Nauset Station, aerial view from the north, 1958.



Figure 2.50. Nauset Coast Guard Station, aerial view from the northwest, circa 1961.



Figure 2.51. Nauset Coast Guard Station, view northward from the watch room, circa 1960s.



Figure 2.52. Nauset Station, aerial view from the east, circa 1960.



Figure 2.53. Cape Cod National Seashore staff on the front porch, 1962.



Figure 2.54. Nauset Coast Guard Station, front porch, circa 1970- 71.



Figure 2.55. Nauset Coast Guard Station, view from the southeast, circa 1970- 71.



Figure 2.56. Nauset Coast Guard Station, view from the northeast, 1971.



Figure 2.57. Nauset Coast Guard Station, east elevation, 1972.



Figure 2.58. Nauset Coast Guard Station, view from the west, 1971.



Figure 2.59. Nauset Station, aerial view from the southeast, 1991.

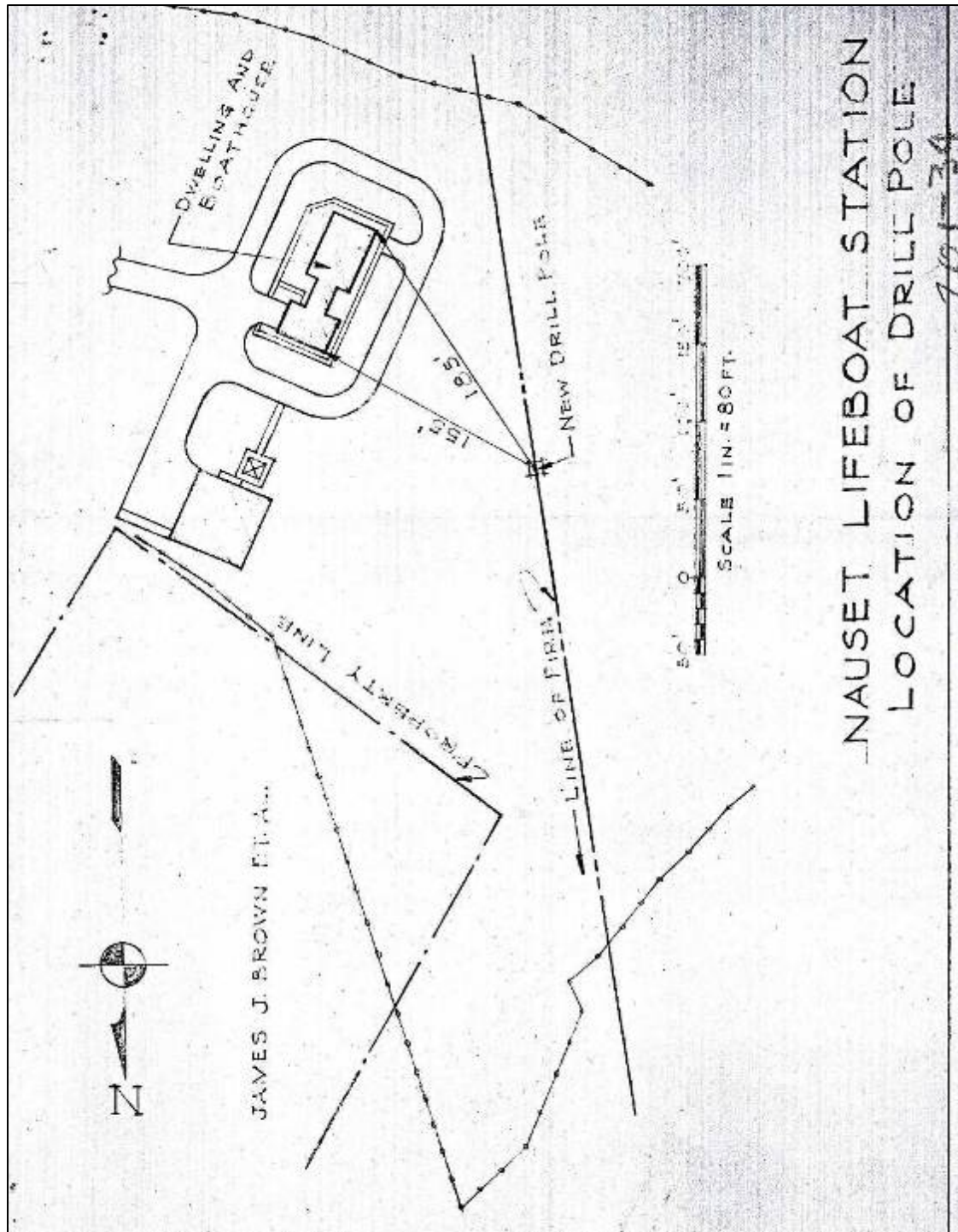


Figure 2.60. "Nauset Lifeboat Station Location of Drill Pole," undated (circa 1939).

COASTAL SITE CHARACTERISTICS

This section provides a general review of natural coastal processes that impact the former U.S. Coast Guard Nauset Station. The station structures are threatened by these processes, warranting their classification under the category of “Historic Structures which are Threatened by Natural Coastal Processes,” and compliance with corresponding policies as outlined in the General Management Plan for Cape Cod National Seashore.³⁷

Westward Retreat of Glacial Cliffs

Nauset Station is located at the southern end of the glacial cliffs extending northward from Eastham to Truro, and above the Nauset Marsh and barrier beach extending southward from Eastham to Chatham. (See Figure 3.01.) Based on data from the late 19th century to 1996, it has been demonstrated that the glacial cliffs are retreating landward (west) at a rate of about 0.8 meters, or 3 feet, per year.³⁸ Although this erosion is localized and sporadic, this general trend is supported in aerial photographs from 1938 to the present (see figures 3.01- 3.06.) It is also consistent with the history of Nauset Station, which was built on the barrier beach in 1872 and relocated in 1886 and 1936 to avoid the shoreline retreat. At a rate of 3 feet per year, it is estimated that the present shoreline could erode to the front of the dwelling and boathouse in about 100- 125 years (i.e., 2095- 2120), reaching the garage somewhat sooner.

³⁷ *Forging a Collaborative Future, General Management Plan, Cape Cod National Seashore* (U.S. Dept. of the Interior, NPS, Northeast Region, 1998), pp. 29- 31, 47, 50, and 56.

³⁸ Elazar Uchipi, G.S. Giese, and G.G. Aubrey, Geology and Geophysics Department, Woods Hole Oceanographic Institution, and D.J. Kim, Department of Oceanography, Chonnam National University, Kwangju, Korea, *The Late Quaternary Construction of Cape Cod, Massachusetts: A Reconsideration of the W.M. Davis Model* (Boulder, CO: The Geological Society of America, Inc., 1996), pp. 52- 53.

Vulnerability of Coastal Marsh and Barrier Beach

Separate from the westward retreat of the glacial cliffs, the Nauset Marsh and barrier beaches to the south and east of the Coast Guard Station are subject to the dynamic forces of tidal flow, coastal flooding, and the drift and deposit of eroded materials from the glacial cliffs.³⁹ This area, which is approximately 35 feet below the site of Nauset Station, has been determined highly vulnerable to future sea-level rise.⁴⁰ While the influence of these forces on the station site is difficult to predict, it is anticipated that the elevated bluff on which the station stands will eventually become isolated as it is surrounded by water. During the coastal storm of February 1978, the shoreline adjacent to the Nauset Coast Guard Station shifted significantly, washing out the town road along the shore and public access to the station from the east. The present access bridge and driveway located northwest of the station were constructed in 1982, rerouting the public approach to the rear of the dwelling and boathouse.

³⁹ P. E., Speer, D. G. Aubrey, and E. Ruder, *Beach Changes At Nauset Inlet, Cape Cod, Massachusetts 1670- 1981* (Woods Hole, MA: Woods Hole Oceanographic Institution, August 1982).

⁴⁰ Erika S. Hammar- Klose, Elizabeth A. Pendleton, E. Robert Thieler, and S. Jeffress Williams, *Coastal Vulnerability Assessment of Cape Cod National Seashore to Sea- Level Rise* (U.S. Geological Survey, 2003).



Figure 3.01. Nauset Station aerial photograph, November 21, 1938 (not to scale).



Figure 3.02. Nauset Station aerial photograph, September 23, 1947 (not to scale).



Figure 3.03. Nauset Station aerial photograph, April 20, 1960 (not to scale).



Figure 3.04. Nauset Station aerial photograph, September 30, 1977 (not to scale).



Figure 3.05. Nauset Station aerial photograph, September 16, 1987 (not to scale).



Figure 3.06. Nauset Station aerial photograph, 2006.

CURRENT PHYSICAL DESCRIPTION

Exterior Elements

This section provides a systematic accounting of architectural elements, spaces, features, and materials of the 1936 dwelling and boathouse according to age, significance and integrity. Although references are made to physical conditions and building code classifications, this section is intended to clarify historical significance and integrity, and does not represent a comprehensive condition assessment or code analysis.

Building Configuration

The architecture of the 1936 dwelling and boathouse is fully documented by original architectural drawings dated October 15, 1935, as well as shop drawings and construction photographs. The structure consists of three sections – i.e., dwelling, boathouse and day room – each of which is described subsequently. (See Figs. 4.01- 4.08.)

Dwelling

The dwelling is a 2 ½ - story, balloon- frame structure with side gable roof and central watch tower. Its north elevation abuts the day room, which connects to the boathouse. A one- story open porch is centered on its front (east) façade overlooking the Atlantic Ocean. A kitchen entrance porch is located on its rear (northwest) corner. In plan, the dwelling is three bays (30 feet) deep and five bays (45 feet) wide with center entrance and stair hall, encompassing approximately 5,490 gross square feet, including the basement, attic, and watch tower.

The dwelling was designed to serve as residential and administrative quarters. The basement contained work, mechanical, and storage spaces. On the first story were a private office and living quarters for the officer- in- charge, shared living quarters for the crew, and a spare bedroom. On the second story were sleeping quarters for 14 men with a shared bathroom, and in the attic were two spare rooms. As indicated on original drawings, the dwelling provided total sleeping accommodations for 16.

Boathouse

The boathouse is a one- story, balloon- frame structure with front gable roof. Its south side abuts the day room, which connects to the dwelling. As originally designed, there was a large boat doorway with overhead door centered on its east gable end overlooking the Atlantic Ocean, and secondary doorways on its south elevation. Interior dimensions are 24 feet wide by 35 feet, 6 inches deep, encompassing approximately 850 gross square feet, excluding an unfinished attic.

The boathouse was designed as a single room with concrete floor slab to house a 26- foot surf boat for beach rescue launchings. The unfinished attic was accessible via two ceiling scuttles. In 1962, the boat doorway was removed, both secondary doors were altered, and a new wood floor and interior partitions were constructed to create office space.

Day Room

The day room is a one- story balloon- frame structure with gable roof spanning between the dwelling and the boathouse. In plan it consists of a single room measuring 17 feet, 2 inches by 12 feet, 4 inches, encompassing approximately 425 gross square feet, including its basement.

The day room was designed as an extension of the shared living space in the dwelling, with triple windows overlooking the Atlantic Ocean and direct access to the boathouse. The basement was designed for water pumps and electrical equipment. Below the roof was an attic with clear height of less than 24 inches.

Construction Classification

All three sections of the structure conform to Uniform Building Code Type V, One- Hour Construction, consisting of light wood framing with plaster finish throughout, supported on concrete foundations and steel columns and beams encased in wire lath and plaster.

Typical Exterior Building Elements

Foundations

The foundations were constructed as indicated on the original drawings. They consist of 9- inch- thick reinforced concrete walls on 27- inch- wide spread footings. The front porch foundations are 8- inch- thick reinforced concrete on 20- inch- wide spread footings. Photographs dated December 15, 1936, show unpainted foundations. (See Fig. 4.30.) A ca.- 1940 photograph shows the foundations, window wells, and bottom front porch step painted a mid- dark tone, probably matching the window sashes and shutters. (See Fig. 2.42.)

Structure

The structural system is balloon framing consisting of 2 x 6 studs at 16 inches on center extending from sill to plate, with fire stopping at each floor and midway between floors. (See Fig. 2.05.) Floor framing consists of 2 x 12 joists at 16 inches on center supported on exterior foundations and frame walls, and interior 2 x 6 load-bearing partitions with steel beams and pipe columns running through the center of the basement. The 1962 floor framing in the boathouse postdates the historic period and was not inspected. The loft floor framing in the boathouse consists of 2 x 10 joists at 16 inches on center supported on typical exterior load-bearing frame walls.

Exterior Walls and Trim

Walls

The exterior walls consist of 2 x 6 studs at 16 inches on center, with 1 x 6 diagonal dressed and matched (tongue- and- groove) sheathing clad with building paper and wood shingles. The present shingles were installed in 1994 and coursed with 4½ - 6½ inch exposure. The original shingles were coursed with a 7- inch exposure, matching the face dimension of the corner boards and water table. Interior walls are sheathed with half- inch insulating fiberboard, which is stamped on the back “Celotex Lath”¹ and finished with half- inch gypsum plaster.

Trim

Exterior trim reflects the Colonial Revival style, and consists of 7- inch corner boards with molded capitals, and a 7- inch water table with 2 ½- inch sloped cap and metal flashing. Eaves are boxed with 8- inch soffited overhangs, crown and bed moldings, and cornice returns.

Windows

As indicated on the original drawings, wood double- hung windows with six- over- six- light sashes and a muntin profile 1 ⅛ inches wide remain throughout the building. The sashes are presently hung with weights on stainless steel tape; however, the original drawings indicated spring sash balances were to be used. Whether the spring balances were originally installed is not known. Exterior casings are 4½- inch flat boards with sloped caps and metal flashing, and a sill 2 ⅝ inches thick with routed drip.

Typical basement windows consist of wooden frames in the concrete foundations holding wood in- swinging awning sashes with three lights, as indicated on the original drawings. At the boiler room (room 06) and mess room (room 08), original in- swinging wood casement units for delivery access remain, each with a pair of six- light sashes. In front of each casement window is a concrete window well with internal drain and iron bar grate.

¹ “Celotex Insulating Lumber as Plaster Base. Eliminates Lath- Saves Fuel” [Trade Catalogue], the Celotex Company, 645 N. Michigan Avenue, Chicago, Illinois, 1924.

Throughout the building, windows were originally fitted with wood storm sashes. By 1971, these had been replaced by aluminum combination storm units; however, wood storm units survive at the basement windows. No evidence of storm window or shutter hardware is visible on the present window casings. Though unconfirmed, this suggests that original casings may have been replaced in 1994 when the building was reshingled.

Roofs

Roofing

The dwelling roof consists of 2 x 10 rafters at 16 inches on center with 1 x 6 dressed and matched sheathing. The boathouse and day room roofs consist of 2 x 8 rafters at 16 inches on center with similar sheathing. These roofs were originally clad with wood shingles with a 7 ½-inch exposure over wood lath with continuous edge strips and metal flashings. The principle ridges were shingled with “Boston” ridge caps having a 5-inch exposure. Dormer ridges were shingled with “Boston” ridge caps with a 4-inch exposure. A 1944 color photograph indicates that the shingle roofs were painted red. (See Figure 2.44.)

At present, the roof of the dwelling is covered with brittle and eroded red asphalt shingles that were installed sometime after 1974. The park plans to replace these with wood shingles, using nylon mesh underlayment in lieu of wood-shingle lath. On the boathouse and day room roofs, wood shingles were retained,² and these have recently been replaced in-kind. The present black asphalt roll roofing on the front porch roof replaced the original flat soldered metal roofing; the date of its installation is not known.

Drainage

The present wood gutters on the main roof eaves were installed by the USCG circa 1954- 55. (See Fig. 2.47.) The main eaves, front porch, and kitchen entry porch originally had half-round hung metal gutters. The gutters drained through ornamental conductor heads and rectangular metal pipes to ornamental metal boots that connected below grade to cast-iron pipes and a concrete cistern located below the south lawn. The present wood gutters are installed on a wood fascia that was installed circa 1954- 55 in place of the original fascia and crown molding. (See Fig. 4.09.)

At the time of inspection for this report, all ornamental conductor heads and drainpipes were removed and stockpiled in preparation for roofing work. Many of the original conductor heads survive; however, the stockpiled pipes consist of a variety of substitute materials, including round PVC pipe and corrugated aluminum pipe. (See Fig. 4.10.) The original ornamental boots remain and are stamped with the name of the manufacture – Canton Foundry & Machine Company, Canton, OH.

² NHPA Section 106 Compliance Documentation, August 23, 1994.

Lightning Protection

As indicated on the original drawings, the dwelling had a lightning- protection system consisting of two conductor heads mounted to the weathervane and chimney on the watch tower roof, and four grounds running down the copper drainpipes and 15 feet into the ground at the four corners of the structure. The present lightning- protection system, with conductor heads at all roof and dormer peaks, was installed after 1974. The present ground leads are loose and not coordinated with trim or drainpipes.

Building Elevations

East (Front) Façade

During the early 1980s, the original landscape setting of the east façade was compromised by removal of the driveway that encircled and provided the public approach to the front of the building from the east. This was done in conjunction with parking alterations on the west side of the building following coastal damage during the winter storm of 1978. By the mid- 1980s, a new bridge and driveway were constructed on the west side of the building. As a result, the front of the building is presently approachable only after circulating around the building from the rear.³

Front Porch

At the time of inspections for this report, the front porch handrails and balustrade were temporarily removed for maintenance. Otherwise, the present front porch remains as originally designed and constructed. (See Fig. 4.11.) A nonhistoric light fixture is presently located off center on the ceiling. The hole for the original light fixture is exposed at the center of the ceiling.

Front Doorway

The present six- panel, wood, out- swinging door replaced the original door during the 1980s or 90s. The original door was an in- swinging wood door with four solid raised panels and six lights; an out- swinging storm or screen door was also present. The current doorway surround with flat boards and edge bands replaced original pilasters with molded capitals and plinth blocks. The original architrave above the doorway appears to be unchanged. (See Fig. 4.12.)

Window Shutters

At the time of inspections for this report there were no shutters on the east façade. Shutters were originally installed on the dwelling at the second- story windows and roof dormers, and on the boathouse at the attic window. Shutters were not originally installed on first- story windows of the east facade. By 1971, nonhistoric shutters were added to first- story windows #E9, E12, E13, E15, E16, and E18. (See Fig. 2.56.)

³ NHPA Section 106 Compliance Documentation, June 17, 1983.

Nonhistoric Pair of Windows #E17/Missing Boat Doorway

The present pair of double-hung windows at the center of the boathouse façade was installed in 1962 in the location of the original boat doorway, and so is nonhistoric. In conjunction with this alteration, a new wood floor was constructed over the original concrete slab inside the boathouse, and the foundation opening for the boat doorway was infilled with concrete and two steel vents for the crawl space under the new floor. A modern floodlight fixture is presently installed in the location of the original hooded light fixture above the former boat doorway. The adjacent windows #E16 and E18 are typical original windows as indicated. (See Fig. 4.03.)

Nonhistoric Boathouse Entrance Porch and Handicapped Access Ramp

The present entrance porch and ramp in front of the boathouse were constructed after 1992.⁴ They replaced a smaller wood porch with a stairway in 1962, and so are not historic. The original concrete boat ramp in front of the former boat doorway remains below the present handicapped access ramp. (See Fig. 4.13.)

South Elevation

The south elevation retains its original landscape setting, overlooking a lawn area with commanding views of Nauset Marsh and the barrier beaches to the south. (See Fig. 4.08.)

Nonhistoric Steel Fire- Escape and Egress Doorway #2H/Missing Window #S8

The present steel fire-escape extending from the second story to grade was constructed circa 1980. At that time, egress doorway #2H replaced original window #S8. In 1999, the present door replaced the 1980 door due to deterioration and leaking into the first story below.⁵

Window Shutters

At the time of inspections for this report, there were no shutters on the south elevation. Shutters were originally installed at all windows on the south elevation of the dwelling. Though unconfirmed, it is likely that shutters were eliminated after construction of the fire escape, circa 1980.

Windows #S5 and S9

As indicated on early photographs (Figs. 2.25 and 2.27), the lower sashes of windows #S5 and S9 were originally glazed with obscured glass to provide privacy in bathrooms. At present, the upper three panes of window #S9 are original glass, while other panes are modern clear glass or sheet-plastic replacements. (See Fig. 4.14.)

⁴ NHPA Section 106 Compliance Documentation, April 9, 1992.

⁵ Appendix B – architectural drawings for fire escapes, April 1980, revised August 1980; NHPA Section 106 Compliance Documentation, July 25, 1999.

Minor Additions and Alterations

A dryer- exhaust louver replaces one pane in basement window #S2. A plastic exhaust louver from room 108 is presently located above window #S5. A metal exhaust hood and flood light are presently located above doorway #2H (window #S8).

Nonhistoric Window #S7/Missing Boathouse Secondary Doorway

The present window #S7 on the south elevation at the west end of the boathouse replaces an original doorway. The original concrete landing slab associated with the doorway is also missing.

Boathouse Secondary Doorway #1P

The present insulated steel door with panic hardware, flat casings, and wall- mounted light fixture was installed in conjunction with the exterior handicapped ramp after 1992. (See Figs. 4.02 and 4.15.) This door replaced an original in- swinging wood door with four solid raised panels and six lights at the level of the original boathouse floor slab. The original opening was cased by flat boards with a crown molding and a flashed metal cap. In 1962 this opening was altered to meet the present wood floor; the door was replaced with an in- swinging wood door with six raised solid panels.

North Elevation

Kitchen Entrance Porch

The original kitchen entrance porch and scored concrete slab remain as originally designed and constructed. The present concrete sidewalk leading to the north side of the porch is also original. An undated early photograph shows a cylindrical tank partially obstructing the west side of the porch. (See Figure 2.42.) By 1958 a horizontal wood rail was added to prevent entry on the west side of the porch, and two tanks were installed on the west side of the porch. (See Figure 2.48.) By the mid- 1970s the tanks and wood rail on the west side of the porch were removed, and a wood storm enclosure was added on the north side of the porch. (See Fig. 2.58.) The present concrete paving on the west side of the porch was probably added at this time. Though unconfirmed, the storm enclosure was probably removed circa 1992, when doorway #1N was widened and replaced, as explained subsequently.

Kitchen Doorway #1N

The present 3- foot- wide, out- swinging wood door with six solid raised panels and modern panic hardware replaced the original door in 1992.⁶ The original in- swinging wood door was 2 feet, 10 inches wide, with four solid raised panels and six glazed lights. The present wall- mounted door stop and hold- open rope at the doorway head were probably added circa 1985. An undated early photograph indicates a similar hold- open device that was probably used for a screen door. (See Figure 2.42.)

⁶ NHPA Section 106 Compliance Documentation, April 9, 1992.

Approach Slab at Window Well #N1

On the east side of the window well is a concrete slab that was annotated on original drawings as a design change. This suggests that window #N1 was used for basement access or deliveries. In addition, the original drawing notes that the bar grate was turned 90 degrees from the initial design. (See Fig. 4.16.)

Window Shutters

At the time of inspections for this report, there were no shutters on the north elevation of the dwelling. Shutters were originally installed on the dwelling's second- story and attic windows, but not on first- story window #N2. After 1971, nonhistoric shutters were added at window #N2. (See Fig 2.56.)

