



# SPERMACETI COVE LIFE-SAVING STATION

Fort Hancock, New Jersey  
Sandy Hook Unit, Gateway National Recreation Area



## Historic Structure Report



# **SPERMACETI COVE LIFE-SAVING STATION**

## **HISTORIC STRUCTURE REPORT**

**Sandy Hook Unit  
Gateway National Recreation Area  
Fort Hancock, New Jersey**

By

**James J. Lee III  
Architectural Conservator**

**Historic Architecture Program  
Northeast Region, National Park Service  
U.S. Department of Interior  
Lowell, Massachusetts**

2008





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# ACKNOWLEDGEMENTS

The preparation of this report would not have been possible without the assistance of the staff members of the Sandy Hook Unit, Gateway National Recreation Area. Lou Venuto, Chief of Interpretation and Cultural Resources, provided direction and coordinated the efforts of his staff. Thomas Hoffman, Park Historian, provided copies of existing records and documents, and access to the station as well as oral histories of the Life-Saving Service in New Jersey and at the Spermaceti Cove Life-Saving Station. Tom also assisted in getting access to the Squan Beach Life-Saving Station, Manasquan, NJ. Mike Thomas provided copies of Section 106 compliance records and The Sandy Hook Historic Structures Paint Plan. Mary Rasa, Curator, provided copies of historic photographs, plans, and maps in the Gateway NRA Museum Collection at Sandy Hook.

The current report relied upon previous research performed by Edwin Bearss on the Spermaceti Cove Life-Saving Station. Peggy Albee Vance and Wick York shared their knowledge of life-saving stations and the history of the Old Harbor Life-Saving Station. Gordon Twaddell of the Manasquan Citizens Group conducted a tour of the Squan Beach Life-Saving Station and shared his knowledge of that station. Tom Lavery, N.J. Division of Parks and Forestry, answered requests about available resources at the State Archives.

James J. Lee III



# INTRODUCTION



# EXECUTIVE SUMMARY

## Purpose and Scope

The *Spermaceti Cove Life-Saving Station, Historic Structure Report* (HSR) was produced by the Historic Architecture Program of the National Park Service's Northeast Region. The purpose of the report is to document the development and use of the 1894 Spermaceti Cove Life-Saving Station. Furthermore, it is intended to inform and guide the rehabilitation of that historic structure.

The scope of the HSR includes the “thorough”<sup>1</sup> research and investigation of the existing Spermaceti Cove station, which is a Duluth-type life-saving station. The HSR includes the development of the Duluth-type station and documents the original appearance of the 1894 Spermaceti Cove Life-Saving Station. The HSR records alterations to the structure, the building's existing architectural elements, identifies the character-defining features of the structure, and makes general recommendations for treatment. The HSR contains “Chronology of Development and Use,” “Current Physical Description,” and “Character-Defining Features and Recommendations” for the Spermaceti Cove Life-Saving Station, as well as an appendix on paint analysis, in accordance with National Park Service (NPS) standards and as outlined in *Director's Order - 28*.

The developmental history of the Spermaceti Cove Life-Saving Station was documented in a 1983 report by Edwin Bearss entitled *Spermaceti Cove Life-Saving Station Historic Resources Study and Historic Structure Report*. In that report Mr. Bearss records the history of the Life-Saving Service at Spermaceti Cove including the social history and the history of the life-saving structures on the site from 1849 through 1941. Mr. Bearss also records the history of the U.S. Life-Saving Service from inception through the formation of the U.S. Coast Guard. So as not to duplicate his research and report, the current Historic Structure Report (HSR) does not include a history of the Life-Saving Service but does discuss events and developments that had a direct relation to the life-saving structures at Spermaceti Cove.

In addition to Mr. Bearss' report, the Spermaceti Cove Life-Saving Station HSR draws upon previous research of U.S. Life-Saving Service and Stations including the, *The U.S. Life-Saving Service* by Ralph Shanks, Wick York, and Lisa Woo Shanks and the *Old Harbor Life-Saving Station, Historic Structure Report, Provincetown, Massachusetts*, by Peggy Albee, which was also a Duluth-type life-saving station.<sup>2</sup>

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<sup>1</sup> Director's Order - 28, Cultural Resource Management Guideline, 1997, Chapter 2, pg. 18:  
**Thorough Investigation:** For Historical studies this means research in selected published and documentary sources of known or presumed relevance that are readily accessible without extensive travel and that promise expeditious extraction of relevant data, interviewing all knowledgeable persons who are readily available, and presenting findings in no greater detail than required by the task directive.

<sup>2</sup> Peggy Albee, *Old Harbor Life-Saving Station, Provincetown, Massachusetts*, Cape Cod National Seashore, S. Wellfleet, MA. (Boston, MA: U.S. DOI, NPS, NAR, CRC, BCB, June 1988).

## **Brief Description**

Spermaceti Cove on Sandy Hook was among the sites where the first U.S. Life-Saving Stations were constructed in the mid-nineteenth century. As the U.S. Life-Saving Service expanded in the nineteenth century a new station was constructed at Spermaceti Cove. The present Spermaceti Cove Life-Saving Station is a Duluth-type station constructed in 1894 that was based on the 1893 station design by George R. Tolman. It was one of at least twenty-eight Duluth type stations constructed for the U.S. Life-Saving Service<sup>3</sup> and the extant structure survives as an example of that station type.

The Duluth-type life-saving station consists of three building sections that form the station; a one-and-a-half story Main Block; a one-story Boat Room; and a four-story Watch Tower. At the Spermaceti Cove station the Main Block is the southern section, the Boat Room is to the north and the Tower is positioned on the east side of the building at the corner where the Main Block and the Boat Room meet. All three sections of the station are adjoined on the first story and at the second story a Tower connector extends between the Main Block and the Tower (see the subsequent section “Developmental History”).

The Spermaceti Cove Life-Saving Station currently serves as the Sandy Hook Visitor Center providing area visitors with information on Sandy Hook and Gateway NRA. It also houses exhibits on the U.S. Life Saving Service and the natural environs of Sandy Hook, and includes a merchandising area and public restrooms. However the Park General Management Plan (GMP) recommends relocating the visitors’ services to a building at Fort Hancock. That would allow for the rehabilitation of the life-saving station and the continued use of the building as a public museum.

## **Statement of Significance**

The 1894 Spermaceti Cove Life-Saving Station was listed on the National Register of Historic Places as the Fort Hancock U.S. Life-Saving Station in November 1981 and has national significance. The station and is considered significant within Criteria A as reflecting the history of the U.S. Life-Saving Service and the U.S. Coast Guard and within Criteria C as embodying distinctive characteristics of a particular period and type of construction. The station is part of the Fort Hancock and Sandy Hook Proving Ground Historic District (April 24, 1980) and was also listed as a contributing structure to the Fort Hancock and Sandy Hook Proving Ground National Historic Landmark in 1982.

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<sup>3</sup> 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. 236.



## Research Conducted

This HSR documents the evolution of the Spermaceti Cove Life-Saving Station relying on physical investigation of extant materials and documentary research using both primary and secondary sources. Repositories consulted and utilized for materials pertaining to the subject are as follows:

Cape Cod National Seashore, Wellfleet, MA;  
Cape Hatteras National Seashore, Manteo, NC;  
Gateway NRA Museum Collection, Gateway National Recreation Area,  
Sandy Hook Unit, Fort Hancock, NJ;  
Monmouth County Historical Association, Freehold, NJ;  
Mystic Seaport, Mystic, CT;  
National Archives and Records Administration, Northeast Region, New York, NY;  
NPS, Historic Architecture Program Library, Lowell, MA;  
New Jersey State Archives, Trenton, NJ;  
U.S. Coast Guard Academy Library, New London, CT;  
U.S. Coast Guard Historians Office, Washington, DC;  
U.S. Life-Saving Service Heritage Association, Hull, MA.

## Research Findings

As previously described, the report by Mr. Bearss, *Spermaceti Cove Life-Saving Station Historic Resources Study and Historic Structure Report*, included a comprehensive compilation of the history of the Spermaceti Cove Life-Saving Station through 1941. This HSR includes chronologies of building alterations for that same period and expands the building history through the present. Review of the reports, photographs, maps and drawings available in the Gateway NRA Museum Collection provided background for further research and physical investigation of the life-saving station.

The current research determined that although the 1894 Spermaceti Cove Life-Saving Station has had numerous alterations over the past one-hundred fourteen years the building retains its historic appearance. The exterior of the building retains the original massing of the station and there are some extant historic exterior elements. In addition, some of the alterations over the years, including painting the exterior wall shingles, enclosing the porches, and adding the Tower catwalk, have been reversed in an effort to restore the station's historic appearance.

The interior of the station was most significantly altered on the first story. Many interior walls, ceilings, doorways, and window openings were altered in some manner. However, the Boat Room has had fewer changes and there are extant historic materials throughout that section of the station. This was also true of the second story of the Main Block of the station, as well as the upper stories of the Tower. The physical evidence coupled with documentary and photographic evidence provided a better understanding of the original structure and the alterations that have taken place.

# **ADMINISTRATIVE DATA**

## **Location of Site**

The Sandy Hook Unit of the Gateway National Recreation Area is composed of 26,000 acres. Sandy Hook consists of approximately 2,044 acres located in Monmouth County, Middletown, New Jersey, on a peninsula that begins east of the town of Highlands and extends north to the Sandy Hook Channel. Spermaceti Cove is located in Sandy Hook Bay at the southern end of the peninsula. The 1894 Spermaceti Cove Life-Saving Station is situated adjacent to the cove on the Atlantic Ocean side of Sandy Hook.

## **National Register of Historic Places**

The 1894 Spermaceti Cove Life-Saving Station is part of the Fort Hancock and the Sandy Hook Proving Ground Historic District listed on the National Register of Historic Places on April 24, 1980. The life-saving station was individually listed on the National Register of Historic Places November 30, 1981 as the Fort Hancock U.S. Life-Saving Station. The station is considered to have national significance under Criteria A and Criteria C.

## **National Historic Landmark**

The Fort Hancock and the Sandy Hook Proving Ground Historic District was listed as a National Historic Landmark (NHL) on December 17, 1982. As part of the historic district the NHL nomination acknowledges the significance of the Spermaceti Cove Life-Saving Station as one of the earliest sites of the Federally-sponsored efforts to save the lives and property of coastal shipwrecks.



**Figure 1.** Location map for Gateway NRA and the Sandy Hook Unit.



**Figure 2.** Map of Gateway NRA, Sandy Hook Unit. The Spermaceti Cove Life-Saving Station is marked as the Sandy Hook Visitor Center.

## List of Classified Structures (LCS) Information



**Figure 3.** Spermaceti Cove Life-Saving Station east elevation.

The following is selected LCS information for the 1894 Spermaceti Cove Life-Saving Station:<sup>4</sup>

Preferred Structure Name:	Spermaceti Cove - #2 Life Saving Station
Structure Number:	SH - 436
Other Structure Names:	Fort Hancock, U.S. Life Saving Station Spermaceti Cove No. 2 Life Saving Service Station
LSC ID:	008624
National Register Status:	Entered – Documented
National Register Date:	11/30/1981
Significance Level:	National

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<sup>4</sup> List of Classified Structures-Gateway National Recreation Area, Sandy Hook Unit (National Park Service website <http://www.hscl.cr.nps.gov>).