On the north elevation of the boathouse, wood shutters remain on the three windows as originally designed and constructed. These shutters are hung on modern pre- finished white steel pintle hinges, and secured in the open position with screws into the shingle walls. The present shutters and bar latches match those on original drawings and photographs, but the original scroll- design keepers are missing.

West Elevation

After construction of the new bridge and driveway and enlargement of the parking lot on the west side of the building during the 1980s, the west elevation was given more prominence than originally intended.

Nonhistoric Steel Fire- Escape and Egress Doorway #2W/Missing Window #W21

The present steel fire- escape extending from the second story to grade was constructed circa 1980.⁷ At that time, egress doorway#2W replaced the original window #W21. In 1994, the present door replaced the 1980 door due to deterioration. At present, the tubular steel column supporting the northeast corner of the fire escape is cracked vertically. (See Fig. 4.17.) The steel supports at the intermediate landing are poorly supported on the bar grate of window well #W11, obstructing access to the window. (See Fig. 4.18.)

Window Shutters

At the time of inspections for this report, there were no shutters on the west elevation. Shutters were originally installed on all west- elevation windows.

⁷ Appendix B – architectural drawings for fire escapes, April 1980, revised August 1980; NHPA Section 106 Compliance Documentation, October 21, 1994.

Window #W1/ Altered Coal Chute Window

The present fixed wood sash with sheet plastic glazing in the location of window #W1 is of unknown date; it replaces the original glazed, metal- clad, coal- chute window.

Window #W2

Window #W2 is a typical wood in- swinging awning window; however, the sash and frame are clad with metal, and the glazing is wire glass, as originally designed and constructed.

Window #W3

The window frame and sash are clad with metal, and the glazing is wire glass. The present fire escape is supported on the northern leaf of the bar grate, and the southern leaf is tied with rope in the half- open position to the underside of the fire escape. As a result, the window is inaccessible. On the north and south sides of the window well are original concrete approach slabs that were annotated on the original architectural drawings as changes during construction. (See Fig. 4.18.)

Minor Additions and Alterations

Modern floodlights, a lock box, and a fire- alarm device are presently installed at the northwest corner of the dwelling and around the second- story egress doorway.

The present copper or bronze and glass fixture to the right of window #W11 appears to be a signal strobe light. It is not indicated on original architectural drawings or early photographs, but was seen in this location by 1958, and so can be considered a historic feature. (See Figs. 2.48 and 4.19.)

The present nonhistoric wall- mounted exhaust fan to the right of window #W12 is not indicated on original drawings or early photographs, but was added by 1974. (See Fig. 2.58.)

Watch Tower

At the time of inspections for this report, the wood cornice, gutters, wrought- iron guard rail, and related railing supports around the perimeter of the observation deck were temporarily removed. Wood cornice elements are stockpiled in room 302. (See Fig. 4.20.)

Exterior Walls

The exterior walls of the watch tower consist of 2 x 6 studs at 16 inches on center extending from the third story through the roof to the floor of the watch room. (See Figs. 2.16- 20.) The exterior is sheathed with 1 x 6 diagonal dressed and matched boards and clad with building paper and wood shingles. The present 12 shingle courses were installed in 1994, replacing eight courses, as indicated on original drawings and photographs. Interior wall finish is half- inch “Celotex” insulating fiberboard with half- inch gypsum plaster.

Observation Deck Access Doorway #4A

The original wood in- swinging door with two raised solid panels and large vision panel remains.

Chimney

The brick chimney with concrete cap and clay flue pipe extends through the roof, engaged on the west side of the watch tower as originally designed and constructed. (See Fig. 4.07.)

Hipped Roof

The watch tower has a hipped roof consisting of 2 x 6 rafters at 16 inches on center, 2 x 6 ceiling joists, and a 4 x 4 wood king post. A hole 1 inch in diameter through the length of the king post encases a rod, which connects from the weathervane to a wind dial or directional indicator on the ceiling of the watch room (room 401). The wind dial is presently missing. The weathervane projects above a formed copper cap at the peak of the roof; it consists of a bronze mast 3 feet, 6 inches tall with a 4- foot- long cross arm and topped by a sheet- metal vane depicting the profile of a sailboat and ocean waves.

The hipped roof was originally sheathed with matched boards and roofed with wood shingles on shingle lath. At the time of inspections for this report, the roof was covered with red asphalt shingles matching the dwelling roof. These are planned for replacement along with the dwelling roof's shingles.⁸

Hipped Roof Drainage

The eaves of the hipped roof incorporate built- in ogee- profile wood gutters. These gutters originally drained through a rectangular conductor pipe on the west side of the tower, shedding onto the observation deck. The pipe was temporarily removed at the time of inspections for this report.

Observation Deck

The observation deck around the watch room was originally covered with flat soldered metal roofing on top of which were 1 x 2 wood sleepers and 1 x 4 slats or decking. In 1992, a membrane roof was installed and tied into the walls of the watch room with copper flashing and three new courses of shingles.⁹ The decking is presently missing.

Observation Deck Drainage

The wood gutters around the observation deck originally drained into a pipe projecting through the main roof on the north side of the watch tower, continuing through the building to the basement, where it joined the below- grade storm drain system. A 1958 photograph indicates that this system was disconnected and replaced by a scupper shedding onto the dwelling roof. (See Figure 2.48.)

⁸ NHPA Section 106 Compliance Documentation, February 22, 2006.

⁹ NHPA Section 106 Compliance Documentation, July 25, 1999.

Watch Tower Sign Panels

The original U.S. Coast Guard sign panels on the east and west sides of the watch tower are presently missing. Historic photographs indicate that they were removed between 1955 and 1958.



Figure 4.01. Dwelling, east elevation.



Figure 4.02. Day room, east elevation.



Figure 4.03. Boathouse, east elevation.



Figure 4.04. Boathouse, north elevation.



Figure 4.05. Boathouse, west elevation.



Figure 4.06. Day room, west elevation and kitchen entrance porch.



Figure 4.07. Dwelling, west elevation.



Figure 4.08. Dwelling, south elevation.



Figure 4.09. Dwelling, eave at southwest corner.



Figure 4.10. Stockpiled roof drainage accessories.

Figure 4.11. Front porch, southeast corner.



Figure 4.12. Front doorway #1A.

Figure 4.13. Original concrete boathouse ramp remaining under present accessible entrance ramp.



Figure 4.14. Window #S9, interior view.

Figure 4.15. Doorway #1I, interior view from room 112.



Figure 4.16. Window #N2, in- swinging casement with concrete window well, steel- bar grate, and original concrete approach slab.

Figure 4.17. West elevation, cracked fire-escape column.



Figure 4.18. West elevation, fire-escape support on window #W3's steel-bar grate.

Figure 4.19. West elevation, wall-mounted signal fixture.



Figure 4.20. Watch tower, view from the southeast.



Figure 4.21. Kitchen entry porch, scored concrete slab.



Figure 4.22. Front porch, typical slate base for handrail newel post.

Figure 4.23. Kitchen entrance porch, corner column and later ca.- 1955 wood gutters.



Figure 4.24. Original shutter bar latch.



Figure 4.25. Unidentified sawed- off wooden pole.

Interior Elements: Basement

Typical Interior Elements

The following elements, as indicated on the original drawings, are typical throughout the basement.

Floors

The typical basement floor is a 5- inch reinforced concrete slab with a painted finish.

Exterior Walls

Typical basement exterior walls are 9- inch reinforced concrete with a painted finish. (See Fig. 4.26.)

Interior Partitions

Typical basement interior partitions are half- inch gypsum plaster over half- inch “Celotex” fiberboard fastened to 2 x 4 or 2 x 6 wood studs at 16 inches on center. The partitions are elevated on a 6- inch- high concrete curb with molded wood cap, similar to the typical molded wood baseboards. (See Fig. 4.27.)

Doorway and Window Casings

Interior doorway and window openings are typically cased with 4¼- inch butted flat wood boards. Bottoms of doorway casings are notched around the concrete curb. At window heads the casing extends the length of the wall below the ceiling, with a continuous quarter- round molding along the top edge. A length of similar flat board is mounted on the ceiling above each in- swinging awning window, with a hook to hold the sash in the open position.

Ceilings

Typical basement ceilings consist of half- inch gypsum plaster over half- inch fiberboard fastened to the underside of the floor joists above.

Mechanical Equipment

Interior spaces throughout the basement are heated by cast- iron radiators suspended horizontally below the ceilings in sizes and locations as indicated on the original drawings. In conjunction with the original heating system installations, supply and return piping remain exposed below the ceilings throughout the basement, but these were located so as not to obstruct operation of the in- swinging awning windows.

Basement Rooms

Room 01 – Stair Hall

Room 01 retains the configuration shown on the original drawings.

Doorway #0C to Closet (Room 07)

Doorway #0C has a typical casing and an original wood door with six solid raised panels. (See Fig. 4.30.)

Doorway #0D to Boiler Room (Room 06)

Doorway #0D's frame and casing are clad with metal on the interior and exterior. It has an original wood door also clad with metal, with four solid raised panels and six lights of wire glass. (See Fig. 4.28.)

Basement Stairway

The wood stairway remains as shown on the original drawings. Side walls are typical interior partitions. On both sides of the stairway, a molded wood baseboard, a 4¼- inch flat chair rail, and a wood handrail mounted on metal brackets all run parallel to the stringers. The lower end of the stairway is open to room 01, terminating with a molded wood handrail, 3½- inch square newel post with molded cap, and 1³/₈- inch- square balusters let into the treads. (See Figs. 4.31 and 4.32.)

Room 02 – Storm Clothes Room (Present Storage Room)

Room 02 retains the configuration shown on the original drawings.

Doorway #0A to Hall (Room 01)

Door #0A has a typical casing and an original wood door with four solid raised panels and six lights.

Wall- Mounted Shelving

A continuous 4¼- inch wood ledger and shelf are mounted 5 feet above the floor on the south, east, and west walls as indicated on the original drawings. Projecting down from the ledger are vertical wood battens with beveled ends for mounting metal shelf brackets. There are presently no brackets. A second ledger with battens is mounted lower on the west wall, but there is no shelving or brackets. (See Fig. 4.33.)

Room 03 – Laundry

Room 03 retains the configuration shown on the original drawings.

Floor

The concrete floor pitches to a drain in the center of the room, as indicated on the original drawings.

South Wall

As indicated on the original drawings, a 4- inch cast- iron waste pipe drops vertically down the wall, connecting to the main sewer line below the floor. (See Fig. 4.34.)

Doorway #0B to Hall (01)

Doorway #0B has a typical casing and an original wood door with four raised solid panels and six lights. (See Fig. 4.35.)

Soapstone Sink and Wall- Mounted Shelf

The present two- basin soapstone sink supported on an angle- iron frame remains as indicated on the original drawings. The front panel of the sink has a through- crack. Above the sink is a wood shelf of unknown origin mounted on three metal shelf brackets. (See Fig. 4.36.)

Toilet Fixture and Partition

As indicated on the original drawings, the room included a toilet fixture and steel partition in the southeast corner. The steel partition is missing, and the present toilet is of unknown date. Evidence of an earlier wall- mounted toilet tank and plumbing connections remain on the south wall.

Room 04 – Coal Room (Present Storage Room)

Room 04 was originally “L”- shaped in plan, incorporating a present closet (room 05). After conversion of the heating system, changes were made to allow for alternative use.

North and East Walls

The north and east walls are frame partitions consisting of 2 x 6 studs at 16 inches on center, raised on a 6- inch concrete curb and covered with fiberboard sheathing, building paper, and 2 x 6 tongue- and- groove, horizontal finish boards. The east side of the north wall is a partial- height infill of unknown date, which alters the room from its original “L” shape to a rectangular plan. It consists of 2 x 4 studs oriented flat- side parallel to the wall, with 1 x 6 double- beaded tongue- and- groove horizontal boards. There are four tiers of wood shelving mounted on metal wall brackets of varying style on the east wall, which probably postdate the original coal room. (See Fig. 4.37.)

South and West Walls

A 4- inch cast- iron sewer pipe installed circa 1954 runs horizontally along the west wall, penetrating the south wall and draining into a leaching pool under the lawn off the southwest corner of the dwelling.¹

Ceiling

A 4¼- inch flat board frieze and cornice molding surrounds the original “L”- shaped ceiling, continuing over the infill partition into room 05. The fact that that this element follows the “L”- shaped room configuration suggests that it may be associated with the original coal room. (See Fig. 4.38.)

Room 05 – Closet (Originally Part of Coal Room)

Room 05 was originally part of the “L”- shaped coal room (room 04). There are several salvaged original doors and doorway frames presently stored in this room. These were not inspected.

North, East, and West Walls

The north, east, and west walls are identical to the east wall in room 04.

South Wall

The south wall is the exposed backside of the partial- height infill partition in room 04. See the discussion of room 04’s north wall.

Ceiling

See the discussion of room 04’s ceiling.

¹ See Appendix B – plan for alterations to sewerage system, September 30, 1954.

Room 06 – Boiler Room

Room 06 retains the configuration shown on the original drawings.

Floor

The concrete floor pitches to a drain in the center of the room, as indicated on the original drawings.

West Wall

A 4- inch cast- iron sewer pipe installed circa 1954 runs horizontally along the west wall, penetrating through the north and south walls. (See room 04, west wall.) A PVC branch drops from the bathroom (room 106) in front of casement window #W3, obstructing the window. (See Fig. 4.39.)

Wood Trim

All wood trim within the room is clad with metal.

Chimney

The chimney projects into the northeast corner of the room, as indicated on the original drawings. Its masonry surfaces are plastered. On the west side is a thimble for the former water- heater flue and a cast- iron cleanout doorway. (See Fig. 4.40.) The flue for the present boiler connects to the south side of the chimney, and there is a similar cleanout doorway below it. The present boiler is a modern replacement, and the original hot- water heater and tank are missing. (The present fuel type is unidentified.)

Doorway #0F to Room 05

This door is presently missing. The original drawings indicate “moveable slides” in room 05.

Doorway #0E, Opening from Coal Room (Room 04)

Doorway #0E has an original wood door with six solid raised panels and metal cladding on both sides. The original drawings indicate “moveable slides” in room 04. (See Fig. 4.41.)

Room 07 – Closet

Closet 07 retains a high level of architectural integrity and original finishes.

Rooms 08 – Shop and Drill Room

Room 08 retains the configuration shown on the original drawings.

Floor

The concrete floor pitches to a drain in the center of the room, as indicated on the original drawings.

West Wall

The west wall is a typical basement interior partition; it conceals the steel girder and columns running through the center of the basement. The girder is fireproofed with wire lath and plaster, creating a soffit.

Borrowed- Light Windows

The original drawings indicate “two stationary sash, 2 lites high, 3 lites wide, 8x8 glass” on the west wall, to provide borrowed light for room 011. The sashes and dividing mullion are presently missing, and the opening is partially enclosed by wire screen. The date of this alteration is unknown. (See Fig. 4.42.)

Built- in Lockers 08a, b & c and Doorways #0G, 0H, and 0I

Doorways #D- 08.1, D- 08.2, and D- 08.3 have typical casings and original wood doors, each with six solid raised panels. (See Fig. 4.43.) The interior of the lockers have typical partitions and plaster ceilings. Locker 08a originally had one shelf, but presently has only remnants of the support ledgers. Lockers 08 b and c each originally had five shelves. Each retains its original ledgers and three original shelves.

Doorway #0L to Room 012

Doorway #0L is a double doorway, with a typical casing and a pair of original wood doors, each with two solid raised panels and four lights, as indicated on the original drawings. (See Fig 4.44.)

Room 09 – Rear Stair Hall

Room 09 retains the configuration shown on the original drawings.

Rear Stairway

The present wood stairway remains as indicated on the original drawings. See the discussion of room 105.

Room 010 – Provisions Room

Room 010 retains the configuration shown on the original drawings.

Wall- Mounted Shelving

Four tiers of wood shelving supported on continuous 4¼- inch wood ledgers with vertical battens, and metal brackets remain on the east and half of the south wall similar to those associated with shelving in room 02. (See Fig. 4.46.) The original drawings indicate continuous shelving around all four walls of the room.

West Wall

The west wall is a typical basement exterior wall. Ca.- 1954 sewage piping drops from the kitchen (104) in front of this wall. Wall- mounted shelving as indicated on the original drawings is missing in this area, but paint lines and scars from the shelving remain. (See Fig. 4.45.)

Doorway#0J to Rear Stair Hall (Room 09)

Doorway #0J has a typical casing and an original wood door with six solid raised panels, all shown on the original drawings.

Room 011 – Storage Room

Room 011 retains the configuration shown on the original drawings. This room presently houses water supply tanks for the 1999 sprinkler system, and fire- alarm control panels.

South- and West- Wall Shelving

At present, there are two tiers of wood shelves on the south and west walls, where the original drawings indicate no shelving. These shelves are supported on wood ledgers and on vertical battens somewhat different from the original shelf supports in rooms 02 and 010. However, the metal shelf brackets match the original brackets, and may have been salvaged from elsewhere in the building. The date of this shelving is unknown. (See Fig. 4.47.) This shelving presently holds an assortment of dinnerware, including many pieces with the insignia of the U.S. Navy.

East- Wall Shelving

As indicated on the original drawings, three tiers of shelving were formerly mounted on the east wall below the altered borrowed- light windows. (See the discussion “Room 08, Borrowed- Light Windows”). Remnants of the original shelf support ledgers and battens remain. (See Fig. 4.48.)

Doorway #0K to Rear Stair Hall

Doorway #0K, to the rear stair hall (room 09), has a typical casing and an original wood door with four solid raised panels and six lights, as indicated on the original drawings.

Room 012 – Pump Room

Room 012 retains the configuration shown on the original drawings. At the time of inspections for this report, the room was locked, but it could be viewed through the vision panels of door #0L. The room continues to house domestic water pumps and treatment equipment.

Room 013 – Generator Room

Room 013 retains the configuration shown on the original drawings, and could be viewed only partially through the vision panels of door #0L. As indicated on the original drawings, the room originally housed an emergency generator that was fueled by an underground tank beyond the west exterior wall. At present it is not known if the generator and fuel tank remain.

Doorway #0M to Room 012

Doorway #0M has a typical casing and an original wood door with four solid raised panels and six lights, as shown on the original drawings.

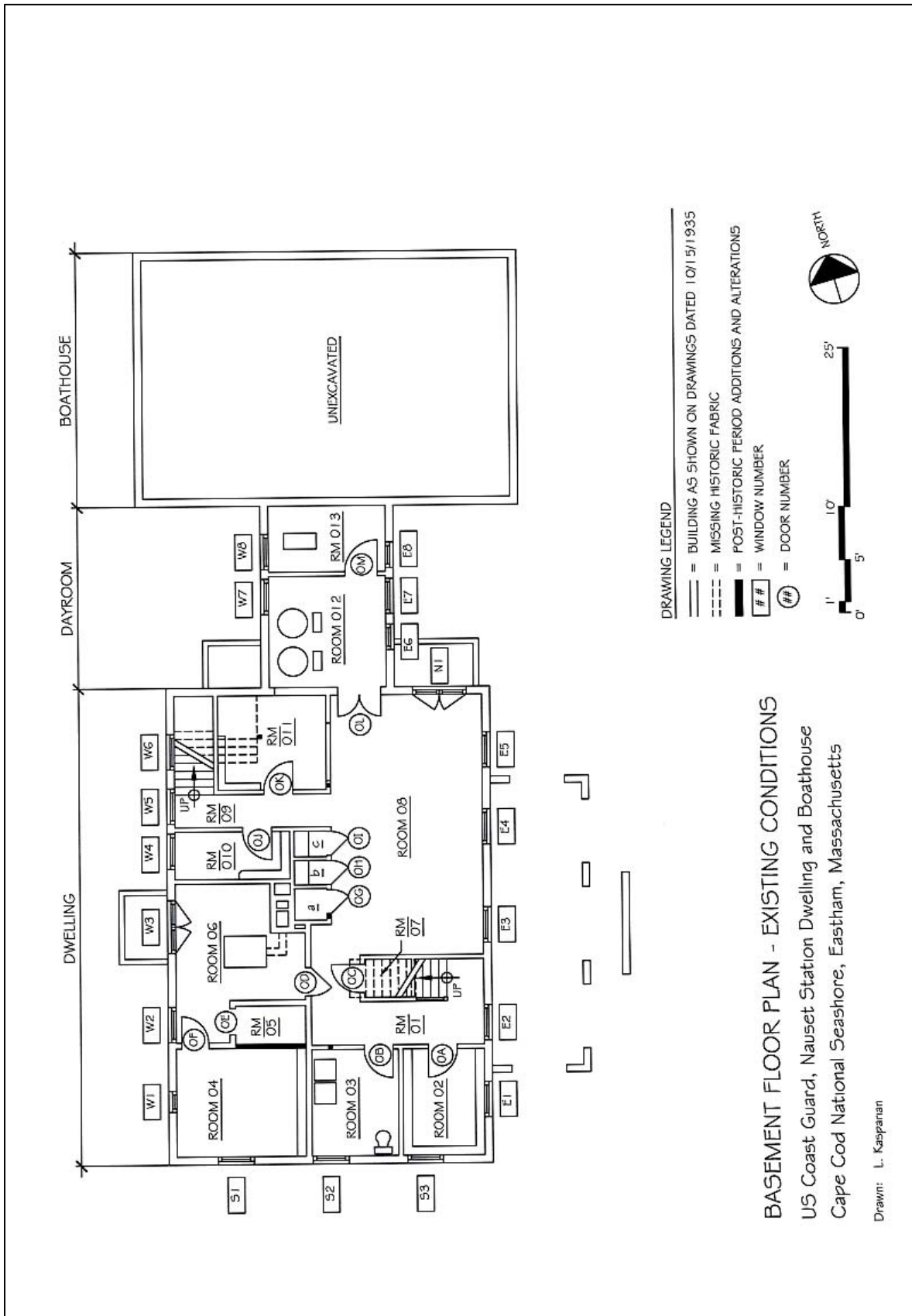


Figure 4.26. Basement Plan – Existing Conditions.

Figure 4.27. Room 08 (shop and drill room), northeast corner, typical exterior wall.



Figure 4.28. Room 01 (hall), typical basement interior partition with concrete curb at doorway #0B.

Figure 4.29. Room 01 (hall), doorway #0D.

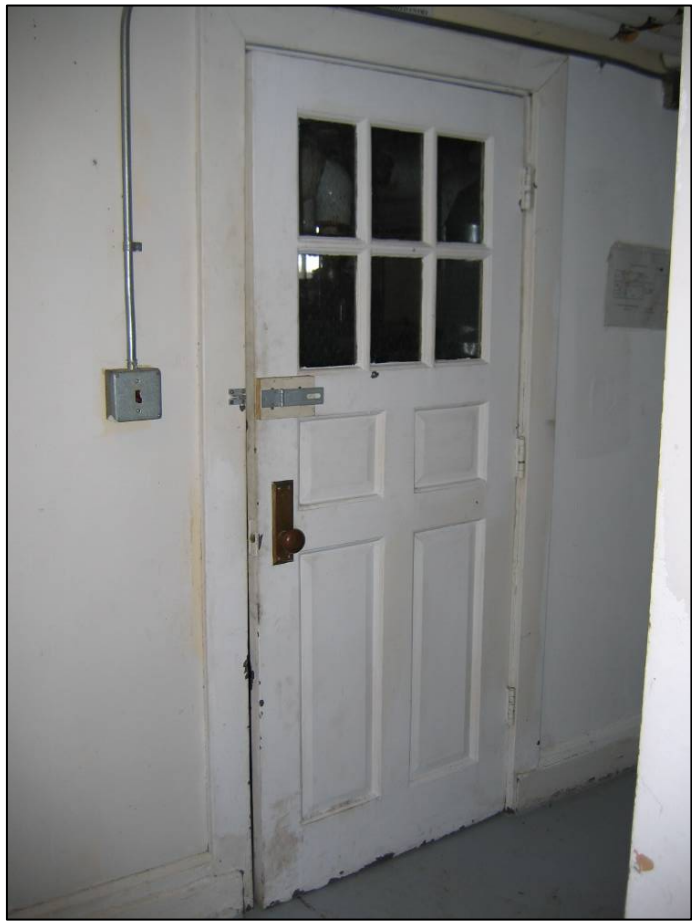


Figure 4.30. Room 01 (hall), window #E2, typical basement window.

Figure 4.31. Doorway #0C.



Figure 4.32. Room 01 (hall), east wall and basement stairway.

Figure 4.33. Room 01 (hall), basement stairway, newel post and cap.



Figure 4.34. Room 02 (storm clothes room), northwest corner.

Figure 4.35. Room 03 (laundry), south wall and floor.

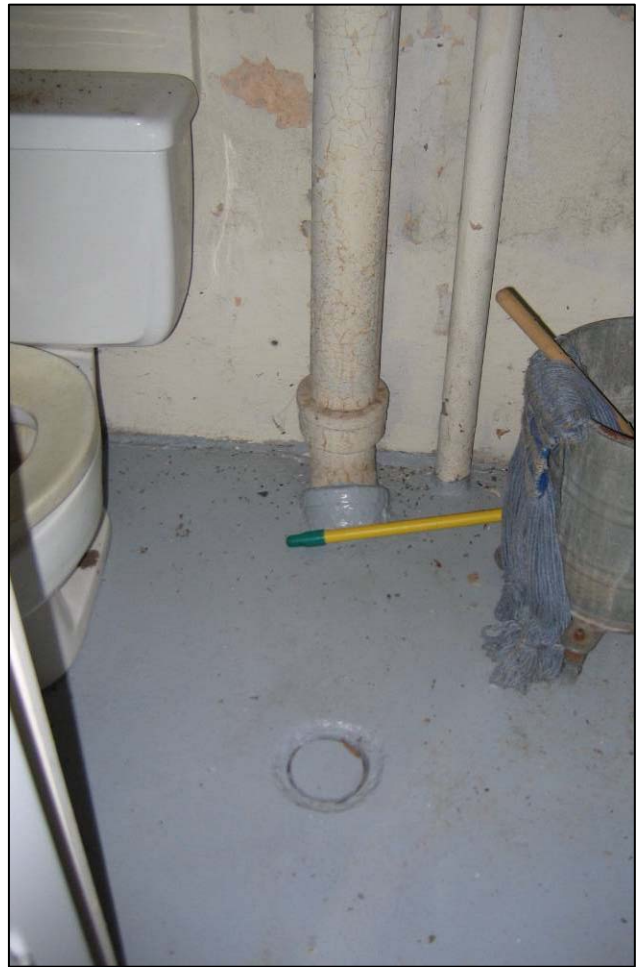


Figure 4.36. Room 01 (hall), doorway #0B.

Figure 4.37. Room 03
(laundry), soapstone sink.



Figure 4.38. Room 04
(coal room), southeast
corner.

Figure 4.39. Room 06
(boiler room), north wall.



Figure 4.40. Room 06
(boiler room), west wall.

Figure 4.41. Room 06
(boiler room), chimney.



Figure 4.42. Room 06
(boiler room), doorway
#0F.



Figure 4.43. Room 08 (shop and drill room), west wall, borrowed- light window.



Figure 4.44. Room 08 (shop and drill room), southwest corner.



Figure 4.45. Room 08 (shop and drill room), northeast corner.



Figure 4.46. Room 010 (provisions room), west wall.

Figure 4.47. Room 010
(provisions room),
southeast corner.



Figure 4.48. Room 011,
(storage).

Figure 4.49. Room 011 (storage), southeast corner.



Figure 4.50. Room 012 (pump room), north wall.

Interior Elements – First through Third Stories

Typical Interior Elements

The following architectural elements, as indicated on the original drawings, were typical throughout the first, second, and third stories, and unless noted otherwise presently remain in place.

Floors

Throughout the first and second stories, with the exception of the present bathrooms, modern sheet- vinyl and plywood underlayment installed in 2005 conceal the underlying historic floors. In conjunction with the 2005 flooring installations, a prior generation of vinyl and underlayment of unknown date were removed.¹ From details on the original drawings and evidence on the third story, where original floor treatments remain, it is possible to deduce a general pattern of original floor treatments as follows:

Hallways and High Traffic Areas

- linoleum three- sixteenths of an inch thick² and felt (i.e., solid brown jute- backed linoleum), on top of
- tongue- and- groove wood strips ²⁵/₃₂ of an inch thick by 3 ¼ inches wide, perpendicular to floor joists, on top of
- building paper and tongue- and- groove wood subfloor ²⁵/₃₂ inches thick laid diagonally.

Original Bathrooms

- “½ inch cork felt” (i.e., jute- backed linoleum with granular cork), on top of
- tongue- and- groove wood half an inch thick by 1 ½ inches wide, perpendicular to floor joists, on top of
- building paper and tongue- and- groove wood subfloor ²⁵/₃₂ of an inch laid diagonally.

Additional (Unspecified) Areas

- tongue- and- groove wood ²⁵/₃₂ of an inch thick by 3 ¼ inches wide, perpendicular to floor joists, on top of
- building paper and tongue- and- groove wood subfloor ²⁵/₃₂ of an inch thick, laid on the diagonal.

¹ NHPA Section 106 Compliance Documentation, 09/02/2004.

² U.S. Treasury Department Coast Guard Instructions for Painting United States Coast Guard Vessels, Boats and Stations. June 7, 1935, “Section 7 – Inside Painting, article 7X – Treatment of Linoleum.”

Walls

Exterior Walls

See “Current Physical Description: Exterior, Typical Exterior Building Elements, Exterior Walls.”

Interior Partitions

Typical interior partitions are half- inch gypsum plaster over half- inch “Celotex” fiberboard fastened to 2 x 4 or 2 x 6 wood studs at 16 inches on center.

Doorway and Window Casings

Doorway and window openings are typically cased with 4¼- inch butted flat wood boards. At the base of doorway casings are plinth blocks 7 inches high by 4½ inches wide by 1¼ inches thick. At the base of window openings are a stool 1¹/₁₆ inches thick and a flat board apron 3½ inches wide.

Baseboards

At the base of walls are 7- inch- high wood baseboards with a molded ogee top and continuous quarter- round shoe molding. The shoe molding overlapped finish flooring and terminated at doorway plinth blocks with a miter. Shoe moldings are presently missing throughout the first and second stories, but remain throughout the third story.

Chair Rail

A continuous flat wood chair rail 4¼ inches wide is typically mounted at a level 2 feet, 10 inches above the finish floor.

Ceilings

Typical ceilings consist of half- inch gypsum plaster over half- inch “Celotex” fiberboard fastened to the underside of floor joists.

Mechanical Equipment

Interior spaces are typically heated by cast-iron radiators in sizes and locations as indicated on the original drawings. The original radiators are labeled on their top end cap with the manufacturer's name. The units correspond to "Compac" floor-mounted radiators as manufactured by Crane Co., Chicago, Illinois.³ Original heating pipes remain exposed throughout the building.

The present sprinkler system was installed in 1999. Throughout the first and second stories, exposed branch piping is concealed by "DecoShield" plastic covers.

First- Story Rooms

Room 101 – Entrance and Stair Hall

Room 101 retains the configuration shown on the original drawings.

Floor

The detail for the front exterior doorway sill on the original drawings indicates that the original flooring in this room was the typical hallway treatment of linoleum.

North Wall

A continuous horizontal 2 x 6 board bearing various styles of coat hooks is mounted in the northwest corner. This element is not indicated on original drawings and its date is not known. (See Fig. 4.52.) A second heating riser in the northeast corner extends below the ceiling to a later radiator in room 207.

West Wall

A ca.- 1985 electrical subpanel is recessed into the wall to the right of doorway #1D.⁴ A vertical wood batten is centered below the electrical panel for mounting a fire extinguisher below the chair rail. (See Fig. 4.52.) This feature is not indicated on the original drawings, and is of unknown date.

Stairway

The present stairway remains as shown on the original drawings. Side walls have a typical wood baseboard and chair rail running parallel to the stringers. On both sides, a wood handrail is mounted to the chair rail on metal brackets. The lower end of the stair terminates with an open balustrade consisting of a molded wood rails with balusters 1³/₈ inches square and a 3¹/₂- inch-

³ Crane Co., Chicago, "Crane Plumbing and Heating for Architects No. 56- A, p. 198.

⁴ NHPA Section 106 compliance documentation, 11/ 1985.

square newel post with molded cap. (See Fig. 4.53.) As indicated on the original drawings, the intermediate landing had linoleum recessed flush with the wood stair nosing. By 1992, a later radiator of unknown date was located below the open stairway balustrade. This radiator has since been removed.⁵

Front Doorway #1A

See “Current Physical Description: Exterior, Building Elevations, East (Front) Façade, Front Doorway #1A.” The interior casings and threshold are nonhistoric alterations.

Doorway #1C to Basement Stairway

Doorway #1C has an original wood door with six solid raised panels.

Room 102 – Mess Room

Room 102 retains the configuration shown on the original drawings.

Floor

The original floor treatment is not known.

North Wall

A vertical wood batten of unknown date is mounted below the chair rail in the northeast corner.

Doorway #1J to Kitchen (Room 103)

The frame and casing were altered at unknown date, and the original door is missing. (See Fig. 4.58.) As indicated on the original drawings, the opening had a wood door with four solid raised panels and six lights with “obscured glass.”

Doorway #1B to Hall (Room 101) and Doorway #1K to Day Room (Room 111)

The original frames and casings for both doors remain, but the doors are missing. As indicated on original drawings, both openings had wood doors with four solid raised panels and six lights. The glazing for door #1B was “obscured glass.” The glazing for door #1K was plain glass.

⁵ NHPA Section 106 compliance documentation, 11/ 21/ 1994.

Room 103 – Kitchen

Room 103 retains the configuration shown on the original drawings.

Floor

The original floor treatment is unknown.

East- Wall Built- in Cabinet

The lower portion of the original floor- to- ceiling wood cabinet on the east wall is missing, and a wood bracket is scabbed onto the left side panel. The original doors to the upper cabinet have also been replaced. The date of these alterations is unknown. Complete cabinet details are shown on the original drawings. A modern stainless- steel counter stands in the location of the missing lower cabinet. (See Figs.4.60 and 4.61.)

West Wall

Original built- in counters and a sink have been replaced by modern stainless- steel counters. The thimble for the original range's stove- pipe connection is located near the southeast corner. (See Fig. 4.62.) The present through- wall exhaust fan was installed between 1958 and circa 1974.

North Wall

The typical 4¼- inch chair rail is mounted approximately 4 feet above the floor; it returns onto the east and west walls. (See Fig. 4.63.)

Doorway #1L to Pantry (Room 104)

The original frame and casing remain, but the wood door with six solid raised panels is missing.

Doorway #1M to Back Hall (Room 105)

The original frame and casing remains, but the original wood door with four solid raised panels and six- light vision panel with “obscured glass” is missing.

Room 104 – Pantry

Room 104 retains the configuration seen on the original drawings.

Floor

The original floor treatment is not known.

West Wall

The original borrowed- light window with “obscured glazing” is boarded over. Two tiers of original wood shelving partially remain with all of its original wood ledgers and metal brackets. An original built- in cabinet below the borrowed- light window was removed at unknown date. (See Fig. 4.64.)

East Wall

Three of four tiers of original wall- mounted wood shelving remain, as do all original wood ledgers and metal brackets. (See Fig. 4.65.)

Room 105 – Rear Stair Hall

Room 105 retains the configuration shown on the original drawings.

Floor

The original floor treatment is not known.

East Wall

The original borrowed- light window opening to the pantry (room 104) is boarded over, but the original frame and casings remain. (See Fig. 4.66.) A later electrical panel is recessed into the wall to the right of the borrowed- light window.

North Wall

The wall- mounted plywood panel and fire- alarm control panel were installed circa 1999.

Rear Stairway

The rear stairway remains as indicated on the original drawings. The steps have semicircular sheet- copper kick plates applied to the risers. These are of unknown date, but may be original. (See Fig. 4.67.)

Doorway #1N to Rear Porch, Circa 1985

See “Current Physical Description: Exterior, Building Elevations, North Elevation, Kitchen Entrance Porch.”

Room 106 – Bedroom (Currently a Bathroom)

Room 106 has been converted to a handicapped- accessible bathroom. The date of this alteration is unknown. The original frame closet in the southwest corner was removed at that time. The present floor is ceramic tile. Original plaster walls and ceilings are concealed by a suspended ceiling and wall paneling.

Floor

The original floor treatment is not known.

Doorway #1D to Entrance and Stair Hall (Room 101)

The present 3-foot-wide wood door with six solid raised panels replaced the original six-panel wood door – which was 2 feet, 8 inches wide – when the room was converted to the accessible bathroom. (See Figs. 4.52 and 4.69.)

Room 107 – Passageway (Originally Part of Office 108)

Room 107 was originally continuous with the office (room 108), but has since been separated from it by the addition of the east wall and doorway #1G. The date of this alteration is not known.

Floor

The original floor treatment is not known.

East Wall

The present east wall is a later frame partition of unknown date. As indicated on the original drawings, there was no partition in this location; the floor and ceiling of the present room were continuous with those of the adjacent office (room 08). (See Figs. 4.70- 4.71.)

South Wall

The present south wall is either a later frame partition of unknown date or the altered original partition. The date of the alteration is unknown. As indicated on the original drawings, the wall had a typical molded baseboard and chair rail, but no openings. The present wall has a plain baseboard and no chair rail. (See Fig. 4.70.)

North and West Walls

The present walls are typical interior partitions with original baseboards and chair rails. (See Fig. 4.71.)

Room 108 – Office (Currently a Bedroom)

Room 108 was originally continuous with the adjacent passageway (room 107), but was later separated from it by the addition of the east wall and doorway #1G. Extensive cabinetry and closets on the west wall have also been removed. The date of these alterations is not known.

Floor

The original floor treatment is not known.

North Wall

A horizontal board and coat hooks of unknown date are mounted on the north wall. (See Fig. 4.72.)

East Wall

A “push button for gong” was originally located to the right of window #E10 on the east wall. As indicated on the original drawings, this button controlled an alarm bell that is now missing from the south wall of room 101, the entrance and stair hall.

West Wall

The present wall is either an altered original wall or fully reconstructed frame partition of unknown date. As detailed on the original drawings, the west wall consisted entirely of paneled doors. At the center of the wall was a wood door with three raised panels opening to a closet. On either side were pairs of similar wood doors opening to an ordnance locker on the right and a chart case on the left. Above these doors were storage compartments with wood doors 1 foot, 7 inches high. In place of the original doors, the present wall has plaster or plasterboard finish and a plain wood baseboard and chair rail. (See Fig. 4.73.)

Doorway #1G to Room 107 (Passageway)

Doorway #1G has casings of butted flat boards without the typical plinth blocks. This reflects the fact that there was no door originally in this location. The door here is a wood door with four solid raised panels and one large solid panel; it appears to have been altered from the typical six- light configuration, and was probably salvaged from another location in the building.

Room 109 – Bathroom, Chart Case, Ordnance Locker, and Closets (Currently a Bathroom)

Room 109 originally comprised a private bathroom and closet adjoining the Officer in Charge’s bedroom (room 110), and the interiors of the chart case, closet, and ordnance locker opening into the office (room 108). These spaces were gutted at an unknown date.

Doorway #1H to Passageway (Room 107)

Doorway #1H has casings of butted flat boards without the typical plinth blocks. This reflects the fact that there was no door originally in this location. The door here is a wood door with six solid raised panels; it was probably salvaged from another location in the building. (See Fig. 4.74.)

Toilet Partitions

The present wood toilet partitions are identical to partitions presently in the bathroom (room 205), but are of unknown origin. (See Fig. 4.75.)

Room 110 – Officer- in- Charge Bedroom (Current Bedroom)

Room 110 retains the configuration shown on the original drawings, as well as extensive alterations of unknown date on the east wall.

Floor

The original floor treatment is not known.

East Wall

The present east wall is either the altered original wall or a fully reconstructed frame partition of unknown date. As shown on the original drawings, the east wall had two closet doorways and a doorway leading to a private bathroom. The present wall has plaster or plasterboard finish and a plain (not molded) wood baseboard and chair rail. (See Fig. 4.76.)

Doorway #1I to Room 107 (Passageway)

Doorway #1I has a typical frame and casing, and an original wood door with six solid raised panels. (See Fig. 4.77.)

Room 111 – Day Room

Room 111 retains the configuration shown on the original drawings.

Floor

The original floor treatment is not known.

East Wall

A later baseboard radiator of unknown date was added on the east wall. (See fig. 4.79.)

Doorway #1O to Boat Room (Room 112)

Doorway #1O has a typical casing and a wood door with four raised solid panels and six lights, as indicated on the original drawings. (See Figs. 4.80 and 4.81.)

Room 112 – Originally Part of Boat Room (Currently a Lounge)

Room 112 was part of the original boathouse, which was subdivided and altered to the present three- room configuration (rooms 112, 113, and 114) by the National Park Service in 1962.

Floor

The present floor is 1962 wood framing constructed over the original concrete floor slab, with wall- to- wall carpet over earlier sheet vinyl flooring. (See Fig. 4.82.)

North, South, and East Walls

The present north, south, and east walls are original exterior walls with typical window trim. The plain baseboards and fin- tube radiators date from the 1962 alterations.

West Wall

The west wall is an interior frame partition constructed in 1962.

Pair of Windows #E17

The pair of windows in the center of the west wall dates from 1962. See “Current Physical Description: Exterior, Building Elevations, East Elevation, Nonhistoric Pair of Windows #E17/Missing Boat Doorway.”

Stairway and Ramp

The present stairway and ramp with wood handrails on the south wall replaced a stairway and pipe handrail depicted on the original drawings. (See Fig. 4.85.)

Doorway #1P

The present insulated steel door and wide flat casing were probably installed in conjunction with the exterior handicapped ramp after 1992. See “Current Physical Description: Exterior, Building Elevations, South Elevation, Boathouse Secondary Doorway #1P.”

Ceiling

The present ceiling appears to be the original boat room ceiling. As indicated on the original drawings, the boat room had a typical plaster ceiling with a suspended 30- section radiator and two scuttles to the unfinished loft. The radiators are presently missing, but the scuttles remain.

Rooms 113 and 114 – Originally Part of Boat Room (Currently an Office and Bedroom)

Rooms 113 and 114 were created when the original boat room was subdivided in 1962.

Floor

This is the same as the floor in room 112.

Exterior Walls

The present exterior walls in these two rooms are original with typical window trim.

Interior Partitions and Doorways #1Q and 1R

The present walls between these two rooms and room 112 are 1962 frame partitions, with their respective doorways and the borrowed- light window in room 113.

Window #S7

The present window replaced an original doorway in 1962. See “Current Physical Description: Exterior, Building Elevations, South Elevation, Nonhistoric Window #S7/Missing Boathouse Secondary Doorway.”

Ceiling

This is the same as the ceiling in room 112.

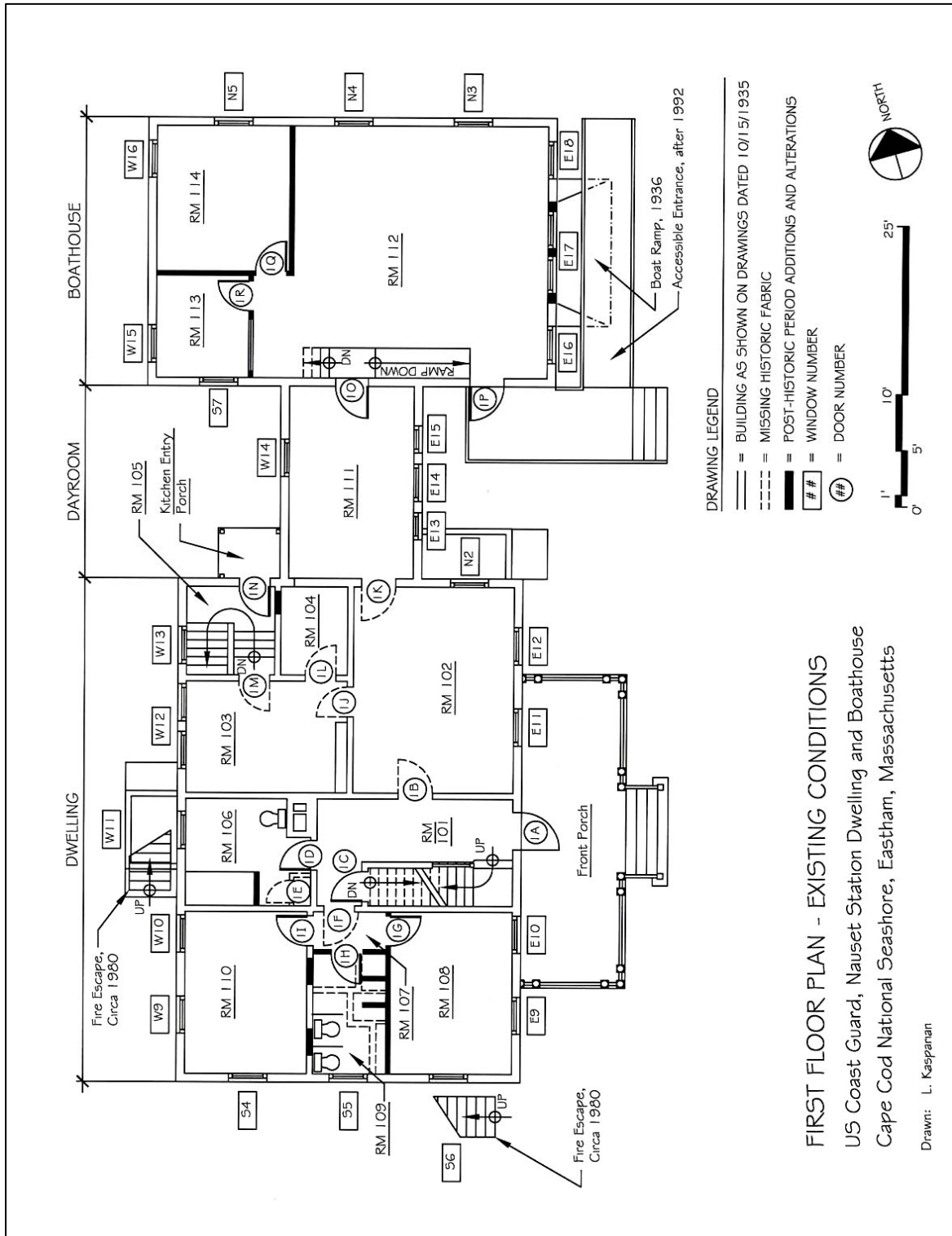


Figure 4.51. First-Floor Plan – Existing Conditions.

Figure 4.52. Room 101(entrance and stair hall), west wall.