## LCS information for the 1894 Spermaceti Cove Life-Saving Station Continued:

Long Significance Description:	<p>The waters off the New Jersey coast &amp; Long Island proved consistently hazardous to mariners despite the presence of lighthouses, and continued appalling loss of life compelled the creation in the 1840s of the first unit of what was to become the U.S. Life Saving Service in the 1870s. The Spermaceti Cove LS Station was built in 1894, and in 1962 its porch was enclosed and main entrance moved.</p> <p>The building is significant under National Register Criteria A as reflecting the history of the U.S. Life Saving Service and the U.S. Coast Guard and under National Register Criteria C as embodying distinctive characteristics of a particular period and type of construction.</p>
Long Physical Description:	<p>Shingle-style building comprised of a 1 1/2 story main section w/ a jerkin-head roof, a 1-story, 2-bay gable-roof boathouse set on piers on W end, a 4-story hip-roof tower, and an enclosed porch. The second floor of the tower is accessed from the main house via a gable-roof connector. The tower's 4th floor has a cantilevered balcony on 4 sides.</p>
Management Category:	Must Be Preserved and Maintained

## Proposed Treatment & Use

As previously described, the 1894 Spermaceti Cove Life-Saving Station is currently used as the Sandy Hook Visitors Center and contact station that includes a museum, merchandising area and bathroom facilities. The NPS also has offices and restrooms on the second story of the station.

The 1979 General Management Plan (GMP) and 1990 GMP Amendment for Gateway NRA define two management zones at Sandy Hook. The zones are delineated as the north area, dominated by Fort Hancock, and the south area, which focuses more on natural resources and has more recreational use.<sup>5</sup> The Spermaceti Cove Life-Saving Station is at the southern end of Sandy Hook and falls within the management of the recreational area.

The plans for the northern area of Sandy Hook include the creation of the Fort Hancock Gateway Village within that section of the Fort Hancock Historic District. Included in that plan is the establishment of visitor services at Fort Hancock, Building #25. The creation of that facility will move that function from the Sandy Hook Visitors Center at Spermaceti Cove and allow for the rehabilitation and reinterpretation of the Spermaceti Cove Life-Saving Station.

The overall treatment plan for historic structures in the Fort Hancock Historic District is rehabilitation according to *The Secretary of the Interior's Standards for Rehabilitation*. Under

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<sup>5</sup> *General Management Plan Amendment*. (Department of the Interior, NPS, Jan. 1990) p. 8.

this treatment the Spermaceti Cove Life-Saving Station will be rehabilitated, which mandates the overall preservation of the station and will include the restoration of some historic elements. This treatment will permit the continued use of the station as a museum and the retention of modern facilities while allowing for a more in depth interpretation of the building as a U.S. Life-Saving Station.

This HSR does not contain a section on landscape characteristics. However, they are important to the history and context of the Spermaceti Cove Life-Saving Station. The information regarding the landscape presented in the *Spermaceti Cove Life-Saving Station, Historic Landscape Report, 1848 - 1974* should be consulted prior to any work on the site.<sup>6</sup>

## Related Studies

Michael Adlerstein, Kay Roush, David Turello et al, *General Management Plan, Gateway National Recreation Area, New York / New Jersey* (U.S. Department of the Interior, National Park Service, Aug. 1979).

Peggy Albee, *Old Harbor Life-Saving Station, Historic Structure Report, Provincetown, Massachusetts*, Cape Cod National Seashore, S. Wellfleet, MA. (Boston, MA: NPS, NAR, CRC, BCB, June 1988).

Edwin C. Bearss, *Spermaceti Cove Life-Saving Station Historic Resources Study and Historic Structure Report* (Denver: U.S. Department of the Interior, National Park Service, January 1983).

J.W. Dalton, *The Life Savers of Cape Cod*. (Boston, MA: The Barta Press, 1902; reprinted by The Chatham Press, Old Greenwich, CT).

Richard E. Greenwood, National Register of Historic Places Inventory - Nomination Form, "Fort Hancock and the Sandy Hook Proving Ground Historic District," June 28, 1976, revised November 9, 1982.

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

Richardo Torres-Reyes & Jonathan Fricker, National Register of Historic Places Inventory - Nomination Form, "Fort Hancock Life-Saving Station/ The Spermaceti Cove No. 2 Life-Saving Station," April 1975, updated March 1980.

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<sup>6</sup> Cory Herrala, edited by Thomas J. Hoffman. *Spermaceti Cove Life-Saving Station, Historic Landscape Report, 1848 - 1974* (unpublished draft copy, Sandy Hook Unit, Gateway NRA, August 2004).

# **DEVELOPMENTAL HISTORY**





# HISTORICAL BACKGROUND AND CONTEXT

## Introduction

The history of Sandy Hook has been documented in several previous publications including Historic Resource Studies by Edwin Bearss and Historic Structure Reports by Historic Architecture Program staff. The contextual information that is important to understanding the history of the 1894 Spermaceti Cove Life-Saving Station is the early history of the United States Life-Saving Service and the Life-Saving Stations at Sandy Hook, particularly the stations at Spermaceti Cove. The history of the U.S. Life-Saving Service is the subject of other scholarly publications including: Ralph Shanks and Wick York, *The U.S. Life-Saving Service*; J.W. Dalton, *The Life Savers of Cape Cod*; Dennis L. Noble, *That Others Might Live: The U.S. Life-Saving Service, 1878-1915*. Though the U.S. Life-Saving Service was not officially formed until 1878, the terms life-saving establishment, life-saving service, and life-saving station are commonly used in reference to the earliest rescue organizations in this report and others. The history of the U.S. Life-Saving Service at Sandy Hook was aptly documented and described in Edwin Bearss' *Historic Resource Study and Historic Structure Report, Historical Data Section, Spermaceti Cove Life-Saving Station*, published in 1983. The following sections will summarize the pertinent points regarding the history of the U.S. Life-Saving Service and the life-saving activities at Sandy Hook and will also elaborate on the history of the Duluth-type life-saving station, which was the type of station constructed at Spermaceti Cove in 1894.

## U.S. Life-Saving Service and Sandy Hook

The first organized life-saving efforts in the United States was the Massachusetts Humane Society founded in 1785, which became the model and impetus for the creation of a larger service dedicated to saving the lives and property from shipwrecks.<sup>7</sup> Congressman William A. Newell of New Jersey advocated for government involvement in life-saving and in 1848 he proposed the government provide \$10,000 for “surfboats, rockets, carronades (line throwing mortars), and other necessary apparatus for the better preservation of life and property from shipwrecks on the coast of New Jersey lying between Sandy Hook and Little Egg Harbor.” Upon government approval of the appropriation, the fledgling service was placed in the command of the Revenue Marine Bureau under the U.S. Treasury Department. Captain

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<sup>7</sup> Shanks and York, pp. 2 – 7.

Douglass Ottinger was in charge of establishing the stations in New Jersey including Sandy Hook.<sup>8</sup>

The first station constructed at Sandy Hook by the Revenue Marine Bureau was completed in 1849 (fig. 4). The building was a rectangular structure with a gable roof. It was a wood framed building that would have housed a surfboat, life-car, boat-wagon, and requisite supplies for life-saving. The life-saving station would have also served as a temporary refuge for shipwreck survivors. This structure was built near Spermaceti Cove and the key to the building was turned over to the Board of New York Underwriters on August 4<sup>th</sup>.<sup>9</sup>



Figure 4. 1849 Spermaceti Cove Life-Saving Station.

Over the next twenty years the federal life-saving establishment was expanded and more rescue stations were constructed. However, the stations were manned with volunteer crews; there were no regulations or standards of practice, and no mandated reports. The stations functioned like this until 1871, which became a critical year for the service. In April of that year Congress approved a \$200,000 bill to create a life-saving system that included paid surfmen and the construction of additional stations. The Secretary of the Treasury appointed Sumner Increase Kimball to implement and manage the new system, and ordered Captain John Faunce to survey the existing life-saving stations. Captain Faunce reported that many of the stations were in poor repair; the crews were unfit for service; and the stations were spaced too far apart.<sup>10</sup> On Faunce's recommendations Sumner Kimball had several new stations constructed and some existing stations repaired in 1872.<sup>11</sup>

The 1849 Spermaceti Cove station was among the existing stations that were to be repaired and improved. The plan was to move the building 160 yards southeast of its original location, make a 12-foot addition to the structure and raise the roof 3½ feet. However, the bids for this project were considered too high and it was determined to replace the 1849 station with a new building.<sup>12</sup>

A new station at Spermaceti Cove was part of a contract for the construction of twenty-five life-saving stations on the New Jersey coast. The Spermaceti Cove station was completed by December 1872 (fig. 5) and was based on the plans and specifications recommended by Captain Faunce.<sup>13</sup> The new stations were described in the 1872 Annual Report of the Revenue Marine Bureau:

All these houses have been constructed under plans and specifications carefully prepared with a view to durability, and affording proper

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<sup>8</sup> Shanks and York, p. 7.

<sup>9</sup> Bearss, p. 12. Note: Treasury Secretary Robert Walker solicited the assistance of the Board of New York Underwriters in establishing the first rescue stations (Bearss, p. 7). Insurance underwriters and shipping companies paid for the loss of cargo and vessels after a shipwreck and therefore had an interest in establishing the first life-saving stations (Shanks and York, p. 7).

<sup>10</sup> Shanks and York, pp. 7 – 8.

<sup>11</sup> Bearss, pp. 35 – 38.

<sup>12</sup> Ibid, p. 37.

<sup>13</sup> Ibid.

accommodations for the apparatus and means of providing comfortable protection to the crews and relief to those who may be rescued from shipwreck. They are 42 feet long by 18 wide, and each contains a lower and an attic story. Each story is divided into two apartments. The boats, wagon, and other heavy apparatus occupy the large apartment below, while the smaller one is a living room for the crew, provided with conveniences for cooking. Above, one room is for the small articles of apparatus, and the other is provided with several cot-beds and suitable bedding.<sup>14</sup>

The 1872-type stations were constructed with wood shingle exterior walls and wood shingle roofs and were often referred to as red houses since many were painted that color.<sup>15</sup>

When the construction of the new stations was contracted it was stipulated that the contractor would be deeded the existing stations to use for materials in the new structures. However, upon the completion of the new station at Spermaceti Cove it was decided to retain the 1849 building. The structure was in good condition and could be adapted for use as a horse stable. The Secretary of the Treasury approved the purchase of the old building back from the contractor and the Keeper at Spermaceti Cove brokered the deal.<sup>16</sup>

When Sumner Kimball took over the Revenue Marine Bureau in 1872 he organized it into districts and increased the number of stations within each district. Each station was in turn assigned a numerical designation. At the time the New Jersey stations formed the Fourth District; a new 1872 life-saving station at the tip of Sandy Hook was designated station No. 1 and the 1872 Spermaceti Cove station became station No. 2.<sup>17</sup> Sandy Hook station No. 1 was also constructed under the contract for multiple stations in New Jersey and followed the plans previously described (fig. 6). Sandy Hook now had two red house-type stations serving the Revenue Marine Bureau's life-saving mission.

Over the next several years the service was expanded along the Atlantic coastline and the Great Lakes. On June 18, 1878 legislation was signed by President Rutherford Hayes to "Organize the Life-Saving Service into a Separate Bureau." This was the official formation of the United States Life-Saving Service that had essentially been started in 1848. Sumner Increase Kimball was unanimously confirmed as the General Superintendent of the U.S. Life-Saving Service.<sup>18</sup>

Red house stations No. 1 and No. 2 were in active service at Sandy Hook in 1872 (figs. 5 & 6). The practice drills, patrols, rescues, shipwrecks, and other activities at the stations were documented by the log books and journals, which became required under the reforms by Sumner Kimball. The log books for the Spermaceti Cove Life-Saving Station began on January 16, 1872 and recorded the activity at the station during the life-saving season that generally extended from mid - November through mid - April.<sup>19</sup>

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<sup>14</sup> Shanks and York, p. 215; also York, p. 14. Copied from: *Annual Report of the Chief of the Revenue Marine Bureau* (Washington, DC: U.S. Government Printing Office, 1872), p. 28.

<sup>15</sup> Shanks and York, p. 215.

<sup>16</sup> Bearss, p. 39.

<sup>17</sup> Hoffman, p. 2. Note: The U.S. Life-Saving Service was eventually divided into thirteen districts and by 1914 New Jersey had been designated as the Fifth District (Shanks and York, p. 13).

<sup>18</sup> Bearss, pp. 57 – 59; Shanks and York, p. 13.

<sup>19</sup> Bearss, p. 41. Bearss documents that the crews usually reported for duty in November or December and were relieved from duty at the end of March or in early April.



**Figure 5.** 4<sup>th</sup> District, Station No. 2, Spermaceti Cove, Sandy Hook, New Jersey; 1872 red house-type station. Demolished in 1929.



**Figure 6.** 4<sup>th</sup> District, Station No. 1, Sandy Hook, New Jersey; 1872 red house-type station.

The red house stations served as the Life-Saving Stations at Sandy Hook for two decades. However station No. 1 was interfering with the activities at the Sandy Hook Proving Ground and later the construction of the gun-lift battery (Battery Potter). The station was initially moved to a site 500 feet east of the Ordinance Officers' Quarters (Officers Club/ Building No. 114) in 1886 but it was determined in 1890 that it should be moved to the bay side of the tip of Sandy Hook. The red house station was deemed structurally unfit for such a move and it was decided to construct a new building for station No. 1. The new station was completed near the tip of Sandy Hook in the summer of 1891.<sup>20</sup> It was a Bibb #2-type station designed by Albert B. Bibb in ca. 1886 (fig. 7). The Bibb #2-type U.S. Life-Saving Station No. 1, Sandy Hook, New Jersey would serve the U.S. Life-Saving Service through 1914 and the U.S. Coast Guard after that.<sup>21</sup>



Figure 7. The Bibb #2-type building at U.S. Life-Saving Station No. 1, Sandy Hook, New Jersey.

The No. 2 Life-Saving Station at Spermaceti Cove was also confronted with issues concerning the Sandy Hook Proving Ground. As the Proving Ground started testing large caliber rifled-guns the range of fire drew closer to the 1872 Spermaceti Cove Life-Saving Station. In December of 1890 the station was evacuated during proof testing of the guns and in 1891 when the firing range was moved farther south it became common practice to evacuate the life-saving station during every proof test. The situation became unendurable for both the Life-Saving Service and the Ordnance Department.<sup>22</sup>

As with station No. 1, it was determined to move station No. 2 out of the range of the Proving Ground. A 200 square foot tract of land situated 232 yards west of the 1872 station was staked out and plans were made to move the existing station. In January 1892 the Secretary of War approved Secretary of the Treasury's request to relocate the Spermaceti Cove Life-

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<sup>20</sup> Bearss, pp. 116 – 120.

<sup>21</sup> Shanks and York, pp. 231 & 246.

<sup>22</sup> Bearss, pp. 135 – 136.

Saving Station to the 200 square foot tract of land. The only caveat was that in time of war the building might have to be demolished or moved. However, the cost of relocating the 1872 life-saving station was considerable and it was decidedly more economical to construct a new building to serve as station No. 2.<sup>23</sup>

Subsequently plans were made for the construction of a new life-saving station at Spermaceti Cove that would be based on the Duluth-type station plan (see the subsequent section “Chronology of Development and Use, Construction”). The Duluth-type station was designed by George R. Tolman in 1893 (see the subsequent section “Duluth-type Station”). It was his second plan that was widely used by the U.S. Life-Saving Service.<sup>24</sup>

After the 1894 Spermaceti Cove Life-Saving Station was constructed both the 1849 and the 1872 stations remained in use by the U.S. Life-Saving Service and later the U.S. Coast Guard. In 1929 the 1849 station was rehabilitated by the Coast Guard and honored as “The Original Life Saving Station, Erected By The Government 1848” (fig. 8). At that time the 1872 was demolished.<sup>25</sup> The Twin Lights Historical Society arranged for the 1849 station to be moved to Twin Lights Historic Site, Highlands, New Jersey in circa 1954. That site became a New Jersey State Park in 1962 and the 1849 station is preserved there as the only known survivor of the early federal life-saving stations.<sup>26</sup>



**Figure 8.** The 1849 Spermaceti Cove Life-Saving Station after rehabilitation, U.S. Coast Guard 1930. The plaque reads “The Original Life Saving Station, Erected By The Government 1848.”

<sup>23</sup> Ibid, pp. 136 – 139.

<sup>24</sup> Shanks and York, pp. 236 & 247.

<sup>25</sup> Bearss, pp. 294 – 295.

<sup>26</sup> Telephone interview with Thomas Laverty, NJ State Parks Chief of Interpretation. Thomas Hoffman. *Sandy Hook's Lifesavers*. Gateway NRA, Sandy Hook Unit.

## Duluth-type Station



**Figure 9.** Front elevation of the Duluth-type life-saving station, designed by George R. Tolman (not to scale).

George Russell Tolman came from a Boston architectural firm where he and his partner George F. Moffette designed both residences and commercial buildings during the 1870s. George Tolman briefly worked for the Treasury Department as a draftsman where he gained experience designing maritime structures. He began his career with the U.S. Life-Saving Service on January 2, 1891 succeeding Albert B. Bibb. Tolman's first design for the Life-Saving Service was the station for Quonochontaug at Charlestown, Rhode Island and became known as the Quonochontaug-type station. The station plan was characteristically similar to the Bibb #2-type station. It was a one-and-a-half story building with steep roofs, second story dormers, a one-story tower over the boat room, and was a combination of both Shingles Style massing and Queen Anne details. The exterior walls of both station types were typically clad with wood shingles and the roofs were also wood shingled. The Quonochontaug-type station was widely employed by the Life-Saving Service with at least twenty-one stations using that design through 1908. Included among those was a modified plan of the Quonochontaug-type station built for the 1893 Chicago World's Columbian Exposition.<sup>27</sup>

George Tolman designed two more station types for the U.S. Life-Saving Service and a one-of-a-kind station in Ashtabula, OH. The Niagara-type station was designed in ca. 1892 but only two such stations were constructed. The Ashtabula Life-Saving Station was designed and built around the same time but was not duplicated. Tolman's next design in 1893 was the Duluth-type station (fig. 9) that became the most prolific of his designs with at least twenty-

<sup>27</sup> Shanks and York, pp. 234 – 235.

eight built between 1894 and 1908.<sup>28</sup> The group included the Duluth, MN station constructed in 1894 from which the type derives its name.<sup>29</sup>

The Duluth-type station shared some characteristics of Tolman's previous designs. The exterior walls and roofs were usually covered with wood shingles and the overall massing was Shingle Style. However, aspects of the Duluth-type station incorporated Colonial Revival-style details that were gaining greater recognition at the time. This was reflected in the use of small paned sashes and a semi-circular window opening with a fanlight sash on the gable end of the Boat Room, as well as the use of cyma recta and cyma reversa trim on the exterior and interior elements (figs. 10 & 11).

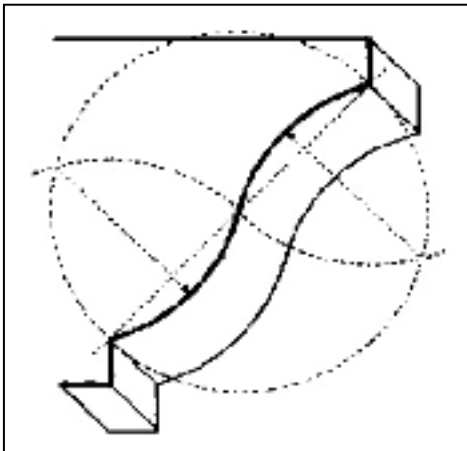


Figure 10. Cyma recta molding profile.

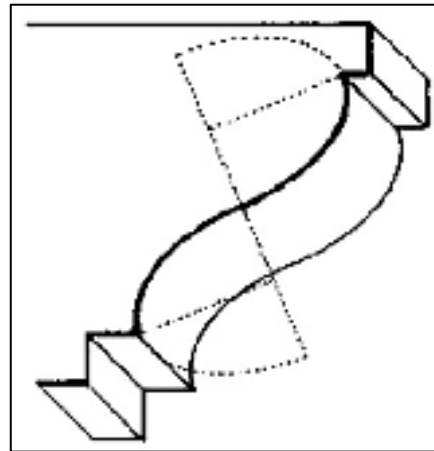


Figure 11. Cyma reversa molding profile.

As Shanks and York point out, the interior floor plan of the Duluth-type station was divided into sections like the Quonochontaug and Bibb #2-type stations.<sup>30</sup> It was one-and-a-half stories high with a large clipped-gable roof and second story dormers. Tolman had used a similar clipped-gable roof on the Niagara-type station.<sup>31</sup> One side of the building housed the keeper, surfmen, kitchen, and mess room. The other side of the building was a one-story, two-bay boat room with a shallow gable roof. The Duluth-type station incorporated a tower that was unlike Tolman's previous designs and was a prominent feature of that station type. The tower was positioned at the front of the station between the two sections. It was a four-story hip-roofed lookout tower with a cantilevered section of windows at the top story that was supported by molded brackets.

George R. Tolman served as the architect for the U.S. Life-Saving Service until he was dismissed for personal reasons on July 16, 1896. Tolman's six-and-one-half year term as the services architect was the shortest tenure of all U.S. Life-Saving Service architects but his influence was important.<sup>32</sup> As previously discussed, his station designs were built through 1908 and the Duluth-type life-saving station at Spermaceti Cove remains as an example of his design and his legacy with the U.S. Life-Saving Service.

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<sup>28</sup> Shanks and York, p. 236, 247 & 248.

<sup>29</sup> Shanks and York, p. 247.

<sup>30</sup> Shanks and York, p. 236.

<sup>31</sup> Shanks and York p. 177 for an illustration of the Niagara-type life-saving station.

<sup>32</sup> Shanks and York, pp. 236 & 237.



# CHRONOLOGY OF DEVELOPMENT AND USE

## Construction

Prior to the decision to relocate the Spermaceti Cove Life-Saving Station in 1892, Lieutenant McLellan, Assistant Inspector U.S. Life-Saving Service, notified Sumner Kimball that the service had no clear title to the land that the 1872 station was sited on. After investigating the situation further McLellan determined that the Life-Saving service should secure authorization from the War Department when relocating the station. To that end he surveyed and staked out a 200 square foot tract of land situated 232 yards west of the 1872 station. The Secretary of War approved the new location for the Spermaceti Cove Life-Saving Station and McLellan proceeded with plans for the new station.<sup>33</sup> A plan of the 200 square foot lot dated 1903 shows the 1894 station, as well as the locations of the earlier life-saving stations and related outbuildings in relation to the new station (fig. 12).