Figure 4.53. Room 101 (entrance and stair hall), east wall and front doorway #1A.

Figure 4.54. Room 101 (entrance and stair hall), south wall and stairway.



Figure 4.55. Room 101 (entrance and stair hall), stairway.



Figure 4.56. Room 102 (mess room), north wall and doorway #1K.



Figure 4.57. Room 102 (mess room), south wall and doorway #1B.



Figure 4.58. Room 102 (mess room), east wall.



Figure 4.59. Room 102 (mess room), west wall and doorway #1J.

Figure 4.60. Room 103 (kitchen), east wall and altered kitchen cabinet.

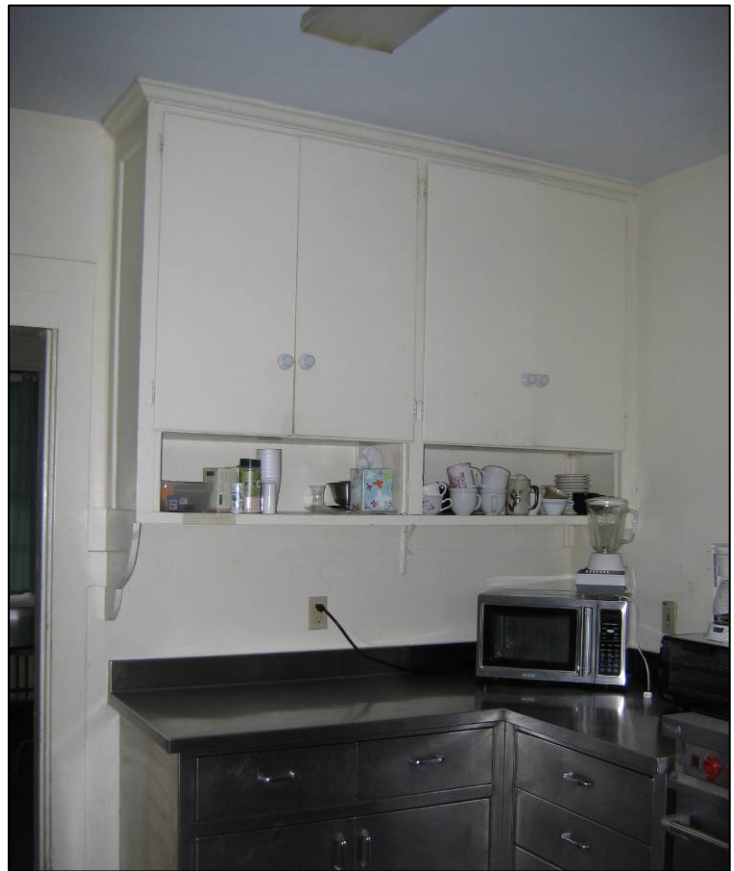


Figure 4.61. Room 103 (kitchen), altered kitchen- cabinet detail.

Figure 4.62. Room 103 (kitchen), east wall.



Figure 4.63. Room 103 (kitchen), north wall and doorway #1M.

Figure 4.64. Room 104 (pantry), west wall and blocked borrowed- light window opening.



Figure 4.65. Room 104 (pantry), east wall.

Figure 4.66. Room 105
(rear stair hall), east wall,
northeast corner.



Figure 4.67. Room 105
(rear stair hall), stairway.

Figure 4.68. Room 105 (rear stair hall), north wall and doorway #1N.

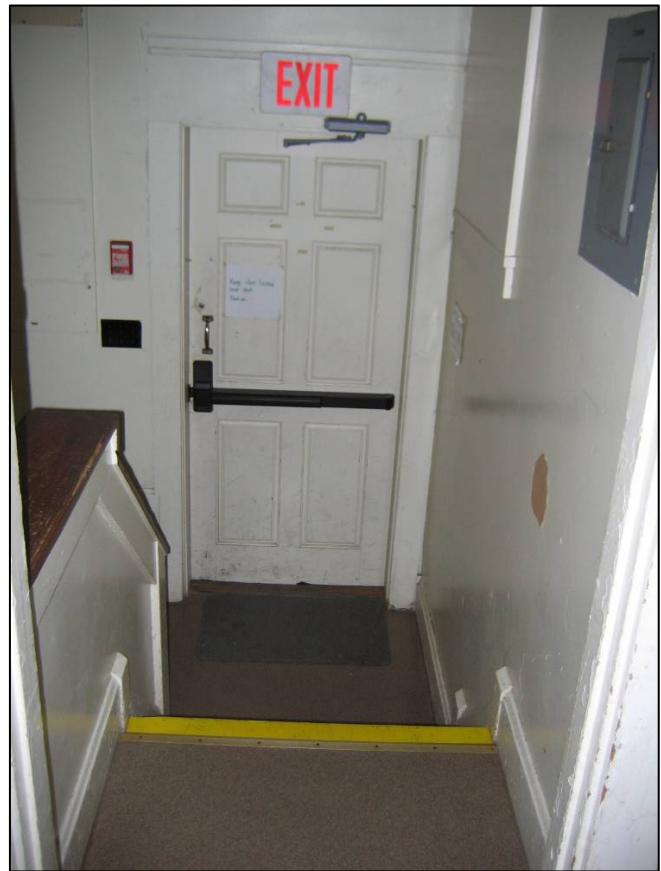


Figure 4.69. Room 106 (former bedroom), east wall and doorway #1D.



Figure 4.70. Room 107 (passageway), south wall, southeast corner.



Figure 4.71. Room 107 (passageway), north wall, northeast corner.

Figure 4.74. Room 107 (rear stair hall), south wall and doorway #1H.



Figure 4.75. Room 109 (bathroom and closets), west wall and toilet stall.

Figure 4.76. Room 110
(officer- in- charge
bedroom), east wall.



Figure 4.77. Room 110
(officer- in- charge
bedroom), northeast
corner and doorway #1I.

Figure 4.78. Room 111 (day room), south wall and doorway #1K.

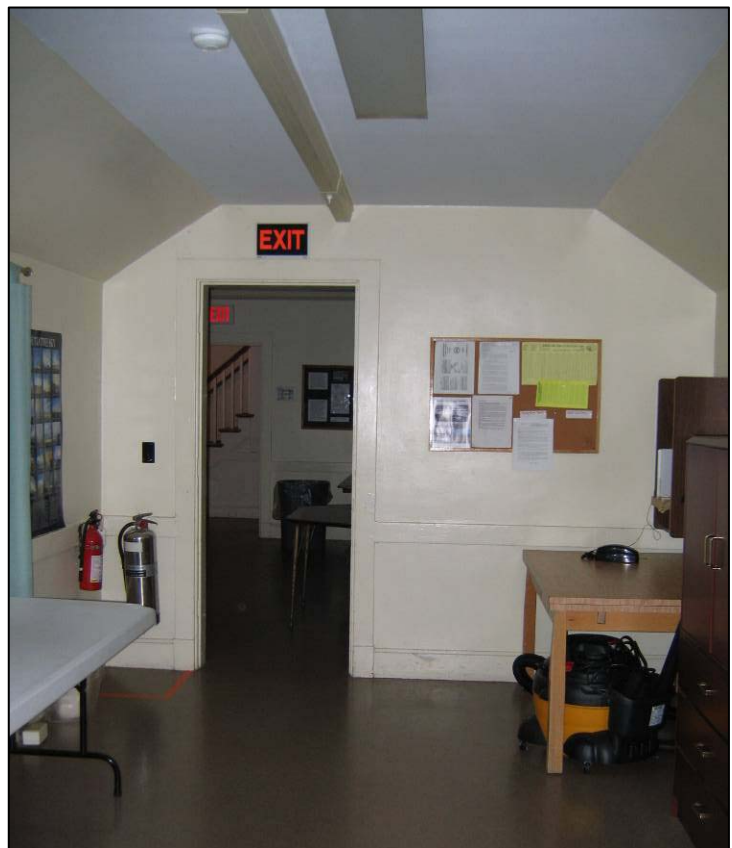


Figure 4.79. Room 111 (day room), east wall, later radiator.

Figure 4.80. Room 111 (day room), north wall and doorway #10.



Figure 4.81. Room 112 (part of former boat room), doorway #10.

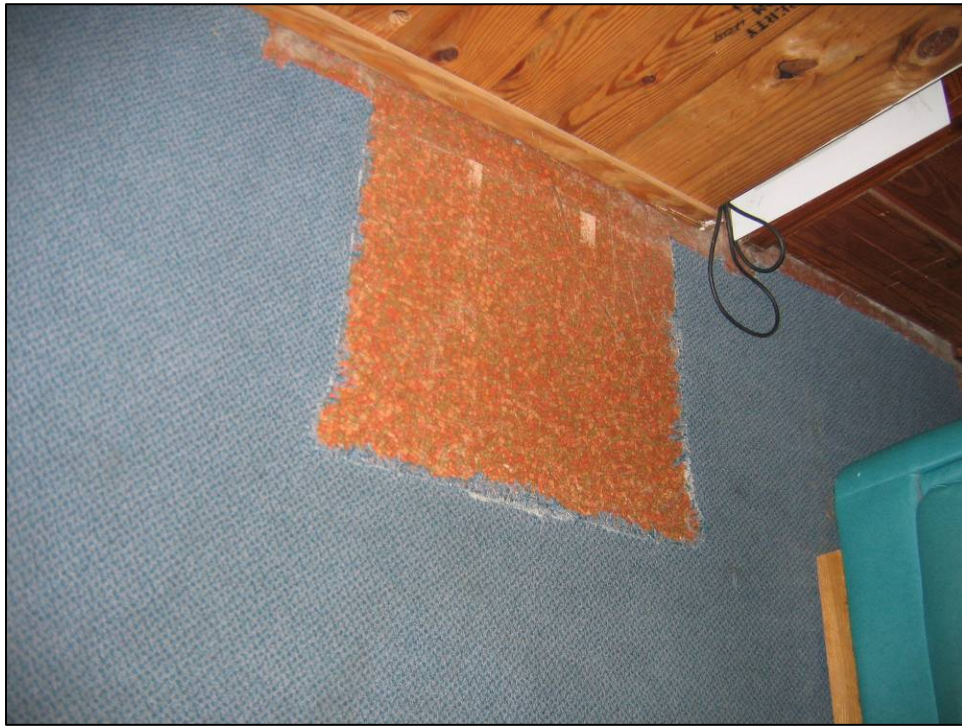


Figure 4.82. Room 112 (part of former boat room), floor at northwest corner.



Figure 4.83. Room 112 (part of former boat room), east wall.



Figure 4.84. Room 112 (part of former boat room), north wall.



Figure 4.85. Room 112 (part of former boat room), south wall and nonhistoric ramp.

Second- Story Rooms

Room 201 – Hall

Room 201 retains the configuration shown on the original drawings.

Floor

The present sheet vinyl replaces linoleum, which was the original treatment in hallways.

Walls

At the top of the stairway is a half- wall or “plaster rail” on the south side and a matching pilaster on the north side as indicated on the original drawings. Both have flat boards on the top and end. (See Figs.4.87- 4.88.)

Stairway

See the discussion “First- Story Rooms, Room 101.”

Doorways #2D, #2K, and #2L

All three doorways have typical casings and wood doors with four solid raised panels and six lights, as indicated on the original drawings. The lights on doors #2D and 2K had obscured glass, while door #2L had clear glass. Some of the obscured glass has been replaced with alternate materials. (See Figs. 4.89 and 4.90.)

Doorways #2A, #2E, and #2I

All three doorways have original wood doors with six solid raised panels.

Room 202 – Dormitory and Lockers 202 a - i

Room 202 retains the configuration shown on the original drawings, incorporating a nonhistoric egress doorway and other alterations.

Floor

The present sheet vinyl replaces the original floor treatment, which is not known.

Walls

As indicated on the original drawings, the present sloped plaster soffit in the southwest corner of the room conceals the former internal drain pipe from the watch tower’s observation deck.

Built- in Lockers 202 a - i and Doorways #2N - 2V

As indicated on the original drawings, the interiors of lockers 202 a - i were each plastered and fitted with a built- in wood cabinet with three drawers, a closet pole, and an upper shelf supported on wood ledgers. Presently lockers 202 d, e, g, and h are lacking cabinets. All of the lockers retain their upper- shelf ledgers, but many are missing the shelf and closet pole. Doorways #2N - 2V and their hinges are presently missing. As indicated on the original drawings, each of these was a wood door with six solid raised panels. Closer inspection of locker interiors and doorway frames is necessary to determine whether the locker doors and interior cabinets were actually constructed as designed and later altered, or if the lockers were constructed without doors and with variations in cabinetry. (See Figs. 4.91 - 4.93.)

Window #E23

The upper sash of this window is presently stuck in a partially open position, and resultant gaps at the top rail and meeting rail are stuffed with newspaper.

Window #W21/ Nonhistoric Doorway #2W

See “Current Physical Description: Exterior, Building Elevations, West Elevation,” and Fig. 4.94.

Room 203 – Bedroom 3 and Closet 203a

Rooms 203 and 203a retain the configurations shown on the original drawings. (See Figs. 4.95- 4.96.)

Floor

The present sheet vinyl replaces the original floor treatment, which is not known.

Room 204 – Bedroom 2 and Closets 204 a and b

Rooms 204, 204a, and 204b retain the configuration shown on the original drawings, as well as a nonhistoric egress doorway. (See Figs. 4.97- 4.98.)

Floor

The present sheet vinyl replaces the original floor treatment, which is not known.

Window #S8/ Nonhistoric Doorway #2W

See the discussion “Current Physical Description: Exterior, Building Elevations, South Elevation,” and Fig. 4.99.

Room 205 – Crew’s Bath

Room 205 retains the configuration shown on the original drawings, but with extensive alterations of unknown date. (See Fig. 4.100.)

Floor

The present ceramic tile flooring is a recent nonhistoric alteration of unknown date.

Walls

The present vinyl wall panels, ceramic tiles, and shower stall partitions are recent nonhistoric alterations of unknown date

Plumbing Fixtures and Toilet Partitions

The present modern plumbing fixtures are of unknown date, but they are installed in original fixture locations, as indicated on the original drawings. Drawings indicate a single “steel partition” between the toilets. At present there are two wood partitions of unknown origin, which match partitions in room 109.

Window #S9

See the discussion “Current Physical Description: Exterior, Building Elevations, South Elevation, Windows #S5 and #S9.”

Radiator

The original drawings indicated a 10- section cast- iron radiator in the southwest corner. At present there is a baseboard radiator of unknown date under window #S9.

Room 206 – Bedroom 1 and Closets 206 a & b

Rooms 206, 206a, and 206b retain the configuration shown on the original drawings. (See Fig. 4.101.)

Floor

The present sheet vinyl replaces the original floor treatment, which is unknown.

North Wall

A horizontal board with coat hooks is mounted on the north wall, similar to the board in room 108. Neither of these features is shown on the original drawings.

Closet 206a

The typical closet cabinet and shelf are missing from this space. (See Fig. 4.102.)

Room 207 – Storage (Hallway)

Room 207 retains a high level of architectural integrity and original finishes. (See Fig. 4.103.)

Floor

Linoleum remains as shown on the original drawings, representing the original treatment in hallways and high- traffic areas. See the discussion “Typical Interior Elements, First through Third Stories,” and Fig. 4.104.)

Walls

The original drawings indicated four tiers of wall- mounted shelving on the north and south walls. This shelving is presently missing. Closer inspection is required to determine if the shelving was originally constructed and later removed, or if it was never constructed.

Doorway #2M

The door is presently missing from this doorway, but its hinges and threshold remain.

Stairway

The present stairway remains as indicated on the original drawings, with a high level of architectural integrity and finish. (See Figs. 4.105- 4.106.) A later radiator of unknown date is located on the lower landing.

Radiator

The 9- section cast- iron radiator remains in the northeast corner of the room, as indicated on the original drawings. A taller 10- section radiator beside the original unit is of unknown date.

Room 208 – Boathouse Loft (Unfinished Attic)

The space under the boathouse roof remains as an unfinished attic.

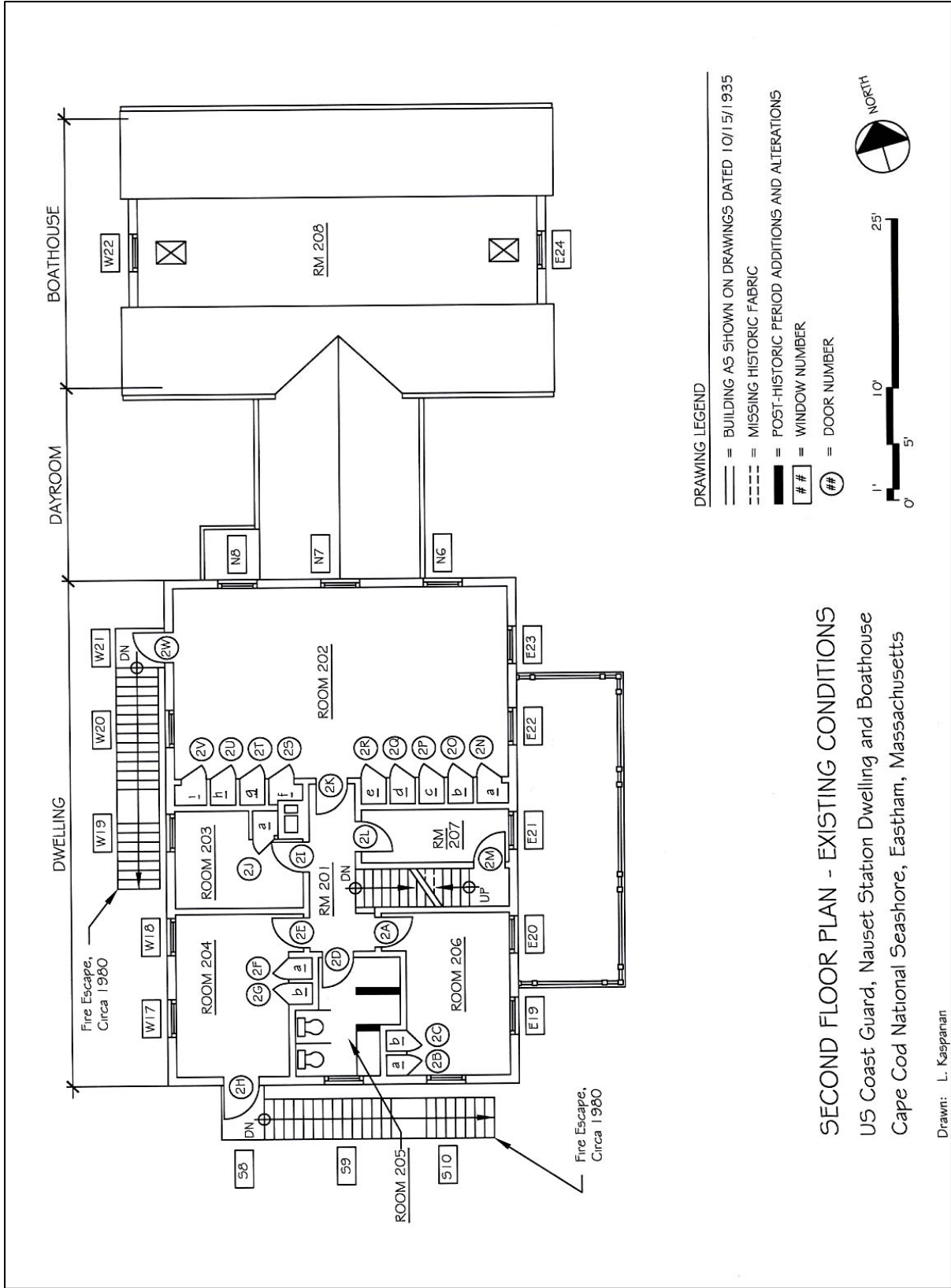


Figure 4.86. Second- Floor Plan – Existing Conditions.

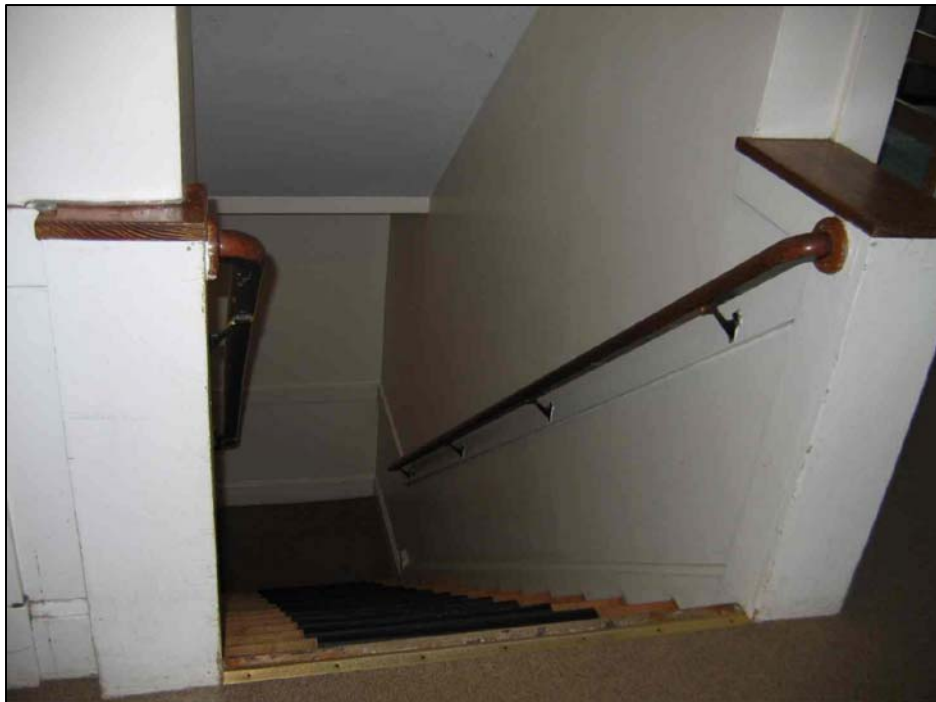


Figure 4.87. Room 201 (hall), stairway and “plaster rails.”



Figure 4.88. Room 201 (hall), stairway and “plaster rail.”

Figure 4.89. Room 201 (hall), north wall and doorway # 2K.

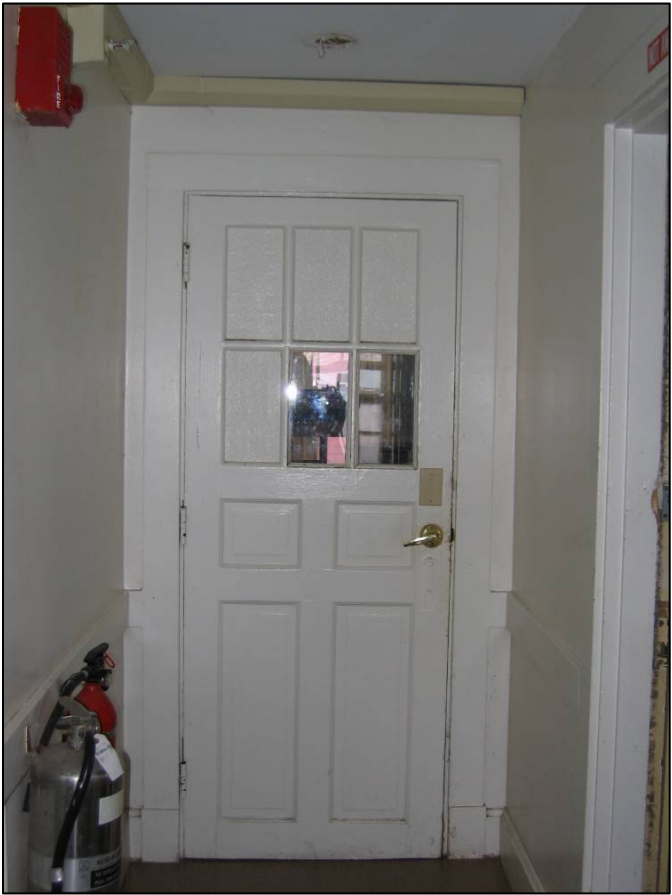


Figure 4.90. Room 201 (hall), south wall and doorway #2D.