General Superintendent Kimball secured an appropriation from Congress during Fiscal Year 1894 for new life-saving stations at Spermaceti Cove and Avalon, New Jersey; Cahoons Hollow, Massachusetts and Portsmouth, North Carolina. Initially the Brant Rock Life-Saving Station plans were considered for Spermaceti Cove.<sup>34</sup> Brant Rock was near Marshfield, Massachusetts and was a Quonochontaug-type station designed by architect George R. Tolman in 1891 and constructed in 1892 - 1893.<sup>35</sup> However, Lieutenant McLellan felt it would expedite the bidding process to employ the Duluth-type station plans.

After getting permission from Superintendent Kimball, McLellan advertised for proposals to build the new station in April 1894:

Sealed proposals will be received at this office until 2 P.M. of Thursday, May 10, 1894, for rebuilding the Spermaceti Cove Life-Saving Station, near Seabright, New Jersey. Forms of proposals, together with plans and specifications, can be obtained on application to this office, the Supts. of Construction, Life-Saving Stations, 24 State Street, New York City, to the Supt., Fifth Life-Saving District, Point Pleasant, New Jersey, or to the Keeper of the Spermaceti Cove Station, Seabright, New Jersey.<sup>36</sup>

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<sup>33</sup> Ibid, pp. 136 – 139.

<sup>34</sup> Bearss, pp. 140 – 142.

<sup>35</sup> Shanks and York, pp. 57 & 246.

<sup>36</sup> Bearss, p. 142.

Of the ten proposals received for constructing the station that of S.S. Hunt and William H. McCary was the low bid at \$5,375. Their proposal to erect “a frame Building and outhouse for a life-saving station at Spermaceti Cove, New Jersey”<sup>37</sup> was based on the general plans and specifications for the Duluth-type life-saving station designed by George R. Tolman (Appendix A). The only modification to that plan recommended by Lt. McLellan was the construction of a cellar under the kitchen.<sup>38</sup> Whether that addition was made is not known since a full cellar was constructed under the building at a later date (see the subsequent section “Alterations”).

Construction of the station began in June 1894 and was scheduled for completion by September 10, 1894. On the 19<sup>th</sup> of June a change order was submitted for the construction of a brick cistern with necessary gutters and drain spouts. The cistern was designed by a service architect and proposals for its construction were sought. Hunt and McCary were the only contractors to submit a bid for this work and were given the job of constructing the cistern for \$385.<sup>39</sup>

The construction of the Duluth-type station went well. The building was near completion on September 7<sup>th</sup> and the keys were handed over to Captain Edwards, Spermaceti Cove Life-Saving Station Keeper, on the 15<sup>th</sup>. Although this was five days past the deadline, the contractors were allowed to go beyond the contract date due to the added construction of the cistern.<sup>40</sup>

Despite the fact that the new building was completed the life-saving crew continued to live at the 1872 station until May 1895. In the interim to keep the building safe in case of fire two surfmen were ordered to spend their nights there and the keeper was on site during the day. Furnishings and supplies for the new life-saving station were received at the Highlands railroad station on April 4, 1895 and the crew spent the day moving the shipment into the new station. Some of the crew spent May 2<sup>nd</sup> applying a coat of raw linseed oil to the floors of the Kitchen, Mess Room, Storm Clothes Room, and Pantry (Appendix A. drawing No. 1). With all the supplies and furnishings in place the life-saving crew finally moved into the 1894 Spermaceti Cove Life-Saving Station on May 28, 1895.<sup>41</sup>

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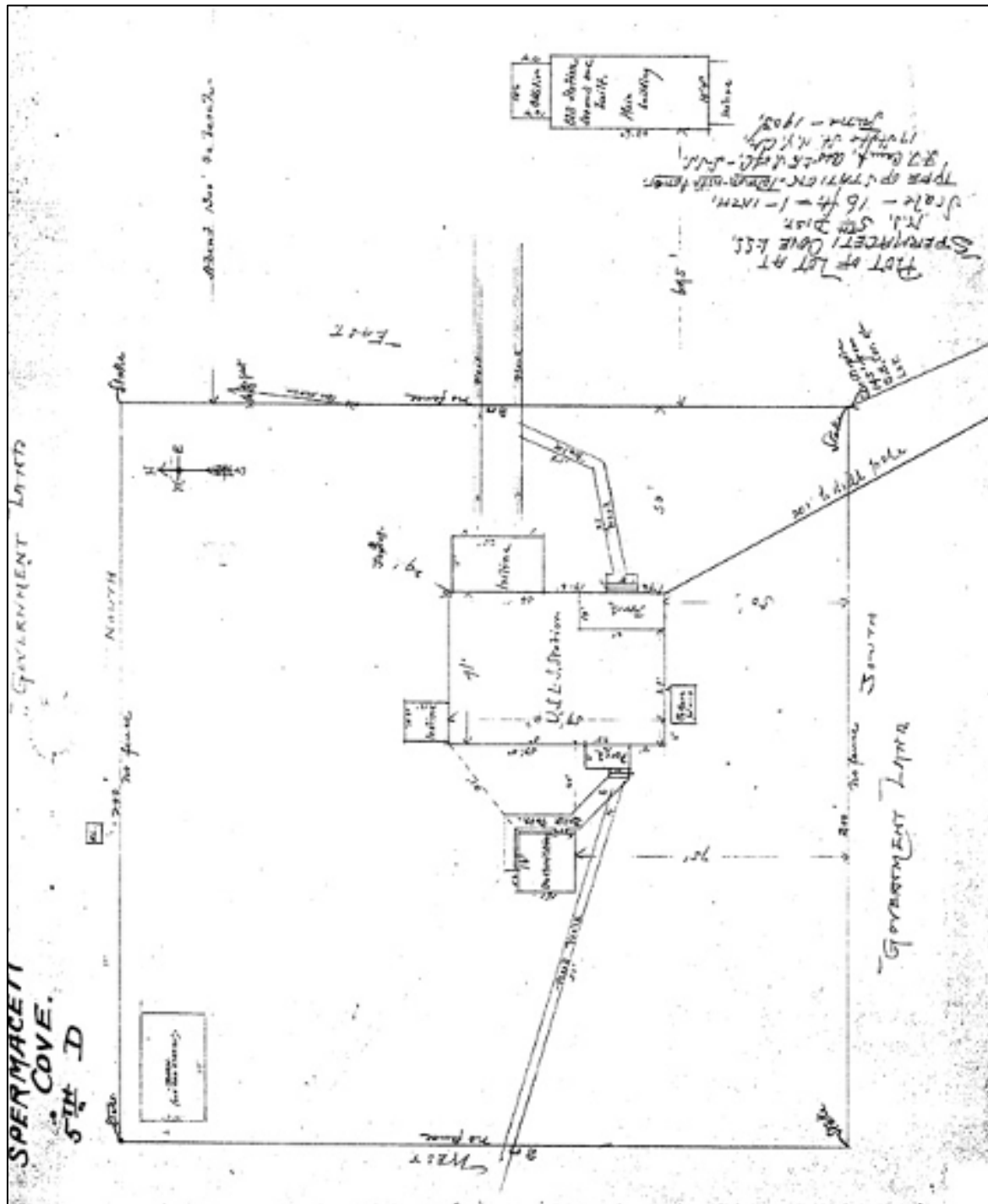
<sup>37</sup> Bearss, p. 142.

<sup>38</sup> Ibid.

<sup>39</sup> Ibid, pp. 145 – 146.

<sup>40</sup> Ibid, pp. 146 – 147.

<sup>41</sup> Ibid, pp. 148 – 152.



# Original Appearance

## *Introduction*

The following description of original appearance is based on both historic photographs and plans of the Duluth-type life-saving station drawn by George R. Tolman in 1893 (Appendix A). Comparison of the existing building and the Duluth-type station plans, as well as research of historic photographs and an understanding of building alterations, showed that the 1894 Spermaceti Cove Life-Saving Station followed Tolman's plans practically to the letter.

The documentation of other Duluth-type stations was also reviewed to gain a better understanding of the historic appearance of that station type. In particular the 1988 HSR for the Old Harbor Life-Saving Station on Cape Cod<sup>42</sup> documented the construction specifications and original elements of that station that were probably common to all Duluth-type stations. Indeed the general procedure for the Life-Saving Service was to build the life-saving stations from standardized specifications and plans developed by service architects.<sup>43</sup> For this study when examples of original elements were not extant at Spermaceti Cove, the building specifications for the Old Harbor station were relied upon for information regarding original appearance (fig. 13 and Appendix B).

Investigation of the extant building elements and paint analysis provided additional information regarding original materials and alterations. The following descriptions are more general in nature and describe the building as it originally appeared based on the historic documents.

In addition to the plans for the Duluth-type station in Appendix A, the reader should refer to figures 22, 23, and 24 at the end of this section for the room, doorway, and window opening numbers that were assigned for this project. The subsequent section on "Interior Elements" uses the original room designations from Tolman's plans but also references the current room, doorway, and window opening numbers. Peter Dessauer and Richard Wells prepared drawings and measurements of the 1894 Spermaceti Cove Life-Saving Station in 1988; these records are included in Appendix C and should also be consulted.

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<sup>42</sup> Peggy Albee, *Old Harbor Life-Saving Station, HSR, Provincetown, Massachusetts*, Cape Cod National Seashore, S. Wellfleet, MA. Boston, MA: U.S. DOI, NPS, NAR, CRC, BCB, June 1988.

<sup>43</sup> York, Abstract p. iv. Correspondence with Wick York confirmed this point. He has reviewed the specifications for other Duluth-type stations and they were identical. Certain sections were crossed-out and hand written notations added to accommodate site specific requirements, which affirms that these were generic specifications tailored to the needs and conditions of each site.



**Figure 13.** 4<sup>th</sup> District, Station No. 2, Spermaceti Cove, Sandy Hook, New Jersey; after 1909 alterations. Note outbuilding to the west of the station.



**Figure 14.** Old Harbor Life-Saving Station, Chatham, Massachusetts, depicting Duluth-type station and outbuilding, 1914.



Figure 15. 1894 Spermaceti Cove Life-Saving Station. Earliest known photograph of the station ca. 1900.

## *Exterior Elements*

### Design

The overall configuration of George R. Tolman's Duluth-type life-saving station was similar to its predecessors. It was designed with a one-and-a-half story Main Block that measured 31 feet 5½ inches east-west by 34 feet 6 inches north-south; a one-story Boat Room measured 41 feet 5 inches east-west by 25 feet north-south; and a four-story watch Tower that measured 10 feet 8 inches east-west (at the second and third stories) by 10 feet 4 inches north-south. The station was constructed with the Main Block as the southern section, which was abutted by the Boat Room to the north. The east elevation of the Boat Room extended 10 feet beyond that of the Main Block. The tower was positioned on the east side of the station at the corner where the Boat Room extended beyond the Main Block. All three sections of the station were adjoined on the first story and a connector between the Main Block and the Tower was constructed at the second story.

The Duluth-type life-saving station combined the Victorian Era massing and elements of previous station designs with elements that reflected the more current architectural trends toward classical elements found in Georgian and Federal style buildings. The expansive roofs with dormers and the wood shingled walls and roofs reflected the influence of the Shingle Style; the asymmetry of the structure and the tower, which has a bracketed-cantilevered section of windows at the top story and is covered with a flared hip roof, appeared to be influenced by Queen Anne architecture; the use of small paned window

sashes and a fanlight window sash on the gable-end of the Boat Room, as well as the use of classical molding profiles, demonstrated the influence of the emerging Colonial Revival Style.