Figure 4.91. Room 202 (dormitory), south wall, southwest corner.



Figure 4.92. Room 202 (dormitory), south wall, southeast corner.

Figure 4.93. Room 202 (dormitory), east wall, locker #202f.



Figure 4.94. Room 202 (dormitory), west wall and doorway #2W.

Figure 4.95. Room 203 (bedroom 3), northwest corner and doorways #2J and #2I.

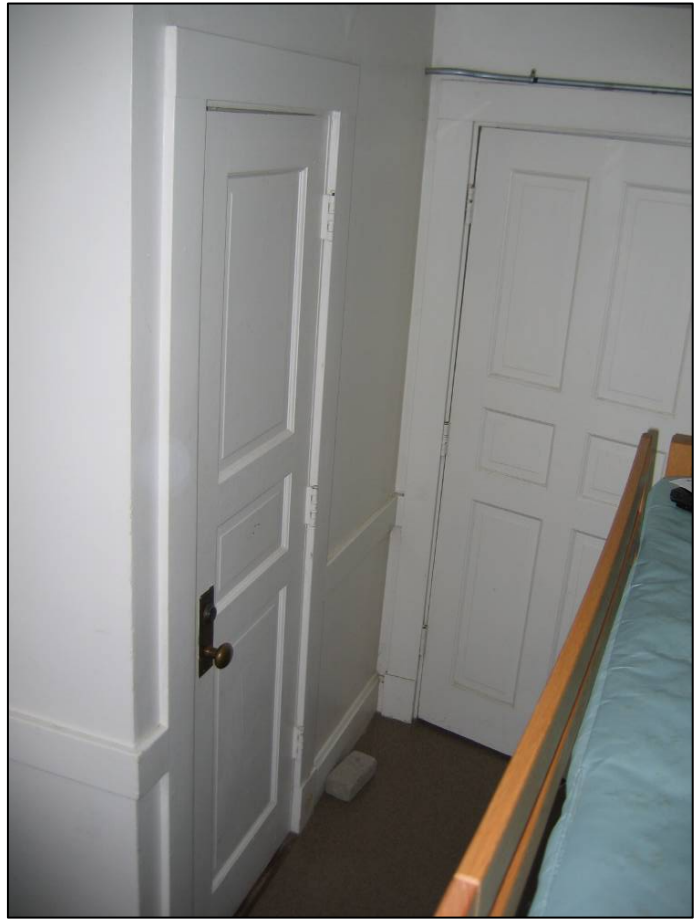


Figure 4.96. Closet 203a.

Figure 4.97. Room 204 (bedroom 2), east wall and doorways #2F and #2G.



Figure 4.98. Room 204 (bedroom 2), closet 204b.

Figure 4.99. Room 204 (bedroom 2), south wall and doorway #2H.

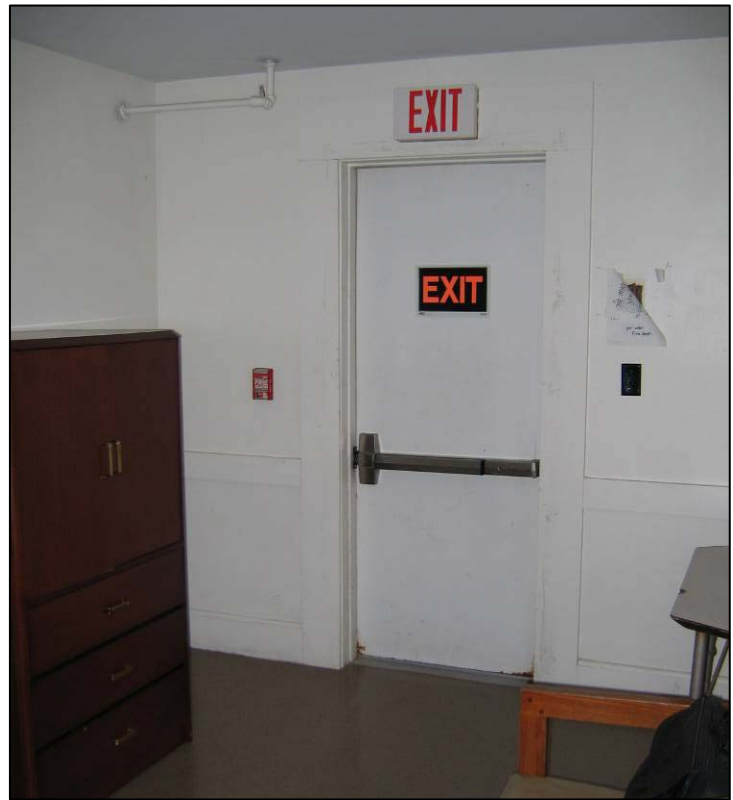


Figure 4.100. Room 205 (crew's bath) and doorway #2D.

Figure 4.101. Room 206 (bedroom 1), southwest corner.



Figure 4.102. Room 206 (bedroom 1), closets 206a and 206b.

Figure 4.103. Room 207
(hallway), south wall.



Figure 4.104. Room 207
(hallway), original
threshold and flooring at
doorway #2M.

Figure 4.105. Room 207 (hallway), south wall and stairway details.



Figure 4.106. Room 207 (hallway), stairway view from third- story landing.

Third- Story Rooms

The entire third story retains a high level of architectural integrity and historic finishes. An original wood door salvaged from elsewhere in the building with six solid raised panels is stored in room 303.

Room 301 – Loft Stair Hall

Floor

Linoleum remains intact, as indicated on the original drawings, representing the original floor treatment at hallways and high- traffic areas. See the discussion “Typical Interior Elements – First through Third Stories,” and Fig. 4.108.

Walls

See the discussion “Current Physical Description: Exterior, Building Elevations, Watch Tower, Exterior Walls.” The chimney projects from the west wall and is finished with plaster. The upper part of the south wall is supported on a beam consisting of three 2 x 10s, which spans over the open stairwell. The lower part of the wall is set back behind the stairway and the beam. (See Figs. 4.109- 4.110.)

At the top of the stairway is a half- wall or “plaster rail,” indicated on the original drawings, with flat wood boards encasing the end and top. (See Fig. 4.109 and 4.111.)

Ceiling

Approximately half of the ceiling is missing, revealing new wood framing members in areas that were subject to leaking at the intersection of the tower and main roof. (See Fig. 4.113.)

Watch Tower Ladder and Scuttle

The original wood ladder with steel pipe rail and scuttle remains intact in the center of the room. (See Fig. 4.114.)

Doorways #3A and #3B

Both doorways have typical trim and original half- height wood doors with two raised panels. (See Fig. 4.114.)

Doorways #3C and #3D

As indicated on the original drawings, both doorways are typical cased openings without doors. (See Fig. 4.109.)

Rooms 301a and 301B –Storage (Unfinished Eave Space)

Both spaces have exposed roof and wall framing and subflooring.

Room 302 – South Loft Room

Floor

The floor consists of tongue- and- groove wood flooring²⁵/₃₂ of an inch thick by 3¼ inches wide, running perpendicular to the north- south floor joists over diagonal subflooring. It has a heavy build- up of paint coatings.

Walls

A cast- iron plumbing stack rises in front of the south wall in the southeast corner of the room and penetrates through the ceiling. In the southeast corner is a wall- mounted wood shelf supported on the chair rail and on vertical batten strips with metal brackets. (See Fig. 4.115.)

Doorways #3E and #3F

Both doorways have typical trim and original half- height wood doors with two raised panels. (See Fig.4.118.)

Room 302a –Storage (Unfinished Eave Space)

This space has exposed roof and wall framing and subflooring.

Room 302b – Storage

Floor

The diagonal wood subfloor is exposed.

Walls

The original drawings indicate this space as unfinished; however, the walls are presently finished with plaster or plasterboard without baseboards. There are also two wood shelves supported on narrow wood ledgers. (See Fig.4.116.)

Room 303 – North Loft Room

Floor

The floor consists of tongue- and- groove wood flooring²⁵/₃₂ of an inch thick by 3¼ inches wide, running parallel to the east- west floor joists over diagonal subflooring. It has a heavy build- up of paint coatings.

Doorways #3G and #3H – To Unfinished Eave Spaces

Both doorways have typical trim and half- height wood doors with two solid raised panels. (See Fig. 4.118.)

Room 303a and 303b – Unfinished Eave Spaces

Both spaces have exposed roof and wall framing and subflooring.

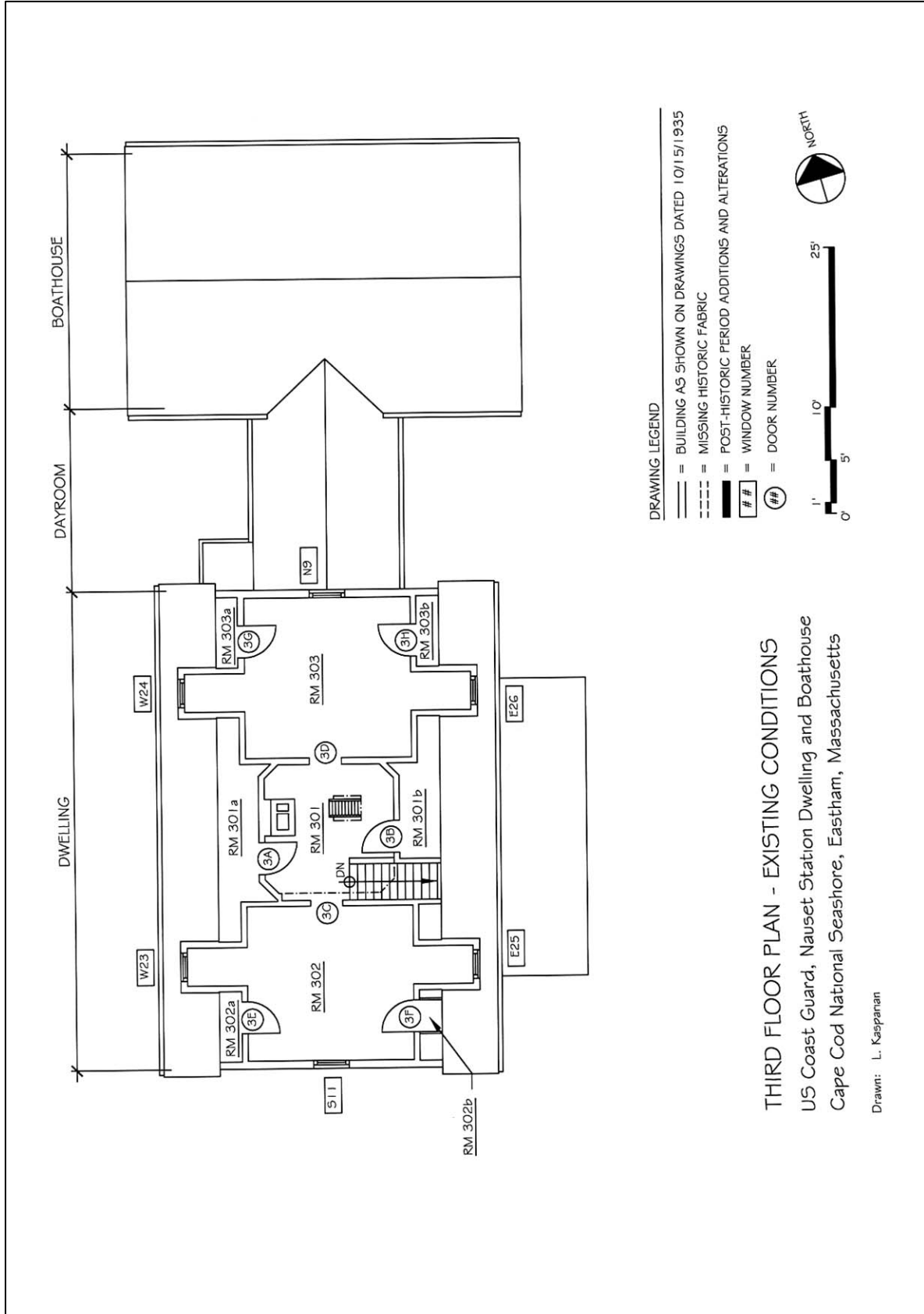


Figure 4.107. Third (Loft) Floor Plan – Existing Conditions.

Figure 4.108. Room 301 (loft stair hall), typical doorway casing and baseboard with quarter-round shoe molding and linoleum flooring.



Figure 4.109. Room 301 (loft stair hall), southwest corner.

Figure 4.110. Room 301 (loft stair hall), southeast corner.



Figure 4.111. Room 301 (loft stair hall), plaster rail at top of stairway.

Figure 4.112. Room 301 (loft stair hall), detail of ladder to room 401 (watch room).



Figure 4.113. Room 301 (loft stair hall), ceiling damage at southwest corner.

Figure 4.114. Room 301 (loft stair hall), west wall and doorway #3A.



Figure 4.115. Room 302 (south loft room), southeast corner.

Figure 4.116. Room 302
(south loft room), closet
302b.



Figure 4.117. Room 303
(north loft room), west
dormer.



Figure 4.118. Room 303 (north loft room), doorway #3H.

Fourth- Story Room

The fourth story retains a high level of architectural integrity and historic finishes.

Room 401 – Watch Room

Floor

Original linoleum flooring is presently concealed under nonhistoric wall- to- wall carpet. The hinged scuttle doorway in the northeast corner of the room has a steel pipe rail extending from the floor to the east wall. (See Fig. 4.120.)

Walls

See the discussion “Current Physical Description: Exterior, Building Elevations, Watch Tower.” The chimney projects from the west wall and is plastered. The upper half of the north, south, and east walls are entirely occupied by double- hung windows with one- over- one wood sashes glazed with plate glass. (See Fig. 4.121.)

Ceiling

A molded wood cornice encircles the ceiling. The original wind dial on the ceiling is missing; however, the penetration of the center mast through the ceiling and evidence of the original dial is visible through the peeling ceiling paint. A later electrical junction box and rigid conduit runs from the north wall into the area of the dial. (See Fig. 4.122.)

Doorway #4A

See the discussion “Current Physical Description: Exterior, Building Elevations, Watch Tower, Observation Deck Access Doorway #4A.”

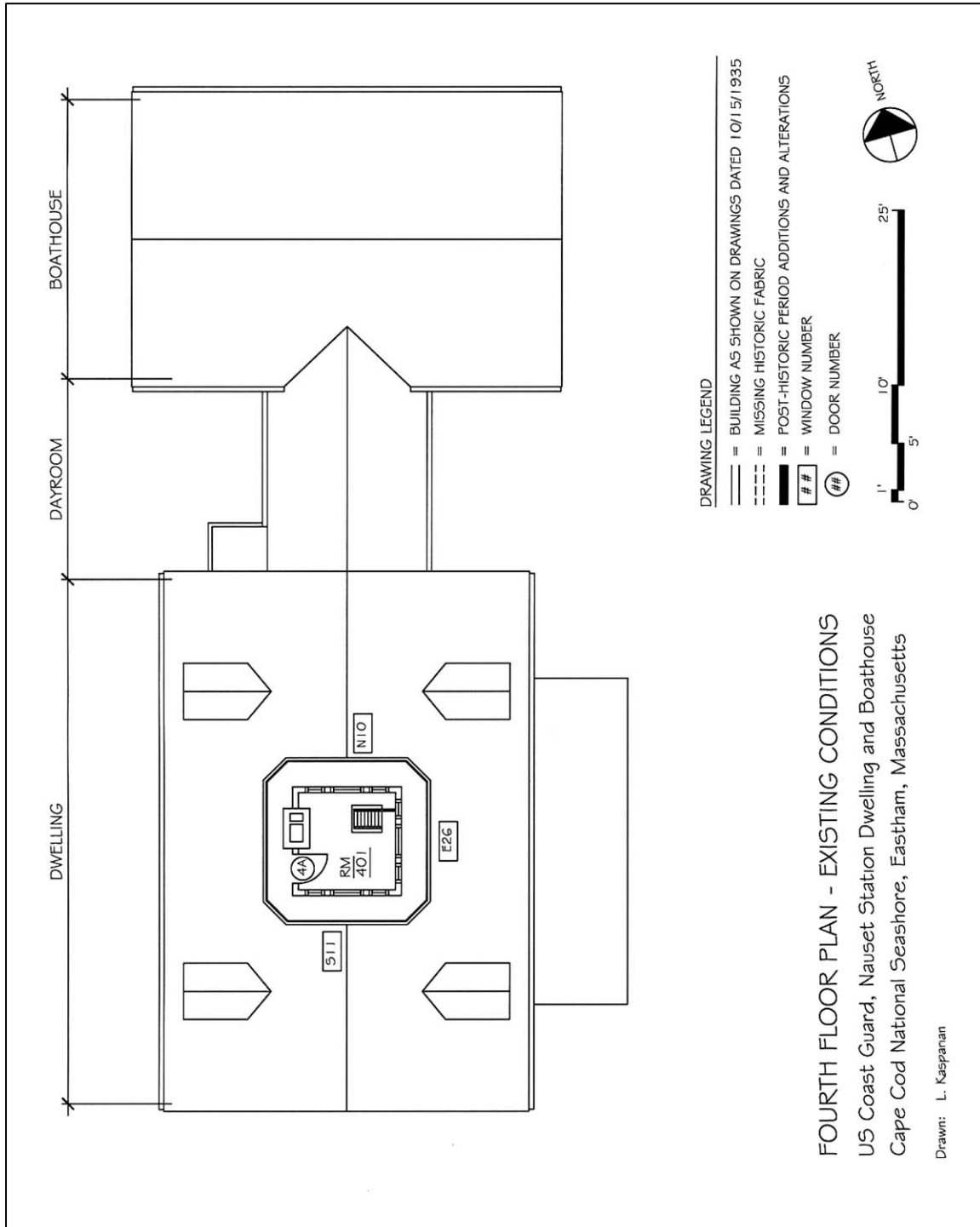


Figure 4.119. Fourth (Watch Room) Floor Plan – Existing Conditions.



Figure 4.120. Room 401 (watch room), scuttle at northeast corner.



Figure 4.121. Room 401 (watch room), northeast corner.



Figure 4.122. Room 401 (watch room), northwest corner.

CHARACTER- DEFINING
FEATURES AND
RECOMMENDATIONS

CHARACTER- DEFINING FEATURES

This section of the report discusses the character of the 1936 dwelling and boathouse at the former U.S. Coast Guard, Nauset Station, in terms of its architectural and historical significance and its relationship to the “character of the outer cape,” as cited in the General Management Plan for Cape Cod National Seashore. Using the methodology of *NPS Preservation Brief 17*, it also provides an analysis and listing of specific “character- defining features.”¹

Historic and Architectural Character

The character of a historic building may be defined in several ways. *The Secretary of the Interior’s Standards for Treatment of Historic Properties* generally addresses character in terms of physical forms, functions, and materials as follows:

The character of a historic building may be defined by the form and detailing of exterior materials, such as masonry, wood, and metal; exterior features, such as roofs, porches, and windows; interior materials, such as plaster and paint; and interior features, such as moldings and stairways, room configuration and spatial relationships, as well as structural and mechanical systems.²

In addition, the character of a historic building may be conveyed through “feelings” associated with notable events or people, or a sense of time and place. These associations, while not necessarily architectural, are embodied by visible building elements and other tangible qualities that should also be preserved.³

¹Lee H. Nelson, *Preservation Briefs 17, Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources Stewardship and Partnerships, Historic Preservation Services, September 1988).

²36 CFR, Parks, Forests, and Public Property, Chapter I – U.S., D.O.I., N.P.S., Part 68 – *The Secretary of the Interior’s Standards for the Treatment of Historic Properties*, Section 68.2 (July 1, 2005).

³Nelson, *Preservation Brief 17*.

The General Management Plan for Cape Cod National Seashore states that, with regard to the treatment of historic structures:

the highest priority will be to preserve and maintain those historic structures that best exemplify the character of the Outer Cape.⁴

Aspects of the dwelling and boathouse at Nauset Station that exemplify the character of the outer cape generally include its high visibility within the natural coastal setting, its historic uses for maritime protection and community functions, and the character- defining features associated with the historic landscape and architecture of the U.S. Coast Guard, as discussed in the subsequent analysis.

Visual Analysis of Exterior Character- Defining Features

Overall Visual Character

All exterior building elements as indicated on original architectural drawings dated October 15, 1935, and photographs taken during construction in 1936 contribute to the historic character of the dwelling and boathouse. These elements are as follows:

Setting

- East façade overlooking a broad lawn sloping down to the Atlantic Ocean.
- South elevation overlooking a lawn with septic field and tanks above Nauset Marsh.
- West elevation overlooking a lawn area with drill pole (missing) and small parking lot.
- North elevation overlooking the flag tower and garage, with a view toward the light station.
- Original driveway encircling the building and approaching from the east (missing).

Shape and Form

- Dwelling – 2½ - story, five- bay, rectangular block with a center entrance facing the beach, and an adjoining one- story day- room wing to the north.
- Boathouse – one- story, one- room, rectangular block with a boat doorway (missing) facing the beach, and an adjoining one- story day- room wing to the south.

⁴*Forging a Collaborative Future, General Management Plan, Cape Cod National Seashore* (Boston, MA: U.S. Department of the Interior, National Park Service, Northeast Region, Boston Support Office, Planning Office, July 1998), p. 50.

Roof and Related Features

- Dwelling – side gable roof with soffit returns on end walls.
- Boathouse – gable roof with soffit returns on the front and back walls.
- Day room – gable roof spanning between the dwelling and boathouse.
- Watch tower – hipped roof with broad overhangs.
- Front porch – flat roof.
- Kitchen porch – shed roof.
- Dormers – gable roofs.

Openings

- Main entrance doorway at the center of the dwelling's east façade.
- Overall rhythmic and symmetrical pattern of the rectangular windows on all elevations.
- Uniform, multi- pane, true- divided- light wood primary sashes and storm sashes.
- Arched windows at the peak of gable end walls.
- Atypical double kitchen window coordinated with the pattern of openings on the west elevation.
- Day room's triple window facing the beach.
- Kitchen entrance doorway at the northwest corner of the dwelling.
- Basement service doorways with window wells at the boiler room (room 06) and shop and drill room (room 08).
- Boat doorway with overhead door (missing) on the east façade of the boathouse facing the beach.

Projections

- One- story open front porch on the east façade of the dwelling.
- One- story open kitchen entry porch on the northwest corner of the dwelling.
- Engaged chimney on the west elevation of the watch tower.
- Gabled dormers flanking the watch tower on the north and south roof slopes of the dwelling.

Trim and Secondary Features (*Reflecting Neo- Classical or Colonial Revival Style*)

- Clustered Tuscan columns with vented plinth blocks at the dwelling's front porch.
- Front doorway enframement of pilasters, plinth blocks, molded trim, and a pediment surrounding the door (altered).
- Diagonal lattice panels under the front porch.
- Water table (7 inches high) with molded cap.
- Window trim with flat casing (4 ½ inches wide), sloped cap, and sill.
- Flat corner boards (7 inches high) with molded trim.
- Balustrades with fretwork panels.
- Keystone at top of arched windows.

- Louvered shutters with pintle hinges, bar latches, and “S” scroll keepers.
- Weathervane with sailboat motif.
- Bar grates over window wells.
- Hung half- round gutters with rectangular pipes and ornamental conductor heads and boots.
- Sign panels on the north and south sides of the watch tower.
- Signal- flashing fixture on the west elevation.

Materials

- Concrete foundations and doorway stoops painted green.
- Concrete ramp at (missing) boat doorway unpainted.
- Wood- shingled walls (7- inch exposure) painted white.
- Wood- shingled roofs (7 ½- inch exposure) painted red.
- Wood “Boston” ridge caps (5 inches at main roofs, 4 inches at dormers) painted red.
- Wood paneled doors, windows, and storm sashes painted green.
- Wood louvered window shutters painted green.
- Wood cornice trim painted white.
- Wood columns, guard rails, and balustrades painted white.
- Wood lattice skirt at front porch painted green.
- Wood porch deck painted gray.
- Wrought- iron balustrade at watch tower observation deck painted medium tone, probably green.
- Metal gutters (missing) and downspouts painted green.
- Brick chimney with terra- cotta flue pipes.
- Copper/ bronze weathervane.

Visual Character at Close Range

Materials at Close Range

- Ornamental pressed- metal drainage boots.
- Seven- inch shingle exposure matching face dimension of corner boards and water table.

Arm’s- Length Visual Character of Craft Details

- Raised panels on doors.
- Chamfered corner post and pilasters at kitchen entry porch.
- Staved wood columns and pilasters.
- Scored grid pattern on concrete kitchen porch landing.

Visual Analysis of Interior Character- Defining Features

Overall Visual Character

All interior building elements as indicated on original architectural drawings dated October 15, 1935, contribute to the historic character of the dwelling and boathouse. These elements are as follows:

Shape and Form

- First- story floor plan with shared crew quarters and private “officer- in- charge” suite.
- Second- story floor plan with shared dormitory and bathroom and three private bedrooms.
- Third- story floor plan with two large spare rooms without doors.

Trim and Secondary Features

- Built- in cabinets and wall- mounted shelving, including wood battens, ledgers, and metal brackets.
- Stairway railings and newel posts.
- Wood casework and molded baseboards with quarter- round shoe molding.
- Concrete curb/ baseboard at basement partitions.
- Cast- iron radiators, including suspended ceiling units in the basement.
- Sheet- copper kick plates on the kitchen stairway risers.
- Wind- direction indicator on the ceiling of the watch room (missing).
- Ship ladder from the third- story hall to the watch room.

Materials

- Flat plaster walls and ceilings painted.
- Wood casework and trim.
- Paint finishes and linoleum floors as specified in USCG painting specifications.
- Metal- clad doorway and window frames at boiler room and basement delivery windows.
- Wire glass at boiler room and obscured (rolled texture) glass at bathrooms.

Setting

- Commanding views of the beach and marshes from rooms facing east and south, and from the front porch.

Visual Character at Close Range

Materials at Close Range

- Obscured (machine- rolled texture) glass at privacy areas.
- Wire glass at fireproof areas in the basement.
- Concrete curb at basement interior partitions.
- Metal- clad doors and windows at fireproof areas and delivery windows.
- Raised door panels.
- Broad molded muntin profile on window sashes.

Interior Spaces with Historic Functions Integrally Related to the Character of the Outer Cape

- Room 401 (the watch room).
- Room 113 (the boat room), in its form during Coast Guard occupancy.

RECOMMENDATIONS

This section of the report provides guidance for treatment of the 1936 dwelling and boathouse at the former U.S. Coast Guard, Nauset Station, in accordance with the General Management Plan for Cape Cod National Seashore⁵ and the *U.S. Secretary of the Interior's Standards for Treatment of Historic Properties*.⁶

Authorized Treatment

The Nauset dwelling and boathouse – i.e., “Nauset Coast Guard Station (both buildings)” – is listed in the General Management Plan for Cape Cod National Seashore as a significant historic structure and grouped in the category of:

Buildings needed for NPS administrative purposes (including employee quarters).⁷

The following treatment approach is authorized by the General Management Plan for all historic buildings at Cape Cod National Seashore:

Treatments for historic buildings will include preservation and rehabilitation. Exterior preservation or restoration for most buildings, and interior rehabilitation treatments for some buildings will be undertaken; full restoration or minimal stabilization treatment will only be used as necessary. Those historic buildings that are adaptively used will be rehabilitated, but the actions will be reversible. The highest priority will be to preserve and maintain those historic structures that best exemplify the character of the Outer Cape.⁸

Applicable Standards

The treatment approach for the dwelling and boathouse as discussed in the General Management Plan is encompassed under the Secretary of the Interior's definition and standards for Rehabilitation.

⁵ *Forging a Collaborative Future*.

⁶ 36 CFR, Parks, Forests, and Public Property, Chapter I.

⁷ *Forging a Collaborative Future*, p 50.

⁸ *Forging a Collaborative Future*.

It is important to note that the General Management Plan encourages restoration of missing exterior features in order to preserve the “character of the outer cape.” This is consistent with the standards for rehabilitation, which allow for replacement of missing features if substantiated by documentary and physical evidence. Under the General Management Plan and rehabilitation standards, however, such replacements and restorations are not necessarily mandated.

The General Management Plan also requires that all future rehabilitation work must be undertaken in a fully reversible manner. This requirement is specifically addressed under rehabilitation standards 9 and 10. (See Appendix A.)

Recommendations Related to Use

This report does not address building use, and makes no treatment recommendations related to use requirements. For the purpose of this report, it is assumed that U.S. Coast Guard, Nauset Station, will continue to serve as a residential and educational facility for the NEED (National Environmental Education Development) program as established by the park’s General Management Plan in conjunction with the Environmental Education Act of 1970.⁹

Accessibility

The Nauset dwelling and boathouse is subject to compliance with the Architectural Barriers Act (ABA) of 1968 and the Americans with Disabilities Act (ADA) of 1990. The standard for compliance with these mandates is the *Architectural Barriers Act Accessibility Standard* (ABAAS), which is effective beginning May 8, 2006. This standard is available on- line at www.access-board.gov. ABAAS replaces the earlier Uniform Federal Accessibility Standards (UFAS; 49 FR 31528) as referenced in *NPS/D.O.- 28 – Cultural Resource Management Guidelines*. See subsequent discussions related to the existing handicapped access ramp and historic boat doorway.

⁹Environmental Education Act, 84 Stat. 1312, approved October 30, 1970.

Exterior Recommendations

The following recommendations address the exterior of the dwelling and boathouse relative to its original architectural design of 1935- 36 and association with the U.S. Coast Guard from 1936- 1958.

General Recommendations

- Altered Roofing. The present asphalt roofing on the dwelling and watch tower should be replaced with red- stained wood shingles as indicated on the original drawings and seen in photographs. [Note: Installation of wood shingles was accomplished during final review of this report.]
- Missing Historic Shutters and Nonhistoric Shutters. Wood window shutters should be reinstalled in locations indicated on the original drawings and seen in photographs. Nonhistoric shutters should be removed.
- Altered or Missing Roof Drainpipes. The present altered or missing drainpipes should be replaced with ones matching the original rectangular metal pipes.
- Altered Wall Shingles. The present ca.- 1994 wall shingles, with an exposure of 4 to 6 (±) inches, should be replaced by new shingles coursed with a 7- inch (±) exposure, as indicated on the original drawings. As long as the present shingles remain in good condition, this can be considered to be of low priority.
- Altered Roof Gutters. The present ca.- 1954- 55 wood gutters and fascia board on the main roof eaves and porches should be replaced with half- round hung metal gutters, as indicated on the original drawings. As long as the present wood gutters remain in good condition, this can be considered to be of low priority.
- Missing Driveway around the Building. The original driveway encircling the dwelling and boathouse should be restored as indicated on the original drawings. The present parking layout does not provide access to the east (front) and south sides of the structure, which compromises the integrity of the historic landscape and architecture as well as accessibility. The feasibility of integrating the original driveway with the present parking layout on the west side of the building should be studied.

East (Atlantic Ocean) Façade

- Altered Front Doorway #1A. The present doorway casings should be replaced by pilasters, plinth blocks, and trim moldings, and the present door should be replaced with a four- panel wood door with six lights, as indicated on the original drawings. The door should be painted green to match the window sashes and shutters. Alterations in door width, swing, and panic hardware as required for life safety could be appropriate. The architrave at the top of the doorway appears to be original and should be preserved.
- Missing Front Porch Balustrade. The missing wood handrails and balusters should be reinstalled if they survive, or recreated and installed if they do not, as indicated on the original drawings and seen in photographs.
- Altered Front Porch Ceiling Light. The present light fixture should be replaced by a ceiling- mounted globe light at the center of the ceiling, as indicated on the original drawings and seen in photographs.
- Missing Boat Doorway. The boat doorway is an important and highly visible character- defining feature. If possible, the missing boat doorway should be restored as indicated on the original drawings and seen in photographs. It could be appropriate to restore the doorway with interior alterations as required to allow for continued adaptive use of the interior spaces. (See the related recommendation for the handicapped- access ramp, below.)
- Nonhistoric Handicapped Access Ramp. If possible, alternate means of providing handicapped access should be considered that will not obstruct the boat doorway or other character- defining features. The present nonhistoric wood ramp obstructs access to the historic boat doorway. The feasibility of constructing a replacement ramp on the west or east sides of the day room or within the boathouse should be studied. (See the discussion of the boat doorway above and the later window #S7 below.)
- Altered Front Porch Roofing. If possible, the present asphalt roofing on the front porch should be replaced by flat soldered- seam metal roofing, as indicated on the original architectural drawings. Because this roof is minimally visible, modern substitute roofing material may also be appropriate.

South Elevation

- Nonhistoric (1980) Fire Escape and Altered Window #S8/ Egress Doorway #2H. Alternate means of egress to replace the present fire escape and egress doorway should be studied. However, because these are critical life- safety features, it might be appropriate to retain them.

- Nonhistoric Window #S7/ Missing Doorway. Because of its low visibility, it may be appropriate to retain the present 1962 window, but restoration of the original doorway should be studied as a possible alternate accessible entrance. (See Nonhistoric Handicapped Access Ramp, above.)
- Altered Doorway #1P. The present 1962 doorway with a later metal- clad door is out of character with the architecture of the 1936 dwelling and boathouse. The door should be replaced with a four- panel wood door with six lights, more in keeping with the architectural character.
- Missing Obscured Glass in Bathroom Windows #S5 and #S9. Missing panes of obscured glass should be replaced with new glass to match original glass as seen in the original photographs.

West Elevation

- Nonhistoric (1980) Fire Escape and Altered Window #W21/ Egress Doorway #2W. Alternate means of egress to replace the present fire escape and egress doorway should be studied. However, because these are critical life- safety features, it might be appropriate to retain them. The present fire escape is poorly supported on the steel grate at window #W11, preventing access to the window. In addition, the column supporting the northeast corner of the fire escape is damaged and should be repaired.
- Altered Coal Chute Window # W1. The present frame and single- light sash should be replaced by a metal- clad wood frame and a sash with three lights, as indicated on the original drawings and seen in photographs.
- Nonhistoric Exhaust Fan. The present wall- mounted exhaust fan to the right of window #W12 appears not to interfere with the historic window shutters. If retained, the fan should be painted to match the wall shingles, to diminish its visibility.

North Elevation

- Altered Kitchen Entrance Doorway. The present door should be replaced by a four- panel wood door with six lights, as indicated on the original drawings and seen in photographs. Alterations in width, swing direction, and hardware as required by building code for life safety could be appropriate.

Watch Tower

- Missing Balustrade, Wood Gutters, and Cornice Moldings. The missing balustrade and cornice moldings around the observation deck should be restored as indicated on the original drawings and seen in photographs.
- Missing Observation Deck and Altered Roofing. Because the observation deck is not accessible and the roofing is not visible to the public, the deck may be omitted, and the present modern rubber roofing may be considered appropriate.
- Altered Observation Deck Drainage. If restoration of the original internal drainpipe on the north side of the watch tower is impractical, alternate methods of handling roof run-off from the observation deck should be considered, in order to minimize damage caused by excess run-off dropping from the observation deck onto the main shingled roof.
- Missing Sign Panels. The missing sign panels on the east and west sides of the watch tower should be restored as shown on the original architectural drawings and seen in photographs.

Interior Recommendations

- General. Where necessary, further alterations must be undertaken in a fully reversible manner.
- Basement, First, and Second Stories. Because adaptive use is authorized by the General Management Plan, but restoration of missing interior features is not specifically encouraged, no recommendations are made in this report relative to currently missing, altered, or additional nonhistoric interior features.
- Third Story and Watch Room. The entire third story and watch room retain a high level of architectural integrity and finish history, which should be preserved if possible.

Future Research and Physical Investigation

Further Documentary Research

- Conduct a comprehensive deed and land title research.
- Conduct a comprehensive investigation of USCG textual records related to Nauset Coast Guard and Light Station, including log books, wreck reports, annual reports, correspondence, etc. (NARA Record Group 26).

- Investigate the U.S. Coast Guard Civil Engineer’s Office in Washington, D.C. during the 1930s, including the designers, “P.H.P.” and “D.K.R.” and Chief Civil Engineer P. Julian Latham, and their relationship to the Supervising Architect of the U.S. Treasury, the Procurement Division within the Treasury Department, and other New Deal- era programs (NARA Record Group 26).
- Conduct a comprehensive investigation of local newspaper articles about Nauset Station dating to circa 1930- 1960.
- If possible, locate the missing drawing no. 20 of 20 for Nauset dwelling and boathouse, or identify missing information by reviewing drawings for similar Coast Guard stations.
- If possible, locate interior photographs and additional World War II- era exterior photographs of the dwelling and boathouse.
- Conduct local research related to the year- round and summer communities surrounding the Nauset Coast Guard and Light Station from circa 1930- 1960.
- Inventory and conduct a comparative analysis of New Deal- era Coast Guard stations across the country.

Further Physical Investigation

In order to further clarify the architectural fabric and finishes of the Nauset dwelling and boathouse, the following additional physical investigations are recommended:

- microscopic analysis of paint samples and correlation of finishes with 1935 USCG painting specifications. (See Appendix D.)
- inspection of flooring under the present sheet vinyl on the first and second stories, to clarify historic treatments.

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Aerial Photography

Truro, MA. Cape Cod National Seashore, Resource Management Division.

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All deed and property title information cited in this report was taken either from Property Disposition Records, indicated on original architectural drawings, or cited in correspondence from Glenn Stockwell of Eastham, MA. Comprehensive investigation of property title was not included in the scope of investigation for this report.

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Appendices

APPENDIX A.

The Secretary of the Interior's Standards for Rehabilitation and Restoration

From

36 CFR, Parks, Forests, and Public Property, Chapter I – National Park Service, Department of the Interior, Part 68 – *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, Section 68.2 (July 1, 2005)

Rehabilitation Standards

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Restoration Standards

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code- required work to make properties functional is appropriate within a restoration project.

A property will be used as it was historically or be given a new use which reflects the property's restoration period.

Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.

Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.

Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Designs that were never executed historically will not be constructed.

APPENDIX B.

List of Architectural Drawings

List Compiled by Lance Kasparian, Architect
October 18, 2006

Architectural Drawings for Nauset Dwelling and Boathouse

*Nauset Station Dwelling & Boathouse, U.S.C.G. Third District/ Project No. 101155,
U.S. Coast Guard Civil Engineer's Office, Washington, D.C., October 15, 1935*

Source: Washington, D.C., National Archives and Records Administration. Copies available from Cape Cod National Seashore, Maintenance and Curatorial Division, Wellfleet, MA

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 20	"Plot Plan," scale 1" = 30'-0"; "Site Plan," scale 1" = 250'-0"; and "Vicinity Sketch," no scale. Designed: D.K.R.
2 of 20	"Foundation Plan," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
3 of 20	"Basement Floor Plan," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
4 of 20	"First Floor Plan," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
5 of 20	"Second Floor Plan"; "Plan of Watch Room Floor Joist"; "Plan of Tower Watch Room"; "Half Plan of Ceiling Joist"; "Half Plan of Tower Roof Rafters," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
6 of 20	"East Elevation," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
7 of 20	"West Elevation," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
8 of 20	"North Elevation at Section B- B," scale $\frac{1}{4}$ " = 1'-0"; "South Elevation," $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
9 of 20	"Section D- D," scale $\frac{1}{4}$ " = 1'-0"; "Section E- E," scale $\frac{1}{4}$ " = 1'-0"; "North Elevation (Boat House)," scale $\frac{1}{4}$ " = 1'-0"; "North Elev- Section C- C," scale $\frac{1}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
10 of 20	"Cross Section A- A," scale $\frac{1}{4}$ " = 1'-0"; "Elevation of Main Cornice," scale $\frac{3}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
11 of 20	[Miscellaneous exterior details, scales as noted]. Designed: P.H.P./D.K.R.
12 of 20	"Section Thru Day Room & Grade Entrance Hood (Looking South)," scale $\frac{3}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.
13 of 20	"Section Thru Porch on Center Line," scale $\frac{3}{4}$ " = 1'-0". Designed: P.H.P./D.K.R.

- 14 of 20 "Section at Center Line Looking South," scale $\frac{3}{4}$ " = 1'- 0"; "Section at Center Line of Dormer Looking South," scale $\frac{3}{4}$ " = 1'- 0". Designed: P.H.P./D.K.R.
- 15 of 20 "Quarter Plan of Loft Floor at 6- 6, scale $\frac{3}{4}$ " = 1'- 0"; "Section Thru Stairs and Watch Tower at 7- 7," scale $\frac{3}{4}$ " = 1'- 0"
- 16 of 20 [Boat Room wall sections and details, scales as noted.] Designed: P.H.P./D.K.R.
- 17 of 20 [Door, window and miscellaneous interior finish details, scales as noted.] Designed: D.K.R.
- 18 of 20 "Plan of Main Stairway," scale $\frac{3}{4}$ " = 1'- 0"; "Kitchen Cabinet Details," scales as noted; "Closets in O. in C. Office," scales as noted. Designed: P.H.P./D.K.R.
- 19 of 20 [Miscellaneous details, including lettering for inscription boards, built- in furniture, and septic system, scales as noted.] Designed D.K.R.
- 20 of 20 [Sheet missing]

Shop Drawing. Nauset Station. U.S. Coast Guard, Nauset Cape Cod, Mass. Reinforcing Steel Details. G. Fred Swanson, Inc. 87 Weybosset St, Prov., RI

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

- 1 of 1 Plan and typical sections of Dwelling and Boathouse, Cistern and Leaching Pool with corresponding schedules of reinforcing steel. [initialed illegible] 1- 9- 36

Shop Drawing. U.S Coast Guard. Nauset Station. Dwelling and Boathouse. Third District, Mass. Plumbing Details, circa April 1936

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

- 1 of 1 "Plan #393." Floor Plan and riser diagram for basement heating. "S.F. Approved 4/ 8/ 36"

Shop Drawing. Overhead Door Sales Co. Newton Highlands, Mass. Job: Nauset Station, U.S. Coast Guard Service. Nauset, Mass. Dwg. No. 420. June 8, 1936

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

1 of 1 Typical Exterior Elevation and Section of overhead door, scale $\frac{3}{4}'' = 1' - 0''$, Cross Section, scale $3'' = 1' - 0''$; and Full Size Details. “Approved 6/ 11/ 36 S.F.”

Shop Drawing. U.S Coast Guard. Nauset Station. [Dwelling and Boathouse. Third District, Mass.] Electrical Layout (dates as noted, 1936)

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

1 of 3 “Basement Floor Plan.” “Approved for General Conditions Only. Note corrections & additions, 6/16/1936.” Refers to “deep well pump to future garage”

2 of 3 “First Floor Plan.” Refers to relocation of overhead door from west to east

3 of 3 “Second Floor Plan”

Plot Plan. Third District, Mass. U.S. Coast Guard, Civil Engineer’s Office, Washington, D.C. Project No. 101309, 8- 12- 1936

Source: Warwick, RI. U.S. Dept. of Homeland Security, USCG, Civil Engineering Unit Providence, RI

Sheet No. Sheet Title

1 of 1 Plot plan including: Location map based on USC&GS Map No 1107, dated Nov. 1920;
Vicinity map based on Dwg. No. 1027 entitled “Composite Plan of Lands in Eastham, Mass showing parcels remaining in the Albert Greene Duncan Est...,” dated July 1933; and
Plot plan, showing “conveyance by State Street Trust Co. (executors under will Albert G. Duncan on June 19, 1936 for \$3,000”

Nauset Lifeboat Station. Alterations to Sewerage System. US Coast Guard First District Boston, Mass. C.G. Drawing No. 5156, September 30, 1954

Source: Wellfleet, MA, Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

1 of 1 “Plot Plan,” scale 1" = 20'; “Manhole Frame & Cover,” scale 1½" = 1'- 0";
“Leaching Pool” scale ¼" = 1'- 0". New leaching pool and 4" vc pipe from
southwest corner building

Architectural Drawings for Garage

Shop Drawing. Groisser & Shlager Iron Works, Somerville, Mass. U.S Coast Guard. Nauset Station. [Garage and Equipment Building], circa 1938

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

Sheet E1 Ground Floor Plan. “Sheets E- 1, B1, B2 and C1 approved for general details only.
1 of 4 Verify all dimensions in field. Office of Div. CE, USCG Boston 9/16/38, FAS”

2 of 4 Details

1 of 1 Electrical Layout for Nauset Station Equipment Building, U.S. Coast Guard,
Office of Division of Civil Engineers, Boston, Mass, Oct. 18, 1938, by G.M.B.
First Floor and Loft Floor Plans

Alterations for Additional Offices [in 2nd floor of Garage]. H.Q. Garage at Nauset Coast Guard Station, Cape Cod National Seashore. US, DOI, NHPS, Eastern Office, Design & Construction, Philadelphia, Pennsylvania. Drawing NS- CC/ 3047- B, November, 1963

Source: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Sheet No. Sheet Title

1 of 3 Second Floor Plan, Cross Sections, Details and Finish Schedule

2 of 3 Electrical Plans

3 of 3 Heating Plan

Post- Historic Period Architectural Drawings

Source for all: Wellfleet, MA. Cape Cod National Seashore, Maintenance and Curatorial Division

Coast Guard Beach – Roads, Parking Areas and Walks. Eastern Office, Design & Construction, Philadelphia, Pennsylvania. Drawing NS- CC/ 3047- B, November, 1963

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 5	Cover Sheet, Vicinity Map, Key Map, Sheet Index
2 of 5	Road Profiles
3 of 5	Road Sections
4 of 5	Details
5 of 5	Sewage System Details

Comfort Station and Dressing Rooms. Coast Guard Beach, Eastham, Mass, Cape Cod National Seashore. US D.O.I., NPS Design and Construction, Eastern Office. Drawing No. NS:CC/ 3040- B, March 1964. Sheets 1 of 7 through 7 of 7. Designed: Pearce