## Foundation

The 1894 Spermaceti Cove Life-Saving Station was constructed with a “mudsill.”<sup>44</sup> A mudsill was typically “the lowest horizontal timber at the base of a timber-framed building, usually laid directly on the ground; used to distribute concentrated loads.”<sup>45</sup> At Old Harbor the mudsills were constructed with 4 inch by 10 inch chestnut timbers, which were most likely specified and used at Spermaceti Cove too. Cedar posts were spiked to the mudsill and framed into the main sills of the station.<sup>46</sup> The mudsills and cedar posts composed the original foundation framing for the life-saving station.

The plans and specifications for the cistern approved in June 1894 called for a 9-foot 4-inch wide by 11-foot long by 9-foot deep underground structure constructed with concrete made with Rosendale cement. The inside of the cistern was covered with concrete made with Portland cement and the top was covered with a framed and battened lid constructed of white pine.<sup>47</sup> The plans approved by Sumner Kimball were specific to Spermaceti Cove but were similar to the cistern plan in the Duluth-type station set of plans (Appendix A, drawing No. 11).

## Walls

The exterior walls of all portions of the building were sheathed with pine boards. All of the side walls were clad with wood shingles “to be No. 1 quality cedar (shingles), all heart, laid in the best manner, secured with two galvanized-iron nails to each shingle.”<sup>48</sup> The side wall shingles were installed with a 6 inch reveal and the shingles were woven at the corners.

The entablatures at the tops of the side walls of the Main Block, Boat Room, and Tower were constructed with 3½-inch high plain board fascia and 4-inch high molded cornices with cyma recta over cove profiles. A similar entablature was constructed as a belt course on the south gable-end that separated the first and second stories. The entablature below the cantilevered fourth story window section of the Tower also used the same elements with the addition of 3¾ inch wide by 8½ inch high by 8 inch deep brackets with a large cyma recta profile atop a small cyma recta profile (Appendix C, Tower Bracket Profile). The same cyma recta over cove molding used on the cornice was installed along the rake of the roof gables.

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<sup>44</sup> Bearss, Appendix C, p. 318; the specification for alterations to the foundation in 1909 includes removing the “present post and mudsill foundation.”

Albee, p. 158. See Appendix B of this report.

<sup>45</sup> Cyril Harris, *Dictionary of Architecture and Construction*, Fourth Edition (New York, NY: McGraw-Hill, 2005) p. 147.

<sup>46</sup> Albee, p. 158. See Appendix B of this report.

<sup>47</sup> Bearss, p. 145.

<sup>48</sup> Albee, p. 160. See Appendix B of this report.

## Doorways

The plans for the Duluth-type life-saving station provided detailed drawings of the “Front Door” and noted that there were “to be three (3) like this” (Appendix A, drawing No. 8). The doorway to the Tower (D101) was the formal entrance and considered the front doorway. That doorway, the doorway to the Storm Clothes Room (D102) and the back entry doorway (D103) were constructed in the same manner and with similar elements. The doorway architraves were constructed with plain boards and the threshold was constructed with oak. These three exterior doorways had 1¾ inch thick solid pine doors with six panels; the lower four were molded-raised panels and the top two smaller panels were glazed with a single pane of glass. The doors were hung with butt hinges and had Yale and Townsend Manufacturing Company lift latches with handles and rim night latches.

The specifications for the Old Harbor Life-Saving Station call for exterior storm doors with lift latches and hooks and eyebolts to secure them. Evidence of hardware on the doorway jambs of all three exterior doorways (D101, D102, and D103) at Spermaceti Cove suggests that the station originally had storm doors that are no longer extant.

The Boat Room was constructed with three wide doorways for access to the beach apparatus carts and surfboats. The drawings of the Duluth-type station depicted the doorways in plan and detail (Appendix A, drawing No. 7). On the west side of the north elevation of the Spermaceti Cove station was a doorway that is not extant; it was approximately 9 feet wide by 7 feet 4 inches high. On the east elevation of the Boat Room were two wide doorways side-by-side that were depicted in the earliest photograph of the 1894 Spermaceti Cove Life-Saving Station but were later altered (fig. 15). Both of those doorways were 9 feet 9 inches wide by 9 feet 7 inches high. All three of the Boat Room doorways were originally equipped with sliding doors “hung with extra heavy ‘The Modern Antifriction Hanger’ with 5-inch wheels, two to each door, hung at the top on a double-bracketed rail.”<sup>49</sup> At the bases of the doorways were “stay rolls” to prevent the door from blowing in. The doorways on the east elevation of the Boat Room were built so that the doors would slide by each other. In order for the north door to slide in front of the south door, the north jamb of the south door was hinged. This permitted a section of the jamb to swing open, allowing the north door to slide completely open. The hinged jamb was depicted in drawing No. 7 of Tolman’s plans and was barely discernable in the earliest photograph of the station (fig. 15).

## Window Openings

The 1894 Spermaceti Cove Life-Saving Station retains many original window openings that correspond to the original configuration and use of the station. The extant window openings and window elements are recorded in the window opening schedules in this report (see the subsequent section “Current Physical Description, Window Openings”). The plans for the Duluth-type station depict several different window opening sizes and sash types (Appendix A, drawing No. 2, No. 3, & No. 8). With the exception of the dormer windows, all of the window openings had molded surrounds with profiles that consisted of an outer fillet, a quirked cyma reversa, and an inner fillet.

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<sup>49</sup> Albee, p. 162. See Appendix B of this report.



The east elevation of the Main Block had two full-size windows on the first story with double-hung, nine-over-two sashes. The dormer at the second story of the east elevation had a double window with double-hung, four-over-four sashes.

On the south elevation of the Main Block were different types of window openings. On the first story the southeast window was a wide opening set high on the first story, which opened into the Storm Clothes Room. The window opening had a single awning sash with eighteen lights (figs. 15 & 17). The next window opening on the first story (W107) had double-hung sashes with twelve-over-two lights. A smaller window opening was built for the Pantry. It contained a single casement sash that was hinged on the side and had nine lights. The second story of the south elevation had two window openings with double-hung, twelve-over-two sashes that opened into the crew's quarters.

The first story of the west elevation of the Main Block had one full size window opening on the first story with double-hung, twelve-over-two sashes. At the second story level the dormer contained a double window similar to the east elevation with double-hung, four-over-four sashes.

The west elevation of the Boat Room contained two window openings on the first story. Both window openings had awning sashes with twelve lights.

The north elevation of the Boat Room had three similar window openings with awning sashes on the first story and a half-round opening in the gable that contained a fanlight sash. The fan light sash was depicted in the plans and one historic photograph (fig. 16). It was divided into pie-shaped quarters that radiated from the center of the sash's base. Each quarter had four lights for a total of sixteen lights in the fan sash.

The north elevation of the Main Block had two window openings on the second story above the roof line of the Boat Room. Both window openings were rectangular with six-light awning sashes. The northwest window opening (W209) was related to the "Spare Room" (Room 205) on the second story and the other window opening (W211) opened into the "Locker Room" (currently opens into Room 203).

The Tower of the 1894 Spermaceti Cove Life-Saving Station had three types of windows. On the first story was a double window opening with double-hung, six-over-six sashes in each opening. The window openings were separated by a plain mullion and trim with the typical window surround. The second and third stories of the Tower were had small rectangular window openings with six-light casement sashes. There were three such window openings on the second story (W201, 202 & 212) and four on the third story of the Tower (W301 – W304). A similar window opening was also installed on the south elevation of the second story hallway (W203). The fourth story of the Tower was the Watch Room and had two square window openings on each elevation. All of the openings had awning sashes with two horizontal lights.



**Figure 16.** 1894 Spermaceti Cove Life-Saving Station, east and north elevations, circa 1916, depicting historic window openings including north elevation fanlight sash (circled). This photograph also depicts some post-1909 alterations to the station.



**Figure 17.** 1894 Spermaceti Cove Life-Saving Station, east and south elevations, circa 1916 depicting historic window openings including south elevation awning sash (circled). This photograph also depicts some post-1909 alterations to the station.

## Porches

The 1894 Spermaceti Cove Life-Saving Station was constructed with two porches, which were labeled as piazzas in the Duluth-type plans by George Tolman. The front porch was on the east elevation of the Main Block and faced the ocean (fig. 17). From the porch there was access to the station through D101 on the south side of the Tower and D102, which lead into the Storm Clothes Room. The back entry porch was located on the west elevation and provided access to the back hallway through D103. Historic plans and photographs, as well as extant building evidence suggest that the porches were constructed in the same manner and with similar materials. The plans for the Duluth-type station included a section drawing of the porches for general reference (Appendix A, drawing No. 6).

The porch sills were supported by cedar posts and attached to the sills of the station. Basket-work lattice was installed at the foundation level and a skirt board was installed below the edge of the floor. The station specifications called for 1¾ inch thick pine floors with jointed edges, not exceeding 4 inches wide. Historic photographs appear to depict a similar floor but there was no extant evidence of the original porch flooring. The photographs also show a baseboard that ran along the station walls above the porch floor but do not illustrate any details.

Both porches were designed to be open. Chamfered posts supported the roof structure and railings with balusters extended between the posts. At the inside corners of the porches, where they joined the station, were half-posts. The posts supported cased beams that carried the porch roof rafters. The ceiling was open to the rafters and the tongue-and-groove roof sheathing boards. A fascia was installed where the porch roof was attached to the exterior wall of the station.

Some of the original porch elements were preserved in the back porch and are fully described in the “Current Physical Condition” section of this report.

## Roof and Related Elements

The 1894 Spermaceti Cove Life-Saving Station was constructed with a complex roof system that was illustrated in the Duluth-type plans (Appendix A) and was recorded in the NPS measurements of the station (Appendix C, Roof Plan 1 – 5). The Main Block of the station had a north – south oriented clipped-gable roof with a long sloping roof line that outlined the second story. The roof of the Main Block was extended on the east side by the front porch roof and on the west elevation by the back entry porch roof. The north end the gable roof connects to the perpendicular gable roof of the tower connector forming a cross-gabled roof. The roof was covered with wood shingles laid 5 inches to the weather. The valleys and hips of the roof were “shingled in” and a 10 inch by 10 inch piece of 16-ounce zinc was installed under each course. The plans specified ridge boards with a ¾ round rail at the peak for the main roof (Appendix A, drawing No. 4). Though not extant, historic photographs do indicate that the main ridge was originally covered with boards. As previously described, the cornices and rakes of the station were constructed with cyma recta molded trim and plain fascia boards.

Dormers were constructed on both the east and west sides of the main roof. The dormers were clad with shingles on the side walls and housed double window openings. The dormers

were covered with wood shingles and flashed with lead where they joined the main roof. The rakes of the dormers were constructed with plain boards and the cornices of the dormers were constructed with molded boards with a cyma recta profile.

The one-story Boat Room on the north side of the life-saving station was constructed with a shallow pitched gable roof. The roof is oriented north – south and was covered with wood shingles. Like the main roof, the Boat Room roof had boards and a rail that covered the ridge.

The Tower roof was hipped with a slight flare at the eaves. It was built with a rounded finial at the peak to which the main rafters were tied. This roof was also covered with wood shingles and the finial was covered with a rounded copper boot. The Tower roof was trimmed with a cyma recta molded eaves fascia and a narrow cyma reversa molding at the cornice.

The change order for the cistern included a plan and specifications for gutters. The gutters were installed at the eaves of the gable roofs and had downspouts leading to the cistern. The specifications noted that the gutters should be “No. 26 gal. iron, 10-inch girth, semi circular, secured by 1" by 1½" gal. iron gutter straps.” There were two 4-inch corrugated downspouts with elbows connected to 4-inch iron conductors that lead to the cistern.<sup>50</sup>

## Chimney

The chimney for the station was built in the center of the Main Block. The chimney was constructed with concrete foundation that was 4 feet wide by 6 feet long. The brick chimney stack was built upon the foundation and the bricks were laid with a cement, lime, and sand mortar. The specifications called for the “top six courses to be laid in clear cement.” Two piers were built into the base of the chimney on the north and south sides to support the center beam of the first story framing.

The chimney stack was a square with four flues that were carried the full height of the chimney. On the first and second stories of the station there were openings in the flues that were lined with earthenware thimbles or sleeves with metal movable covers. The openings were to accommodate stoves in the Kitchen, Mess, and Keeper’s Room on the first story and the crew’s quarters on the second story. The delivery of 12 tons of coal and 1 cord of wood during the stations first year of active duty suggests that the heating stoves in those rooms were both coal and wood burning stoves.<sup>51</sup>

The exposed brick of the chimney stack from the first story to the underside of the roof was parged with a hard mortar. The specifications called for “King’s brick mortar” to be applied directly over the bricks and the angles were to be slightly rounded.

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<sup>50</sup> Bearss, p. 145.

<sup>51</sup> Bearss, p. 159.

## Finishes

The specifications for the Old Harbor Life-Saving Station, which were probably generic to all Duluth-type life-saving stations, include the following exterior paint specifications:

Outside work.—All outside work usually painted to be painted three coats.

The following to be painted a French gray: Cornices, trimmings, moldings, casings, piazza, and porch posts, railings, steps, and the ceilings of the piazza and porch. Outside all window sashes to be blue black.

The remainder of the outside work, including doors, to be a light Colonial yellow.<sup>52</sup>

The specifications also noted that the shingles were not to be painted or stained and that the Boat Room doors would be painted “light olive” on both sides. The gutters and downspouts were “painted in harmony” with the exterior trim.<sup>53</sup> Exterior paint analysis of the extant materials indicated that the Spermaceti Cove station was finished with a similar paint scheme soon after construction (Appendix E).

## *Structural Elements*

The structural requirements for the 1894 Spermaceti Cove Life-Saving Station were discussed in the specifications for the station and the plans provided details for the sizes of the framing members and the specified erection of the building’s frame (Appendices A & B). It should be noted that although the Duluth-type station had three distinct sections (Main Block, Boat Room, and Tower) the building was essentially framed as a whole. The sections had common framing members that tied the building together structurally. The structure of the life-saving station was constructed with heavy timber posts, girts and plates with full dimension studs, joists, and rafters framing the exterior walls, interior partitions, floors, and roofs. The timber frame was constructed with traditional mortise and tenon joinery and the specifications noted that the framing members were to be pinned, framed, and spiked together. Diagonal braces were framed into the posts and girts and pinned.

The construction of the sills for all three sections of the station was the same. The sills were 6-inch by 8-inch timbers that were supported by cedar posts set on the mudsill foundation previously described. Additional 6-inch by 8-inch timbers running north-south were used as center girts below the first story of the Main Block. The Boat Room also had a center girt that measured 8-inches by 8-inches and spanned east-west. These girts were also supported by cedar posts and the center girts of the Main Block were supported at the chimney by the brick piers built into the chimney stack.

The first-story floors in the Main Block were constructed with 3-inch by 10-inch joists that were shouldered 2 inches on to the sills. The chimney bay was framed with 4-inch by 10-inch joists and chimney girts. The Main Block sills supported 4-inch by 8-inch corner posts and

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<sup>52</sup> Albee, p. 167. See Appendix B of this report.

<sup>53</sup> Albee, pp. 167, 168 & 171. See Appendix B of this report.

intermediate posts that in turn supported 4-inch by 8-inch girts on the east and west elevations. The corner posts extended beyond the second story girts to the level of the plates. The east and west girts supported low stud walls that carried the 4-inch by 6-inch plates. On the north and south elevations the first story framing supported 4-inch by 4-inch end girts that the gable-end studs were attached to. The exterior wall studs were 3-inch by 4-inch and 4-inch by 4-inch studs were used to frame window openings and doorways. The interior partitions were framed with 3-inch by 4-inch studs where they carried floor joists; otherwise 2-inch by 4-inch studs were used. The second story floors were framed in the same manner as the first story except that these joists were exposed at the first story ceiling and were “mill planed.” On the north and south walls 2-inch by 10-inch exposed joists were spiked to the girts to complete the exposed framing of the first story ceiling. The roof was framed with 3-inch by 10-inch rafters and ridge boards that were “mill planed” and exposed on the interior. The rafters were doubled at the dormers and the chimney bay. The rafters were spiked to the east and west plates and the center ridge board. The south clipped gable was framed with hip rafters, two jack rafters and a center rafter. The north clipped gable was integral with the framing of the gable roof on the tower connector, which was framed with 2-inch by 8-inch rafters.

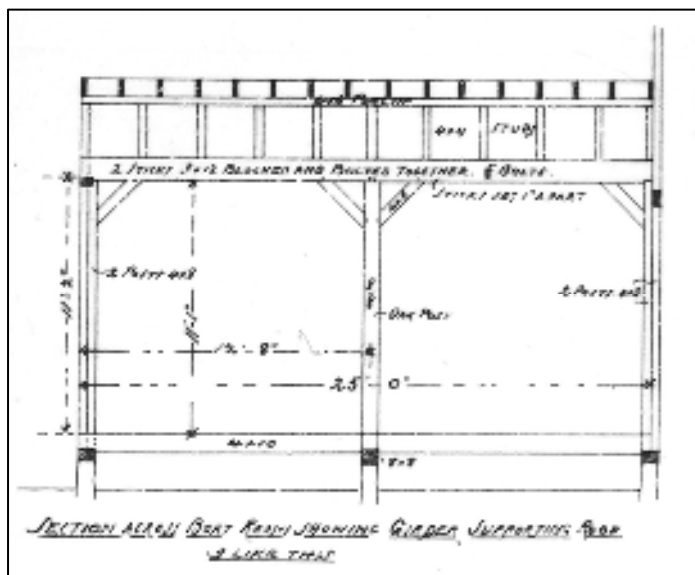


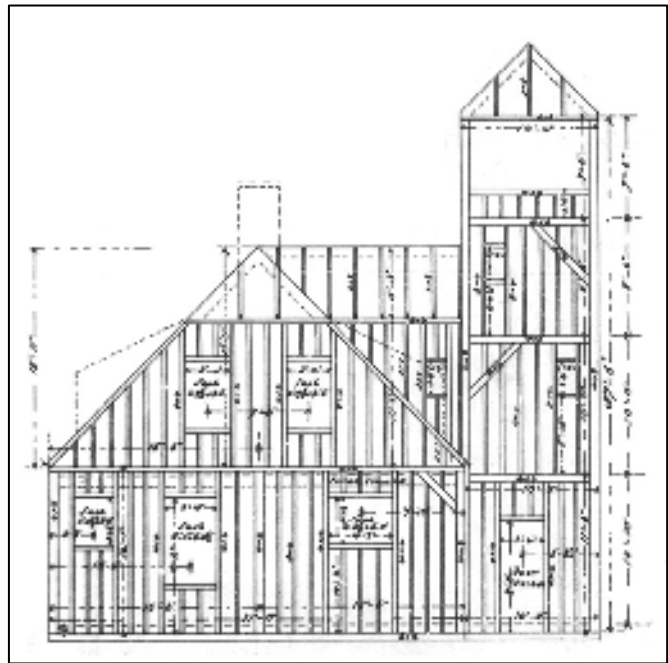
Figure 18. Framing of typical interior bent in Duluth-type station Boat Room.

The Boat Room floor was framed with 4-inch by 10-inch joists spanning north-south that were shouldered 2 inches on to the sills. Since the Boat Room was a large open room the frame was designed with five bents or sections of timber frame work (Appendix A, drawing No. 6). The west-end bent was built with 4-inch by 8-inch corner posts and a 4-inch by 8-inch center post, which supported a 4-inch by 6-inch plate and had wind braces at the corner posts. The east-end bent was constructed in a similar manner but due to the framing of the large doorways the corner braces were eliminated and the dimensions of the center post were reduced to 4-inches by 6-inches. The three center bents had doubled 4-inch by 8-inch posts

on the north and south sides and 8-inch by 8-inch posts in the center (fig. 18). The posts supported a beam that was constructed from two 3-inch by 12-inch boards that were blocked and bolted together and reinforced with 4-inch by 6-inch braces. The girts carried 4-inch by 4-inch studs to which the purlins and ridge board of the roof frame were attached. The 8-inch by 8-inch center posts were “dressed” down to 7½ inches square and the edges were chamfered. The walls between the bents were constructed with 3-inch by 4-inch studs and 4-inch by 4-inch studs at the window openings. The two large doorways on the east elevation of the Boat Room were framed with 4-inch by 6-inch posts that were doubled at the outside corners. At the center of the elevation there were three 4-inch by 6-inch posts, one supporting the east end bent flanked by the posts framing the doorways. Each doorway had a 4-inch by 10-inch lintel that was notched into the posts. The north elevation doorway was

constructed with 4-inch by 6-inch posts and a 4-inch by 6-inch lintel. The roof was constructed with a principle purlin on each side and 2-inch by 8-inch rafters that were spiked to the ridge board and the plates.

Like the other sections of the station, the Tower was framed with 4-inch by 8-inch corner posts and 4-inch by 6-inch girts at each level, braced by 4-inch by 6-inch supports. The plans for the Duluth-type station depicted each corner post as 37-foot 6-inches long (fig. 19). The specifications noted that “long timbers (were) to be halved, lapped, and bolted, not more than two equal lengths to a piece,” which made up the Tower’s corner posts. As with the Main Block, the floors at each story of the Tower were framed with 3-inch by 10-inch joists with 2-inch by 10-inch joists spiked to the girts. The staircase opening at the second story was framed with a 4-inch by 10-inch joist to carry the load of the staircase. The trap doorway from the third to the fourth story was built in the center of the floor and was framed with 3-inch by 10-inch joists. The exterior walls of the Tower were generally framed with 3-inch by 10-inch studs. The first story entry doorway (D101) and double window opening (W101) were framed with 4-inch by 10-inch studs, sills and headers. The smaller window openings at the second and third stories were framed with 3-inch by 10-inch lumber.



**Figure 19.** Duluth-type life-saving station, south elevation framing of Main Block and Tower.

The fourth story watch room of the Tower was built to accommodate the fourth story window openings and interior window seats that formed the cantilevered portion of the structure. The 4-inch by 6-inch girts on all elevations of the fourth story supported 2-foot high stud walls that had 4-inch by 4-inch top plates. The exterior walls above these stud walls extended 9¾ inches beyond the plane of the exterior walls forming the cantilevered part of the Tower. The cantilevered walls were constructed with lighter framing material primarily using 2-inch by 4-inch boards to frame the corners and the window openings. The roof frame of the Tower was constructed with 4-inch by 6-inch plates at the top of the Tower’s corner posts. The plates carried the hipped roof that was framed with 3-inch by 8-inch hip rafters and 3-inch by 6-inch common rafters fastened to a finial at the peak of the roof. Jack rafters at each corner spanned from the plates to the hip rafters. Boards nailed to the ends of the rafters extended the roof slope and formed the flare over the cantilevered portion of the Tower.