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 7	Location Plan – List of Drawings
2 of 7	Plans & Elevations – Electrical
3 of 7	Plans – Ceiling & Roof Framing
4 of 7	Comfort Station – Details
5 of 7	Dressing Rooms – Details
6 of 7	Details Washrooms – Wall Sections
7 of 7	Plumbing – Misc. Metal – Sight Screens

Coast Guard Beach – Water, Sewer and Electric Utilities. Eastern Office, Design & Construction, Philadelphia, Pennsylvania. Drawing No. NS- CC/ 3107- A, May 1964

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 6	Cover Sheet, Vicinity Map, Key Map, Sheet Index
2 of 6	Layout and Profile, scale 1" = 50'
3 of 6	Water System Details
4 of 6	Water System Details
5 of 6	Sewage System Details
6 of 6	Doane Road Well Location

Entrance Road & Parking Area. Maritime Museum, Coast Guard Beach. Philadelphia Planning & Service Center, Design and Construction Philadelphia, Pennsylvania. Drawing No. NS- CC/ 3230- B, Jan 31, 1967

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 4	Cover Sheet: Location Map and Sheet Index
2 of 4	Plan: Parking Area and Access Road Maritime Museum, scale 1"=40', February 6, 1967
3 of 4	Road and Parking Area Profile, scale 1" = 40', February 6, 1967
4 of 4	Road cross sections, and details, February 6, 1967
6 of 7	Details Washrooms – Wall Sections
7 of 7	Plumbing – Misc. Metal – Sight Screens

Steel Fire Escape Stairs for NEED Buildings At Eastham and Truro, Cape Cod N.S.S. Drawing 609/81452. U.S. D.O.I., NPS North Atlantic Regional Office Designed G. Stephen, April 1980 (Revised Aug. 80)

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 1	Plans and Elevations, scale $\frac{1}{4}$ " = 1' - 0"; Typical Section at Landing, scale $1\frac{1}{2}$ " = 1' - 0"

Stoughton Steel Co. NEED Bldg Fire Escapes, Eastham & Truro, November 26, 1980

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 3	Plans and Sections of Eastham Fire Escapes
2 of 3	Plans and Sections of Truro Fire Escapes
3 of 3	Details, December 5, 1980

Nauset Light Beach and Coast Guard Beach Complexes, Eastham Area, Cape Cod National Seashore, September 24, 1982

<u>Sheet No.</u>	<u>Sheet Title</u>
1 of 18	Cover Sheet
2 & 3 of 18	Nauset Light Beach Complex
4 of 18	Shelter, Little Creek & Coast Guard Area
5 of 18	Profiles & Sections – Nauset Light Beach Complex
6 of 18	Coast Guard Beach Complex – Existing Conditions Plan, scale 1" = 50'
7 of 18	Coast Guard Beach Complex – Coast Guard Station Site Plan, scale 1" = 50'
8 of 18	Expanded Site Plan – Coast Guard Beach Complex
9 of 18	Coast Guard Beach Bath House First Floor Plan and Elevations
10 of 18	Profiles and Sections – Coast Guard Beach
11 of 18	Coast Guard Beach Complex – Bridge

12- 17 of 18 Little Creek Staging Area

18 of 18 Details

Nauset Light Beach and Coast Guard Beach Facilities. Drawing No. 609/41046A, December 1985, approved by regional director 9/9/1982, Assistant Manager 3/12/1986 (Park has partial half- size set)

Sheet No. Sheet Title

1 of 35 Cover Sheet

18- 28 of 35 Rehabilitation of Coast Guard Garage for new use as Bath House. Kubitz & Pepi, Architects Boston

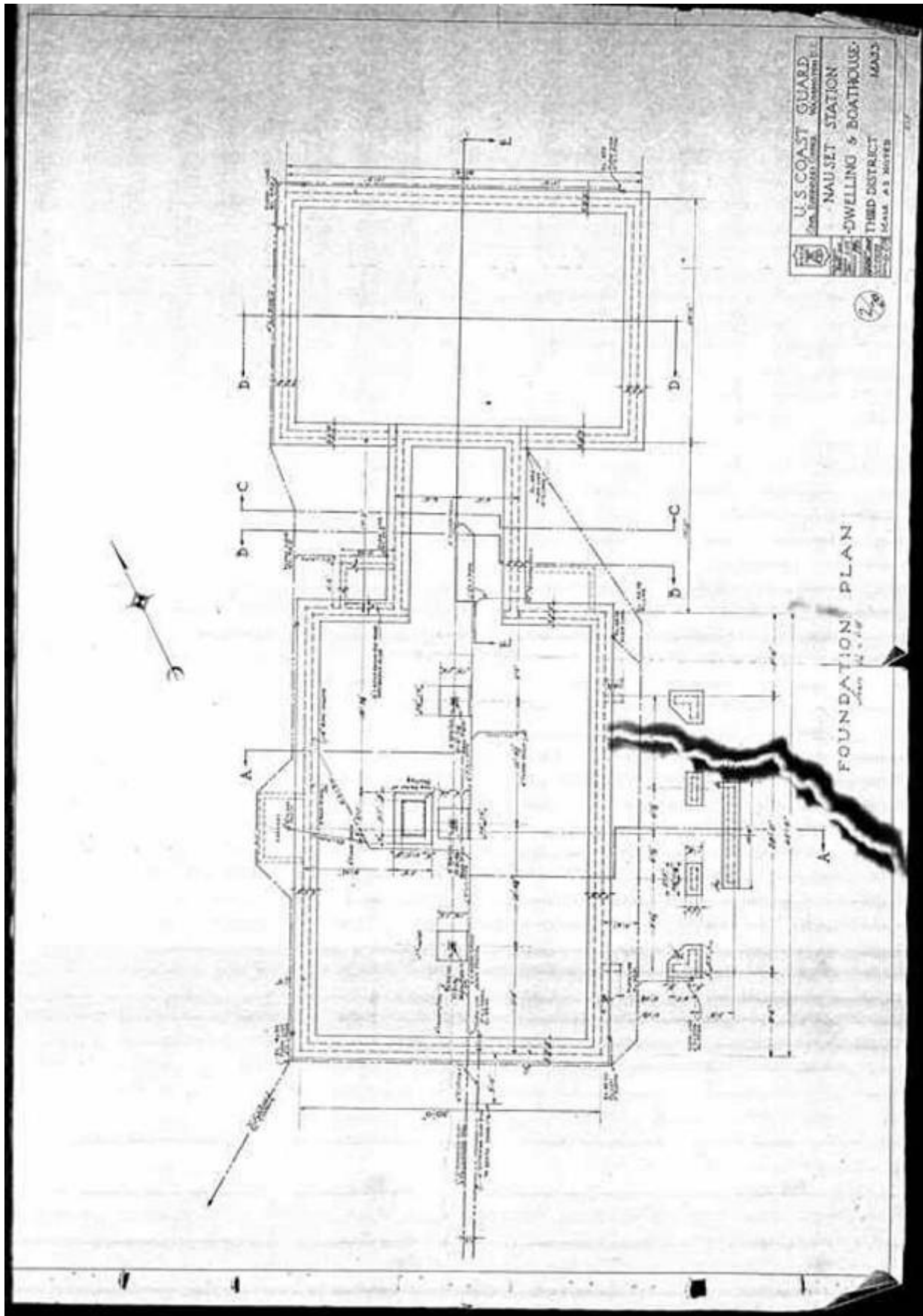
Coast Guard Beach, Eastham, Mass. Electrical Service. Sheet E- 1, October 2, 1985, Revised November 1985

Sheet No. Sheet Title

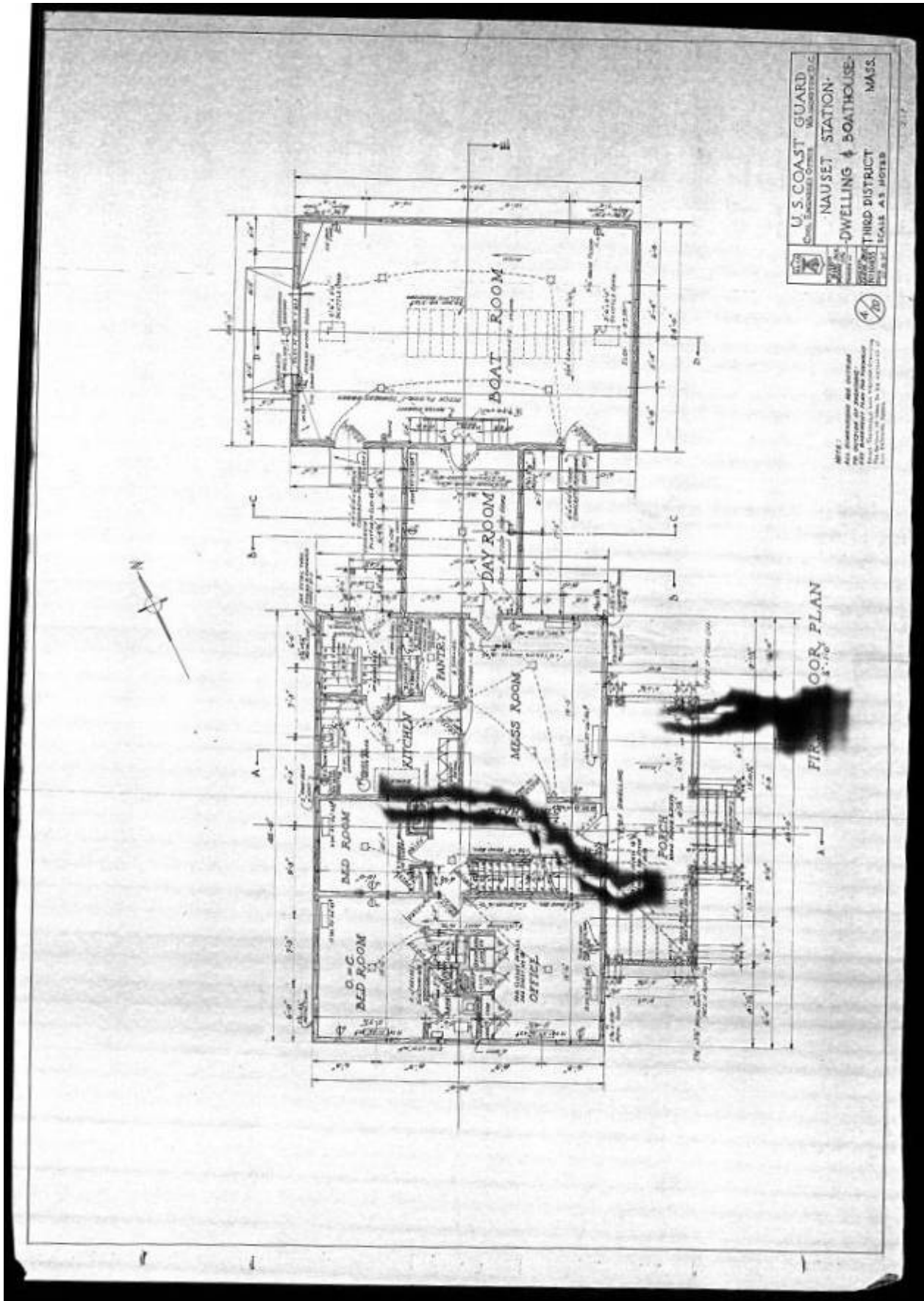
1 of 1 Site Plan, scale 1" = 50'; One- line Diagram and details for new underground electrical service to Coast Guard Station, entering at northwest corner of Boat House



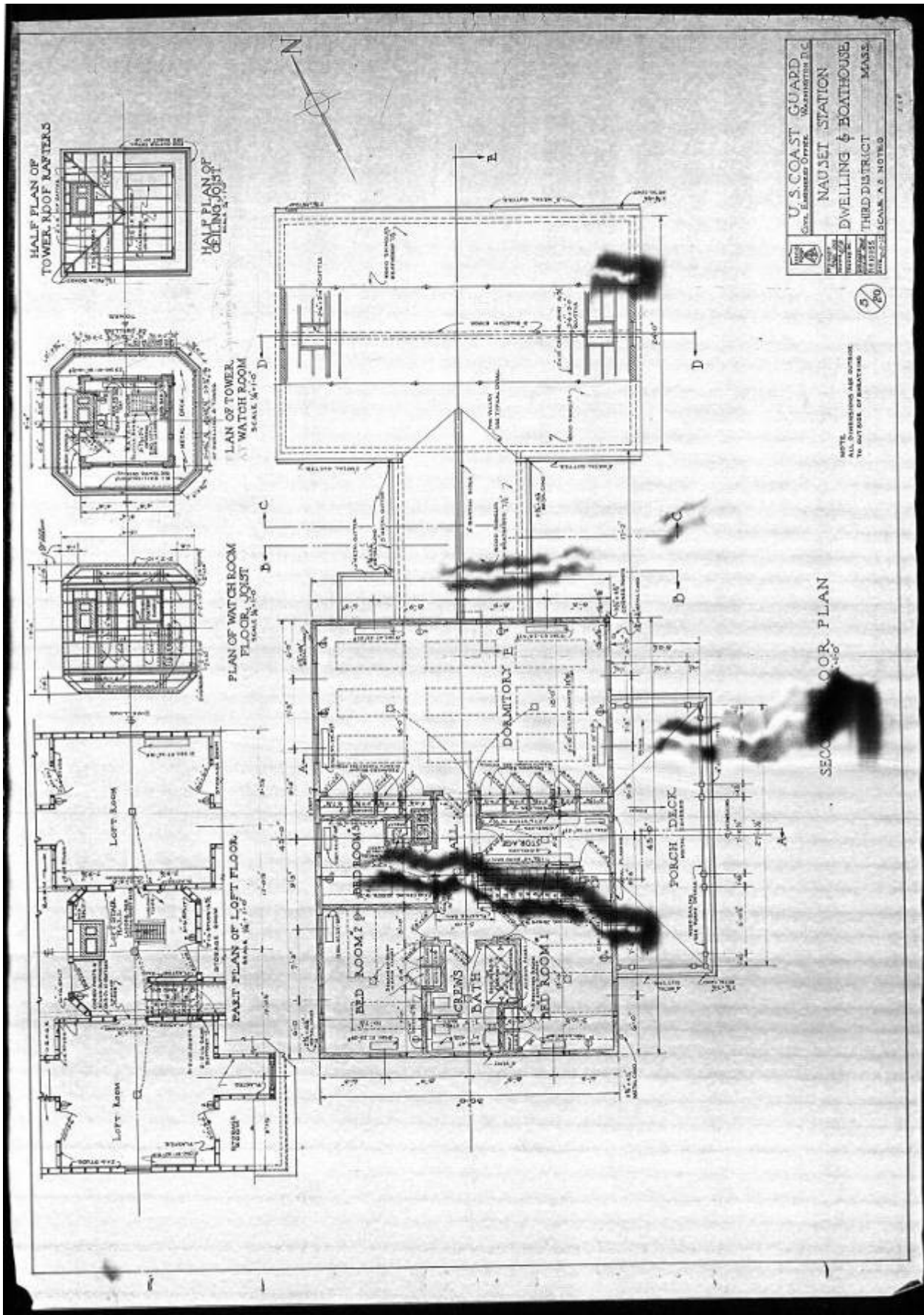
Sheet 1 of 20. "Plot Plan," scale 1" = 30'-0"; "Site Plan," scale 1" = 250'-0"; and "Vicinity Sketch," no scale.



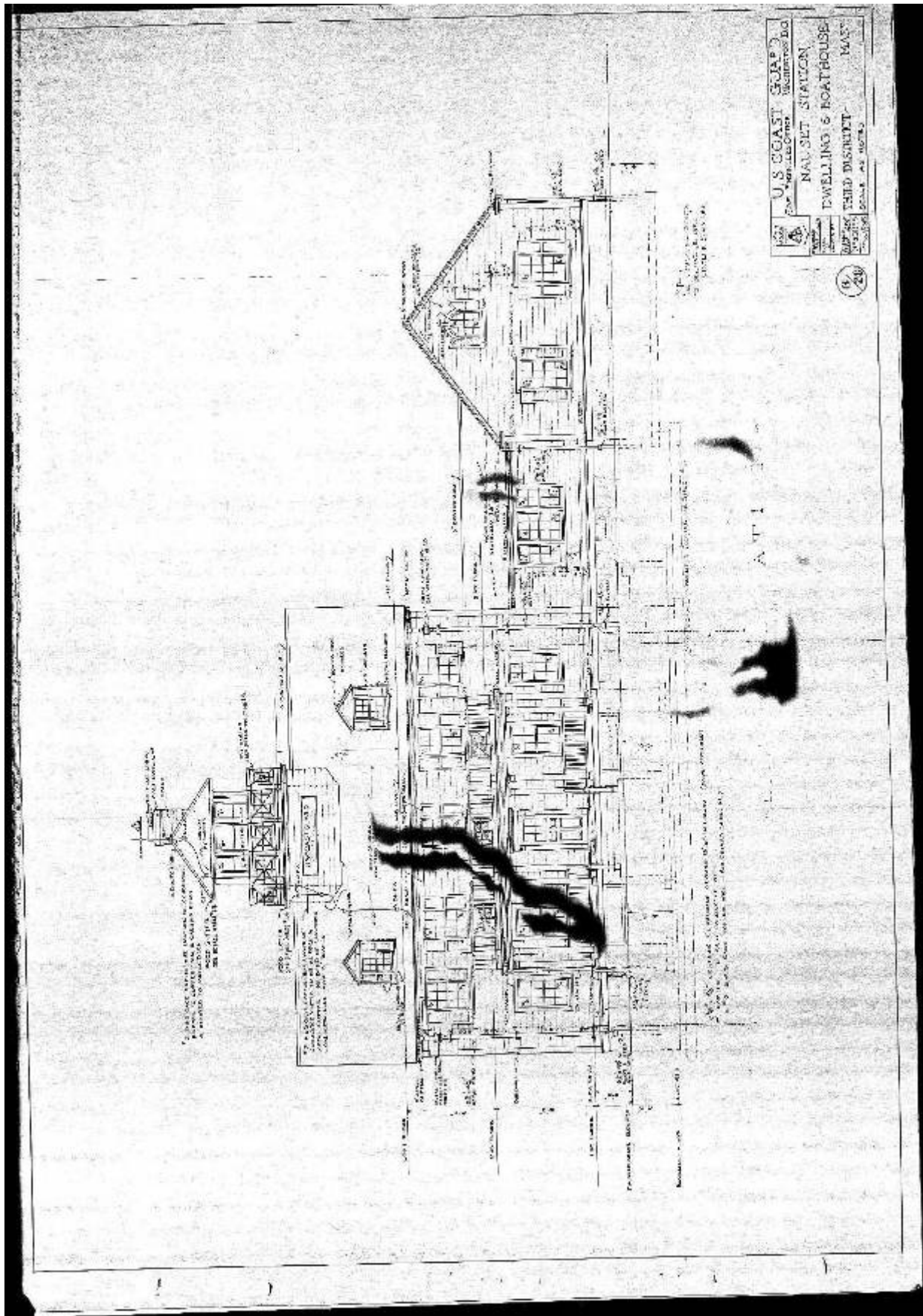
Sheet 2 of 20. "Foundation Plan," scale $\frac{1}{4}'' = 1'-0''$.



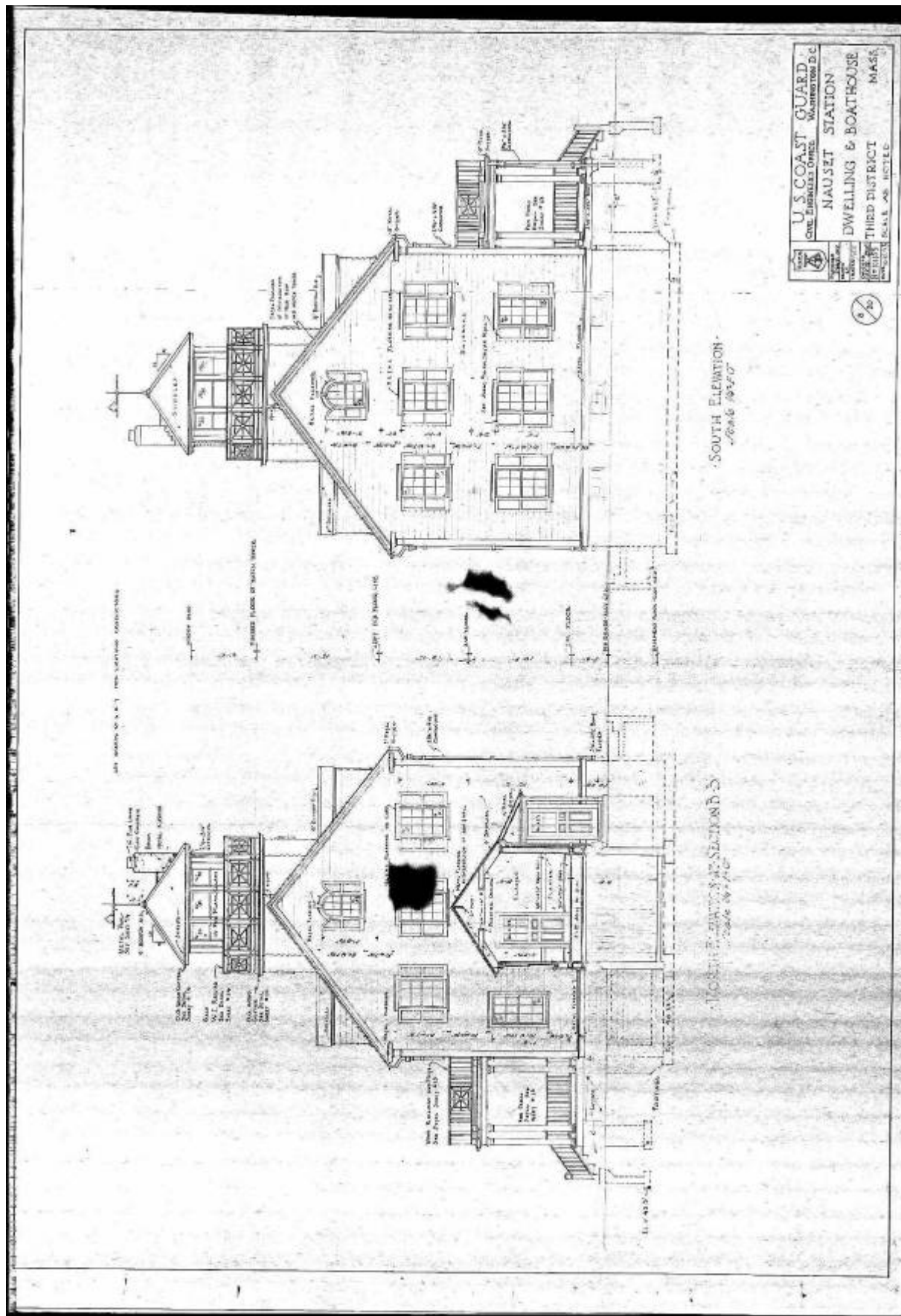
Sheet 4 of 20. "First Floor Plan," scale $\frac{1}{4}'' = 1'-0''$.