## Interior Elements

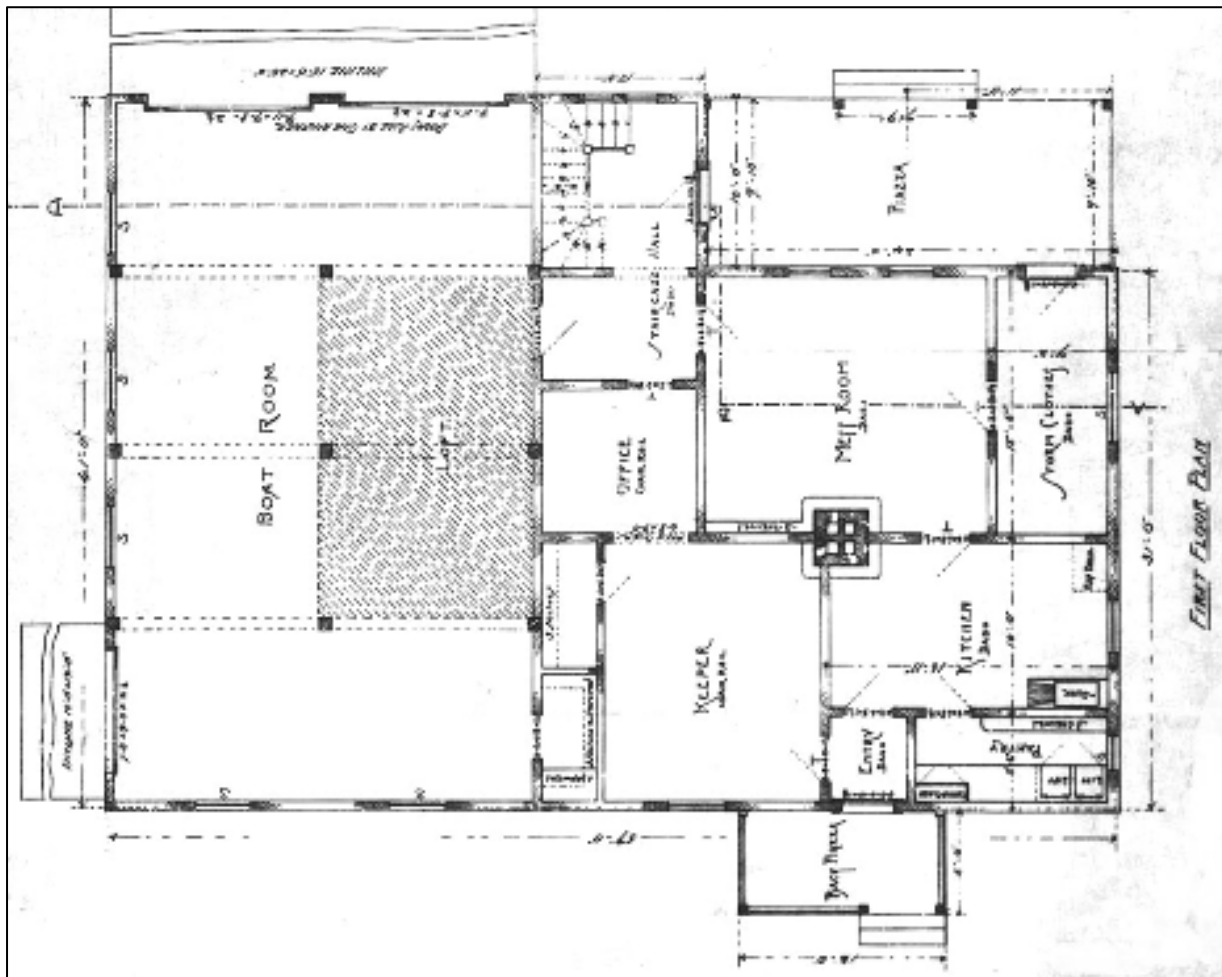


Figure 20. Duluth-type life-saving station first story plan copied from drawing No. 1.

## Introduction

The three sections of the 1894 Spermaceti Cove Life-Saving Station were not only different on the exterior of the building but served distinct purposes on the interior of the station. The Main Block served as the Keeper and Crews Quarters, Office, Kitchen, Pantry, Mess, and Storm Clothes Rooms; the Boat Room housed the surf boats, boat carts, beach carts and other life-saving apparatus; and the Tower held the staircase and the Watch Room where the surfmen would keep their vigil. George R. Tolman's plans for the Duluth-type station illustrated the floor plans in drawing No. 1 (fig. 20) and details of the interior elements in drawing No. 6 (Appendix A).



## First Story

### *Main Block*

The first story of the Main Block was partitioned into rooms that followed the layout illustrated in Tolman's plans (Appendix A, drawing No. 1). The Main Block was divided in half by bearing walls that ran north and south from the chimney stack. On the east side of the building from south to north was the Storm Clothes Room, the Mess Room (Room 104), the Office and an adjacent hallway (Room 102) that adjoined the Tower Staircase Hallway (Room 101). On the west side of the building was the Kitchen and Pantry (Room 105), the Back Entry Hallway (Room 106), and the Keeper's Room with closet (Room 107).

The function of each room was self evident. The rooms with a direct correlation were connected by interior doorways; the Office to the Hallway and the Keeper's Room; the Kitchen to the Pantry and the Mess, etc. The location of the Storm Clothes Room on the east side of the station with direct access from the front porch through D102 indicated that the crew generally entered and exited the station through that doorway.

The floors of the first-story rooms were constructed with plank subfloors that the plans indicated were to be splined. The flooring above this was specified as Southern pine and correspondence recorded that hard pine was used at Spermaceti Cove.<sup>54</sup> The floor boards were 2½-inch wide tongue-and-groove boards planed to an even thickness and blind nailed. Before the captain and crew moved in to the 1894 Spermaceti Cove Life-Saving Station, the floors of the Kitchen, Mess Room, Storm Clothes Room, and Pantry were oiled with a mixture of raw linseed oil and turpentine.<sup>55</sup>

The stud walls had grounds, or nailing strips, installed to receive baseboards, wainscot, and chair rails. The lower portion of the walls in the Storm Clothes Room, Mess Room, Kitchen, Back Entry Hallway, and front Hallway were covered with wainscot or "Dado" as noted in the plans and specifications. The wainscot was tongue-and-groove white pine boards with edge beads and center reeds and had a rabbeted cap. The extant sections of wainscot have a baseboard that paint evidence suggests are a later alteration. The plans for the Duluth-type station do not depict a baseboard and the station may have been built with no base along the wainscot. Though not extant, the specifications call for baseboards and chair rails in the Keeper's Room and the Office. These elements were installed at Old Harbor and would have probably been used at Spermaceti Cove. The woodwork on the first story was originally painted olive green.

The upper portions of the walls and the areas between the baseboards and chair rails were to be plastered. The walls were plastered with a two-coat system that was installed over pine lath. The finish layer had a rough textured and was tinted with yellow ocher that gave the plaster a tan finish color. The paint analysis suggested that the plaster walls remained unpainted upon completion.

The plans and specifications for the first story of the Main Block specified that the ceilings would be open to the second-story floor joists and subfloor. The floor joists were planed

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<sup>54</sup> Bearss, p. 151.

<sup>55</sup> Ibid. Bearss notes that the preferred mix was one part turpentine to seven parts oil but the specifications call for a one-to-eight mix.

smooth and the subfloor was constructed with tongue-and-groove beaded boards. At the juncture of the walls and ceilings, cornice moldings with cyma recta profiles were installed. The same molding continued along the angle where the joists met the subfloor boards. Narrower molding was applied where the joists intersected the walls. These elements were detailed in the plans for the Duluth-type station and were extant at Old Harbor. The only extant example of the ceiling elements on the first story was in Room 104a. This area was originally part of the Storm Clothes Room and was portioned off when the basement stairway was constructed. It exhibits the exposed joists and second story subfloor, as well as the cornice molding and the narrower trim. The molding along the joists and subfloor boards was not evident and may not have been used in that room. However, it is likely that other rooms did have all of the ceiling elements as specified and previously described.

The doorways on the first story of the Main Block were trimmed on the interior with 5-inch wide molded architraves that were detailed in the plans and specifications. The architraves were channeled with two grooves running the length of the trim. The upper corners of the architrave had corner blocks with incised bull's-eye designs and the bottoms of the side trim had plinth blocks with a beveled top edge. Though not extant in all doorways, the molded architraves were probably used throughout the first story. Some of the doorways on the first story were constructed with transom window openings at the top of the doorway. In those cases the architrave included the transom opening and a double-reeded rail was installed between the door and the transom. The transom sashes were hinged at the top and swung open. The doorways with transom openings were designated with a "T" in the plans; these included D109, D110, D112, D114 and the doorway between the Mess Room and the Storm Clothes Room, which is not extant. Of the extant doorways, D109, D110, and D114 retain elements of the transom openings but no sashes remain. The doorways had five-panel solid-pine doors, molded on both sides. A  $\frac{3}{4}$ -inch thick beveled threshold was installed in each doorway.

The first story had two unique doorways. One such doorway (D108) connected the Staircase Hallway in the Tower (Room 101) to the Hallway in the Main Block (Room 102). The doorway opening was 4 feet wide by 8 feet  $2\frac{3}{4}$  inches high, which matched the height of other interior doorways with transom openings. The doorway was trimmed with the same architrave as the other doorways and had no door. The other on-of-a-kind doorway connected the Office to the Keeper's Room and is not extant. According to the plans it was 4 feet 8 inches wide by 9 feet high with an arched top and had no door.

The window openings in the Main Block were previously described and the extant window elements are described in subsequent sections (see the subsequent section "Current Physical Description, Window Openings"). The interior trim of the first-story window openings used the same elements as the doorway trim. In addition to the molded casings with bull's-eye corner blocks, the interior of the window openings had molded window sills with molded aprons below the sills. The front edges of the window sills had cyma reversa profiles and aprons were molded with a fillet and quirked cyma reversa profile. While there are extant examples of these elements at Spermaceti Cove none survive in the original openings in the Main Block. Some of the Tower window openings retain the historic trim and though W106 was a later alteration the window trim used copied the historic profiles.

The plans and specifications for the Duluth-type life-saving station included built-in furnishing elements in some of the first story rooms. The Mess Room was to have shelving around the chimney and along the west wall from the chimney to the north wall. The

shelving was installed above the wainscot and the section along the west wall had three open shelves below. The plans also indicated that shelves should be installed around the chimney in the Kitchen and the Keeper's Room. There was no extant evidence of any of the shelves but paint evidence at Old Harbor did suggest that shelving was installed where indicated in the plans.<sup>56</sup> In the northeast corner of the Keepers Room was a closet that had three shelves built in to the north/back wall. The Pantry was also constructed with built-in furnishing elements that were described in the following specifications:

Pantry. – To have a counter shelf 2 feet wide and 3 feet high, cupboard under, of narrow, matched, and reeded sheathing, divided to receive flour and meal barrels, with swing doors below and lift lids above, butt hung.

Exposed faces of shelves to be neatly beaded.

China cupboard. – To be 8 feet high, 4 feet wide, the lower part to be 3 feet high, with counter shelf 2 feet deep.