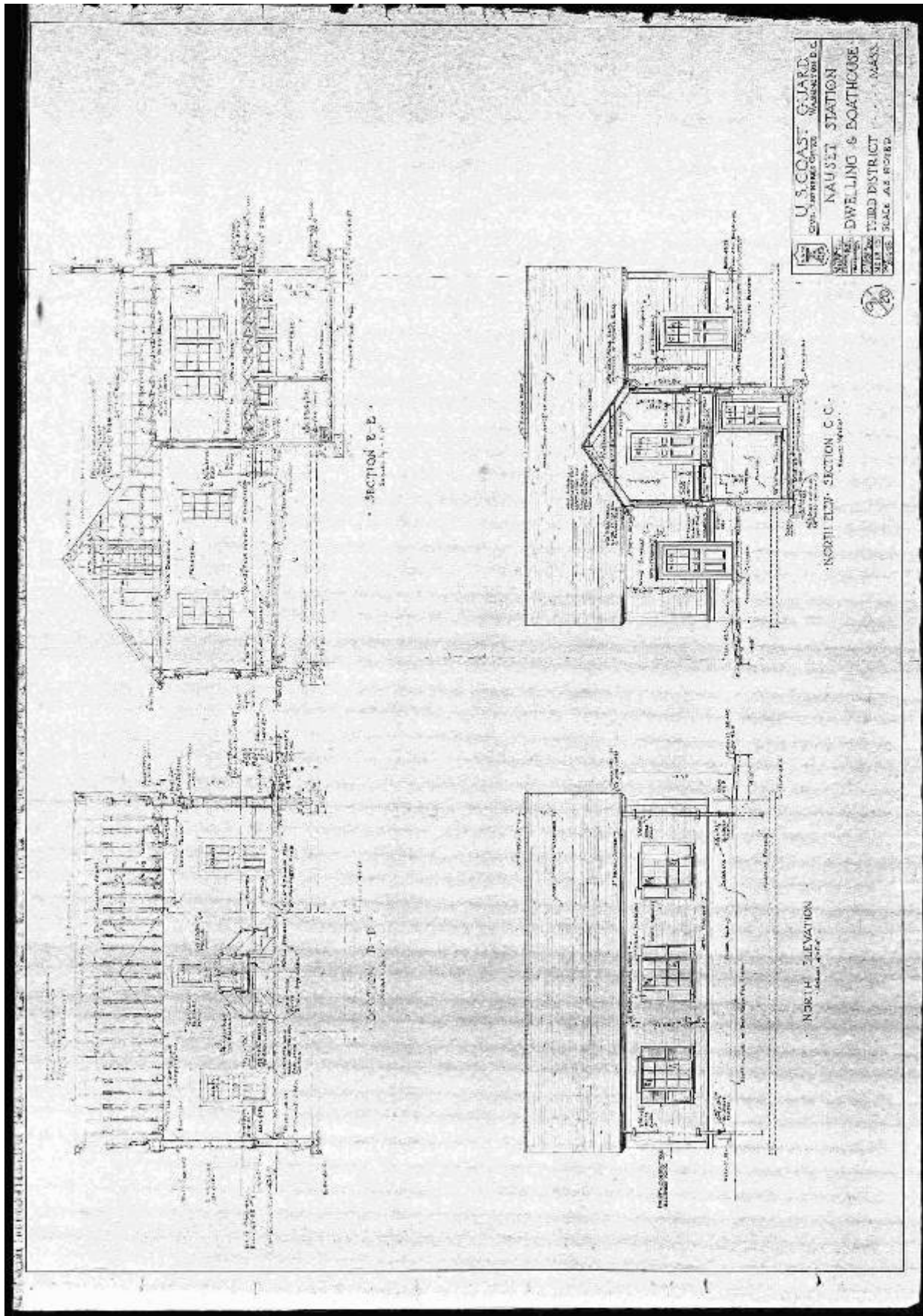
Sheet 5 of 20. "Second Floor Plan"; "Plan of Watch Room Floor Joist"; "Plan of Tower Watch Room"; "Half Plan of Ceiling Joist"; "Half Plan of Tower Roof Rafters," scale 1/4" = 1'-0".



Sheet 6 of 20. "East Elevation," scale 1/4" = 1'-0". Designed: P.H.P./D.K.R.



Sheet 8 of 20. "North and South Elevations," scale 1/4" = 1'-0". Designed: P.H.P./D.K.R.



Sheet 9 of 20. "North Elevation and Sections," scale $\frac{1}{4}'' = 1'-0''$. Designed: P.H.P./D.K.R.

APPENDIX C.

Preliminary List of New Deal Era- Type Coast Guard Stations (Mid 1930s – Mid 1940s)

*Designed in the USCG Office of Civil Engineering,
Washington, D.C. by "P.H.P. & D.K.R"*

Prepared by Wick York, March 2007
Arranged by Geographic Location

1. **Scituate, MA (1937)**
Stellwagen Bank National Marine Sanctuary
175 Edward Foster Road
Scituate, MA 02066
(781) 545- 8026
<http://stellwagen.nos.noaa.gov>
(Marine Sanctuary Headquarters)



Scituate Station

2. **Cape Cod Canal, MA (1936)**
USCG Station Cape Cod Canal
1 Coast Guard Road
Sandwich, MA 02563
(508) 888- 0335
(Active USCG Station)



Cape Cod Canal Station

3. **Nauset, MA (1935- 36)**
1020 Rear Doane Road
Eastham, MA 02642
Owned by:
Cape Cod National Seashore
Wellfleet, MA
(508) 349- 3785
<http://www.nps.gov/caco/>
(Housing facility for the National Park Service residential environmental education program,
known as the NEED program)



Nauset Station

4. **Cuttyhunk, MA / Menemsha, MA (1937)**
USCG Station Menemsha
2 Edys Island Say
Chilmark, MA 02535
(508) 645- 2611
<http://www.uscg.mil/d1/Units/gruw/OLD%20GRUWH%20SITE/Stations.html>
Moved from Cuttyhunk to Chilmark in 1952
(Active USCG Station)



Cuttyhunk / Menemsha Station

5. **Point Judith, RI (1937)**
USCG Station Point Judith
1460 Ocean Road
Narragansett, RI 02882
(401) 783- 3021
<http://www.uscg.mil/d1/Units/gruw/OLD%20GRUWH%20SITE/Stations.html>
(Active USCG Station)



Point Judith Station

6. **Block Island, RI (1937)**
USCG Station Block Island
Champlin Road
Block Island, RI 02807
(Active USCG Station)



Block Island Station

7. **Napeague, NY / Montauk, NY (1938)**
USCG Station Montauk
69 Star Island Road
Montauk, NY 11954
(631) 668- 2992
<http://www.uscg.mil/d1/units/grumor/StationMontauk.htm>
Moved from Napeague to Montauk in 1954
(Active USCG Station)



Napeague / Montauk Station

8. **Georgoca, NY (1940)**
East Hampton, NY 11937
(Private Residence)



Georgoca Station

9. **Eatons Neck, NY (1938)**

USCG Station Eatons Neck
Lighthouse Road
Northport, NY 11768
(631) 261- 6868
(Active USCG Station)



Eatons Neck Station

10. **Sandy Hook, NJ (1936)**

USCG Station Sandy Hook
20 Crispin Road
Highlands, NJ 07732
(732) 872- 3428 / (732) 872- 0326
(Active USCG Station)



Sandy Hook Station

11. **Manasquan Inlet, NJ (1936)**
USCG Station Manasquan Inlet
Inlet Drive
Point Pleasant Beach, NJ 08742
(732) 899- 0887 / (732) 889- 0130
(Active USCG Station)



Manasquan Inlet Station

12. **Barnegat, NJ (1938)**
Barnegat Light, NJ 08006
Owned by:
Borough of Barnegat Light
Municipal Building
Barnegat Light, NJ 08006
(609) 494- 9196
<http://www.barnlight.com/>
(Being restored as the borough of Barnegat Light Town Hall)



Barnegat Station

13. **Little Egg, NJ (1937)**
Rutgers University Marine Field Station
800 Great Bay Blvd.
Tuckerton, NJ 08087
(609) 296- 5260
<http://marine.rutgers.edu/rumfs/RUMFSfacilities.htm>
(Marine Research Facility)



Little Egg Station

14. **Atlantic City, NJ (1941)**
USCG Station Atlantic City
Huron Avenue
Atlantic City, NJ 08401
(609) 344- 6594 / 6595
<http://www.uscg.mil/d5/station/atlanticcity/index.html>
(Active USCG Station)



Atlantic City Station

15. **Great Egg (Longport), NJ (1939)**
Longport Historical Society
2301 Atlantic Avenue
Longport, NJ 08403
(609) 823- 1115
(Longport Historical Society Museum)



Great Egg (Longport) Station

16. **Great Egg (Ocean City), NJ (1938)**
USCG Station Great Egg
219 North Point Road
Ocean City, NJ 08226
(609) 399- 0119
<http://www.uscg.mil/d5/station/atlanticcity/greategg.html>
(Active USCG Station)



Great Egg (Ocean City) Station

17. **Hereford Inlet, NJ (1939)**

NJ State Police

Marine Services Unit

201 North Central Avenue

North Wildwood, NJ 08260

(609) 522- 0393

<http://www.state.nj.us/njsp/divorg/homelandsec/msb.html>

(Marine Police Facility)



Hereford Inlet Station

18. **Lewes, DE (1938)**

The Pilots' Association for the Bay and River Delaware

41 Cape Henlopen Drive

Lewes, DE 19958

(302) 645- 2229

19. **Little Machipongo Inlet, VA (1936)**
Hog Island, VA
(Station burned in 1957)



Little Machipongo Inlet Station

20. **Cobb Island, VA (1936)**
Oyster, VA 23419
Owned by:
Virginia Coast Reserve
The Nature Conservancy
Nassawadox, VA
(757) 442- 3049
<http://www.nature.org/wherewework/northamerica/states/virginia/preserves/art1244.html>
(Moved to Oyster, VA, and renovated by the Nature Conservancy in 1999)



Cobb Island Station

21. **Little Creek, VA (1937)**
USCG Station Little Creek
(Station torn down in 1995))



Little Creek Station

22. **Fort Macon, NC (1936)**
USCG Station Fort Macon
Atlantic Beach, NC
(252) 247- 4583
(Station torn down in 1965)

23. **St. Simons Island, GA (1937)**
4201 First Street, East Beach
St. Simons Island, GA 31522
Owned by:
Coastal Georgia Historical Society
St. Simons Island, GA
(912) 638- 4666
<http://www.saintsimonslighthouse.org>
(Maritime Museum at the Historic Coast Guard Station)



St. Simons Island Station

24. **Fort Pierce, FL (1937)**
Marine Science Center
1420 Seaway Drive
Fort Pierce, FL 34949
(772) 462- 4716
Owned by:
Indian River Community College
Fort Pierce, FL
(407) 462- 4700 / (866) 866- 4722
<http://www.ircc.edu>
(Marine Science Center)



Fort Pierce Station

25. **Ponce De Leon, FL (1938)**
USCG Station Ponce De Leon Inlet
2999 North Peninsula Avenue
New Smyrna Beach, FL 32169
(386) 258- 8733 / (386) 427- 3227
(Active USCG Station)



Ponce De Leon Station

26. **Lake Worth Inlet, FL (1937)**
Rivera Beach, FL 33404
Station Managed by:
Palm Beach Maritime Museum
West Palm Beach, FL 33480
(561) 832- 7428 / (561) 540- 5147
<http://www.pbmm.org/>
(Palm Beach Maritime Museum)



Lake Worth Inlet Station

27. **Rochester, NY (1939)**
USCG Station Rochester
5500 Saint Paul Blvd.
Rochester, NY 14617
(716) 342- 4149
(Active USCG Station)



Rochester Station

28. **Ashtabula, OH (1938)**
USCG Station Ashtabula
Front Street
Ashtabula, OH 44004
(440) 964- 9417
(Active USCG Station)



Ashtabula Station

29. **Old Chicago, IL (1936)**
Chicago Police Marine Safety Unit
Foot of East Randolph Drive
250 North Breakwater Access
Chicago, IL 60601
(312) 744- 481
<http://www.chicagoboaters.com/PeopleProfiles/CPMU.htm>
(Chicago Marine Police Unit)



Old Chicago Station

30. **Two Rivers, WI (1941)**
USCG Station Two Rivers
13 East Street
Two Rivers, WI 54241
(920) 793- 1304
<http://www.uscg.mil/d9/grumil/STATwoRivers.htm>
(Active USCG Station)



Two Rivers Station

31. **Grand Marais, MI (1938)**
East 22030 Canal Street
Grand Marais, MI 49839
(906) 494- 2669
Owned by:
Pictured Rocks National Lakeshore
Munising, MI
(906) 387- 2607
<http://www.nps.gov/piro/>



Grand Marais Station

32. **Vermilion, MI (1938)**
Paradise, MI 49768
Contact:
Little Traverse Conservancy, Inc.
3264 Powell Road
Harbor Springs, MI 49740
(Bird monitoring facility)



Vermilion Station

33. **Galveston, TX (1938)**
USCG Station Galveston
1 Ferry Road
Galveston, TX 77553
(409) 763- 0724
(Active USCG Station)



Galveston Station

34. **Grays Harbor, WA (1940)**
Westport Maritime Museum
2201 Westhaven Drive
P.O. Box 1074
Westport, WA 98595
(360) 268- 0078
<http://www.westportwa.com/museum/>
(Westport Maritime Museum)



Grays Harbor Station

35. **Point Adams, OR (1939)**
National Marine Fisheries Service
P.O. Box 155
520 Heceta Place
Hammond OR 97121
(503) 861- 1818
<http://www.nmfs.noaa.gov/>
(Marine Research Facility)



Point Adams Station

36. **Tillamook Bay, OR (1942)**
USCG Station Tillamook Bay
P.O. Box 167
U.S. Highway 101
Garibaldi, OR 97118
(503) 322- 3531
(Active USCG Station)



Tillamook Bay Station

37. **Yaquina Bay, OR (1949)**
USCG Station Yaquina Bay
P.O. Box 1010
541 SW Naterlin Drive
Newport, OR 97365
(541) 265- 5381
<http://www.uscg.mil/d13/units/gruastoria/tb.htm>
(Active USCG Station)



Yaquina Bay Station

38. **Umpqua River, OR (1939)**
Umpqua River Lighthouse and Museum
Umpqua Lighthouse State Park
460 Lighthouse Road (Douglas County Road 87)
Winchester Bay, OR 97467
(541) 271- 4118
http://www.oregonstateparks.org/park_121.php
(Museum)



Umpqua River Station

39. **Humboldt Bay, CA (1936)**
USCG Station Humboldt Bay
200 New Navy Base Road
Samoa, CA 95564
(707) 443- 2213
(Active USCG Station)



Humboldt Bay Station

40. **Point Arguello, CA (1936)**
Lompoc, CA 93437
Contact:
Vandenberg Air Force Base
30 CES/CEVNC
1028 Iceland Avenue
Vandenberg, AFB, CA 93437
http://www.vandenberg.af.mil/30sw/organizations/staff_agencies/pa/pa.html
(Vacant, part of Vandenberg Air Force Base)



Point Arguello Station

APPENDIX D.

List of Paint Samples

Structure Identification Data

Park Name: Cape Cod National Seashore
Structure Name: Nauset Coast Guard Station
Park Structure Number: E- 181
List of Classified Structures Number: LCS ID #040426
Structure Location: Tract #34- 6454 – South of Junction of Doane Rd.
and Ocean View Dr. on Outermost House Road,
Eastham, MA

List of Exterior Samples

East Facade

Sample #	Sample Date	Bldg. Location	Building Element
P001	10/27/2006	Dwelling	Window #E11, sash bottom rail
P002	10/27/2006	Dwelling	Window #E11, casing
P003	10/27/2006	Boathouse	Window #E16, sash
P004	10/27/2006	Boathouse	Window #E16, casing
P005	10/27/2006	Boathouse	Window #E17a, left sash
P006	10/27/2006	Boathouse	Window #E17a, left casing
P007	10/27/2006		Shingles left of window #E17 in location of original boat doorway

North Elevation

Sample #	Sample Date	Bldg. Location	Building Element
P008	10/27/2006	Dwelling	Window #N2, sash bottom rail
P009	10/27/2006	Dwelling	Window #N2, casing
P010	10/27/2006	Dwelling	Window #N2, sill
P011	10/27/2006	Dwelling	Shingles left to of window #N2

List of Interior Samples - Basement

Room 01 - Stair Hall

Sample #	Sample Date	Bldg. Location	Building Element
P012	10/27/2006	Dwelling	Concrete, east wall
P013	10/27/2006	Dwelling	Plaster, west wall
P014	10/27/2006	Dwelling	Plaster, ceiling
P015	10/27/2006	Dwelling	Wood, stairway newel post
P016	10/27/2006	Dwelling	Wood, stair handrail (resin finish)
P017	10/27/2006	Dwelling	Wood, casing doorway #0A
P018	10/27/2006	Dwelling	Wood, door #0A

Room 02 - Storm Clothes Room (present storage room)

Sample #	Sample Date	Bldg. Location	Building Element
P019	10/27/2006	Dwelling	Concrete, east wall
P020	10/27/2006	Dwelling	Plaster, north wall
P021	10/27/2006	Dwelling	Plaster, ceiling
P022	10/27/2006	Dwelling	Wood, casing doorway #0A

Room 03 - Laundry

Sample #	Sample Date	Bldg. Location	Building Element
P023	10/27/2006	Dwelling	Concrete, south wall
P024	10/27/2006	Dwelling	Plaster, north wall
P025	10/27/2006	Dwelling	Plaster, ceiling
P026	10/27/2006	Dwelling	Concrete, north wall curb/ base
P027	10/27/2006	Dwelling	Wood, casing doorway #0B

Room 04 - Coal Room (present storage room)

Sample #	Sample Date	Bldg. Location	Building Element
P028	10/27/2006	Dwelling	Concrete, wall
P029	10/27/2006	Dwelling	Wood, 2 x 6 horizontal boards, east wall
P030	10/27/2006	Dwelling	Wood, horiz. bead boards, north wall
P031	10/27/2006	Dwelling	Plaster, ceiling
P032	10/27/2006	Dwelling	Wood, cornice
P033	10/27/2006	Dwelling	Metal, casing doorway #0F

Typical building paper sample from partition between rooms 03 and 04 (5" x 3")

Room 05 – Originally Part of Coal Room (room 04)

Sample #	Sample Date	Bldg. Location	Building Element
P034	10/27/2006	Dwelling	Concrete, west wall
P035	10/27/2006	Dwelling	Plaster, north wall
P036	10/27/2006	Dwelling	Plaster, ceiling
P037	10/27/2006	Dwelling	Metal, casing window #W2

Room 08 – Shop and Drill Room

Sample #	Sample Date	Bldg. Location	Building Element
P038	10/27/2006	Dwelling	Concrete, east wall
P039	10/27/2006	Dwelling	Plaster, ceiling
P040	10/27/2006	Dwelling	Concrete, wall curb/ base
P041	10/27/2006	Dwelling	Wood, cap on concrete curb/ base
P042	10/27/2006	Dwelling	Concrete floor
P043	10/27/2006	Dwelling	Wood, casing window #E5
P044	10/27/2006	Dwelling	Wood, door #0H
P045	10/27/2006	Dwelling	Wood, casing doorway #0H

Room 010 – Provision Room

Sample #	Sample Date	Bldg. Location	Building Element
P046	10/27/2006	Dwelling	Plaster, wall
P047	10/27/2006	Dwelling	Concrete, floor
P048	10/27/2006	Dwelling	Wood, cap on concrete curb/ base
P049	10/27/2006	Dwelling	Wood, casing doorway #0J

List of Interior Samples – First Story

Room 101 – Entrance and Stair Hall

Sample #	Sample Date	Bldg. Location	Building Element
P050	10/27/2006	Dwelling	Plaster, wall
P051	10/27/2006	Dwelling	Wood, south wall stair stringer
P052	10/27/2006	Dwelling	Wood, stairway newel post

Room 102 – Mess Room

Sample #	Sample Date	Bldg. Location	Building Element
P053	10/27/2006	Dwelling	Plaster, west wall
P054	10/27/2006	Dwelling	Wood, west wall chair rail
P055	10/27/2006	Dwelling	Wood, window sash window #N2

Room 103 – Kitchen

Sample #	Sample Date	Bldg. Location	Building Element
P056	10/27/2006	Dwelling	Plaster, west wall
P057	10/27/2006	Dwelling	Wood, sash window #W12
P058	10/27/2006	Dwelling	Wood, casing doorway #1L

Room 105 – Rear Stair Hall

Sample #	Sample Date	Bldg. Location	Building Element
P059	10/27/2006	Dwelling	Plaster, wall
P060	10/27/2006	Dwelling	Wood, sash basement window #W6
P061	10/27/2006	Dwelling	Wood, casing doorway #1N

Room 107 – Passageway (originally part of office 108)

Sample #	Sample Date	Bldg. Location	Building Element
P065	10/27/2006	Dwelling	Plaster, north wall
P066	10/27/2006	Dwelling	Wood, casing doorway #1F

Room 108 – Office (present bedroom)

Sample #	Sample Date	Bldg. Location	Building Element
P062	10/27/2006	Dwelling	Plaster, wall
P063	10/27/2006	Dwelling	Wood, chair rail
P064	10/27/2006	Dwelling	Wood, sash window #E10

Room 110 – Officer in Charge Bedroom (present bedroom)

Sample #	Sample Date	Bldg. Location	Building Element
P065	10/27/2006	Dwelling	Plaster, wall
P066	10/27/2006	Dwelling	Wood, chair rail
P067	10/27/2006	Dwelling	Wood, sash window #W10

Room 111 – Day Room

Sample #	Sample Date	Bldg. Location	Building Element
P068	10/27/2006	Day Room	Plaster, wall
P069	10/27/2006	Day Room	Wood, casing doorway #1K
P070	10/27/2006	Day Room	Wood, sash window #E13

Room 112 - Boathouse

Sample #	Sample Date	Bldg. Location	Building Element
P071	10/27/2006	Boathouse	Plaster, north wall
P072	10/27/2006	Boathouse	Wood, casing window #E16
P073	10/27/2006	Boathouse	Wood, sash window #E16

List of Interior Samples – Second Story

No samples were taken from the second story.

List of Interior Samples – Attic

Room 301 – Loft Stair Hall

Sample #	Sample Date	Bldg. Location	Building Element
P074	10/27/2006	Boathouse	Plaster, wall
P075	10/27/2006	Boathouse	Wood, chair rail
P076	10/27/2006	Boathouse	Plaster, ceiling
P077	10/27/2006	Boathouse	Wood, casing doorway #3D

Typical brown jute- backed linoleum sample (3" long x ½ "wide)

Room 303 – Loft Room (north)

Sample #	Sample Date	Bldg. Location	Building Element
P078	10/27/2006	Dwelling	Plaster, wall
P079	10/27/2006	Dwelling	Plaster, sloped wall
P080	10/27/2006	Dwelling	Plaster, ceiling
P081	10/27/2006	Dwelling	Wood, chair rail
P082	10/27/2006	Dwelling	Wood, floor
P083	10/27/2006	Dwelling	Wood, sash window #E25

List of Interior Samples – Watch Room

Room 401 – Watch Room

Sample #	Sample Date	Bldg. Location	Building Element
P084	10/27/2006	Watch Room	Plaster, wall
P085	10/27/2006	Watch Room	Plaster, ceiling
P086	10/27/2006	Watch Room	Wood, window sill



Historic Architecture Program
Northeast Region
Boott Cotton Mills Museum, 4th Floor
115 John Street
Lowell, MA 01852