To have 3 wide drawers and a side division with open shelves.

The upper portion to be 3 feet wide, 1 foot deep, with three shelves inclosed (sic) by two swinging glazed doors. (See drawings)<sup>57</sup>

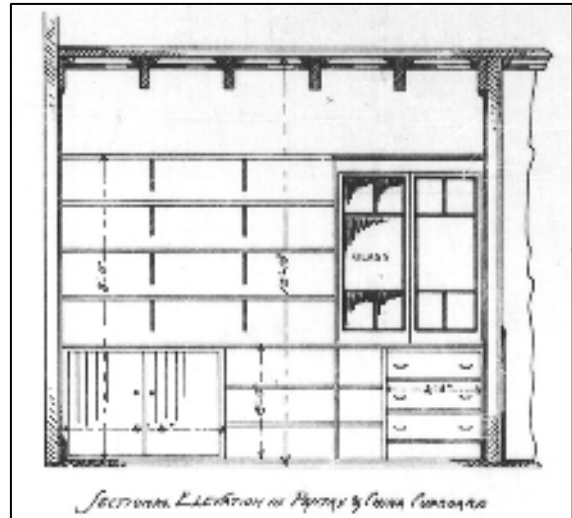


Figure 21. Detail drawing of Pantry china cupboard.

As noted in the specifications, the plans of the Duluth-type station did include a detail drawing of the china cupboard (fig. 21). These elements were not extant at Spermaceti Cove but were found at Old Harbor.<sup>58</sup> There is no doubt that the Pantry was fitted with some type of shelving and cupboards. Since the rest of the station was true to the specifications and plans it seems likely that the Pantry would have included the specified built-in elements.

## *Tower*

The lower stories of the Tower housed the Staircase Hallway. The first-story Staircase Hallway (Room 101) had an exterior doorway (D101) from the front porch that was the formal entrance to the Spermaceti Cove Life-Saving Station. Room 101 was a square room with the exterior doorway on the south elevation (D101), double window openings on the east elevation (W101), a connector doorway to Room 102 (D108), and the staircase ascending the north elevation of the Tower.

The floors, walls, ceilings and woodwork in the Staircase Hall were constructed in the same manner as those previously described for the Main Block. The molded trim around W101 surrounded both window openings, which were separated by a plain mullion. The wainscot on the lower portion of the walls continued up the rake of the staircase and on the east wall the north side of the window casing was cut into the wainscot. Like other first story rooms

<sup>56</sup> Albee, pp. 68 & 73.

<sup>57</sup> Ibid. p. 163. See Appendix B of this report.

<sup>58</sup> Albee, pp. 74-76.

the woodwork was painted olive green and the plaster walls were tinted tan and initially left unpainted.

The staircase from the first story to the second story is a winding-staircase that starts on the east wall of Room 101 and continues up the north wall, winding around to the west wall at the second story. The staircase elements were constructed entirely with wooden elements and follow the design of the Duluth-type station plans (Appendix A, Drawing No. 9). Three normal treads ascended the east wall; three winder-treads turned the northeast corner; five normal treads climbed the north wall; three winder-treads turned the northwest corner; and one step on the west wall led to the second-story hallway (Room 201). The front edges of the treads had a bull-nose and a cyma recta molding was installed below the lip of the tread where it met the riser. As previously described, the wainscot continued up the staircase and above that was a rough textured plaster. The soffit of the staircase was also plastered.

Newel posts were installed at the bottom of the staircase and at each turn. The bottom newel post was turned with an oval top, a vase-like midsection, and a block base with chamfered edges. The other newel posts were narrower and had chamfered edges up to the railing and rounded tops. At the second set of winder treads the newel post extended below the staircase soffit and formed a finial with a convex concentric circular design. The staircase was constructed with a molded rail with an oval top that was supported by three round balusters at each step. All of these elements, as well as the staircase treads and risers were originally kept as natural wood and oiled. The staircase wainscoting and plaster walls followed the same paint scheme as on the first story.

### *Boat Room*

The first story of the Boat Room was an open room (Room 109) with three posts in the center of the room, which created two east-west bays. The open configuration of the room and the placement of the wide doorways on the east and north elevations created a functional room for storing the surf boats, boat carriage, beach carts and other life-saving apparatus. The Boat Room had a closet in the southwest corner that was actually within the frame of the Main Block.

The specifications called for the Boat Room floors to be 3-inch thick tongue-and-groove pine plank not to exceed 6 inches. The extant floor boards are covered with carpet but in the northeast corner 2½-inch wide strip flooring was found under the carpet and a subfloor with wider boards was installed under that. The current subfloor may have been the original Boat Room flooring. The flooring at Old Harbor was a random width floor that appeared to follow the specifications.<sup>59</sup>

The south wall of the Boat Room was treated as an exterior wall and covered with clapboards. The specifications indicated that the other walls would be open to the framing; "The frame, including the roof, will show, dressed."<sup>60</sup> The only exception was the closet, which was to be plastered. The south wall at Spermaceti Cove retains the clapboards and the other walls are covered tongue-and-groove beaded boards. However, the tongue-and-groove boards only extend up to the current ceiling height, which was a later alteration.

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<sup>59</sup> Ibid, p. 86.

<sup>60</sup> Albee, p. 157. See Appendix B of this report.

Where as the south wall clapboards continue to the peak of the Boat Room gable roof. The other walls above the current ceiling exhibit dressed framing that was apparently oiled. Therefore it appears likely that the east, west, and north walls of the Boat Room were originally open to the dressed framing. The clapboard wall and the open framing of the Boat Room were originally left unpainted and were probably oiled by the crew.

Like the walls, the ceiling of the Boat Room was open to the framing and the roof sheathing. The specifications called for the construction of a loft in the Boat Room but at Spermaceti Cove the loft was not constructed until a later date (see the subsequent section “Alterations”).

Unlike the doorways in the Main Block, the doorway connecting the Boat Room to the Room 102 (D107) was trimmed with plain boards. The plans indicated that the exterior doorways were constructed with plain board interior trim but the materials were not extant. The double-bracketed rail used to hang the east elevation doors (D105 & D106) was housed in a boxed-board cover; that was in turn attached to the doorway header on the east side and wooden hangers attached to the rafters on the west side (Appendix A, drawing No. 7). On the wide doorway on the north elevation (not extant but originally in the location of D104) the door hangers and rail were attached to the exposed framing and were not covered. The specifications called for both the interiors and the exteriors of the Boat Room doors to be painted olive green.

The Boat Room originally had five window openings each with a twelve-light awning sash. The specifications noted that the window trim in the Boat Room would be plain boards but the three extant original window openings on the north elevation have molded board surrounds on all sides. Paint analysis indicated that both the trim and sashes were original. In addition the trim was molded with the same channeled design as the doorway trim in the Main Block. It seems likely that all five window openings in the Boat Room were trimmed in the same manner and both the trim and sashes were painted olive green.

As previously described, the Boat Room had a single closet in the southwest corner of the room. The plans indicated that the closet had three shelves on the upper portions of the east, west and south walls. The plans also depict a three drawer built-in unit on the west wall of the closet. Since this area of the station was altered several times, it is not known if the closet was constructed as specified but it seems likely that the builders would have followed the plans for the station.

## **Second Story**

### *Main Block*

The second story of the Main Block of the station included the Crew’s Quarters (Room 206), a Spare Room (Room 205), and the hallway in the Tower connector (Room 202) that originally served as the Locker Room.

The floors in the second story were constructed with a subfloor that was laid so the finished side and edge bead faced down for the exposed ceiling on the first story. The finish flooring above that was tongue-and-groove strip flooring similar to that used on the first story.

The walls in the Crew's Quarters were constructed with the same type of wainscot as on the first story. Since the Quarters were under the roof line, the wainscot formed a knee wall on the east and west elevations that transitioned to the ceiling and roof slope. The wainscot continued below the double window openings of the shed dormers and was capped by the window sill. The side walls of the dormers were constructed with tongue-and-groove beaded boards as were the ceilings. The framing of the dormers was not exposed. On the north and south elevations of the room the upper portions of the walls were plastered.

The plans indicated that the walls in the Locker Room would be covered with wainscot and the upper portion would be plaster. However, the only extant historic wall material is the section of the west wall that is currently within the hallway (Room 202). This wall was historically plastered and has a narrow strip of baseboard that is original, which suggests that the walls in the Locker Room were plastered and a baseboard was installed.

The south, east and north walls of the Spare Room were plastered up to the ceiling/roof line and had a reeded baseboard with a beveled top. The west wall had wainscot up to the ceiling/roof line. The woodwork was painted olive green like the first story finish. However, paint analysis indicated that the plaster was originally left unpainted. The rough plaster was tinted with ochre to give it a tan color that was similar to other first and second story rooms. The first paint finish in that room corresponds with the third paint finish on other plaster walls in the first and second stories of the station.

The ceilings in the Quarters and Spare Room were open to the roof framing and sheathing. The sheathing was constructed with tongue-and-groove beaded boards and the 3-inch by 10-inch roof rafters were dressed. On both the south and north walls molded raked trim was installed at the juncture of the wall and ceiling/roof slope. Narrower trim was installed where the rafter ends met the plaster walls. All of the exposed ceiling woodwork in the Quarters and Spare Room was painted olive green.

The ceiling in the Locker Room was constructed in the same manner as the first story ceilings with exposed floor joists and subfloor of the third story. Though they are not presently exposed it seems likely that the joist ends were trimmed with the same narrow molding as on the first story. That was how the joists were trimmed at Old Harbor and the same trim was used on the rafters in the Quarters and Spare Room at Spermaceti Cove. The paint colors in this case are not known.

The original doorways in the second story were constructed with the same architrave as the first story doorways. The doorway from the Locker Room to Staircase Hallway in the Tower (D201) was wider than the typical doorways and was constructed without a door. The doorway from the Locker Room to the Spare Room (D204) had a five panel door, molded on both sides, and hung with butt hinges on the south side of the doorway. The same style door was installed in the doorway to the Crew's Quarters (D205). That doorway was constructed with a transom window opening that held a two-light transom sash that was hinged at the top and opened into the Quarters.

There were several different sizes and styles of window openings on the second story of the Main Block. The Crews Quarters had two window openings in the east dormer (W204 & 205), two window openings on the south elevation (of which W206 is extant), and two window openings in the west dormer (W207 & 208). The double windows in both dormers were surrounded with plain board trim and had a plain board mullion separating the two

window openings. A molded sill extended the width of the dormer and a molded cornice was installed at the juncture of the ceiling and the lintel trim. Both window openings on the south elevation had molded architraves that matched the typical window opening and doorway trim. The sills were molded and cut in to the wainscot. Paint evidence indicated that the window opening elements in the Quarters were originally painted olive green.

The Spare Room had one window opening on the north elevation (W209). The window opening had a six-light awning sash and constructed with trim that was different from the typical window opening surround. W209 was trimmed with molded boards on the sides and top that had a fillet with cyma recta on each edge and three center reeds. The trim was mitered at the top corners so that it continued from the sides to the lintel. The window sill was molded and the apron had a shallow cyma reversa profile. All of the trim elements of the window opening are extant and provide a good template for other historic trim.

The Locker Room had a window opening on the north wall and one on the south wall. The north wall window opening (W211) had a six-light awning sash that was probably trimmed in the same manner as W209 in the Spare Room. The window opening in the south wall (W203) housed a six-light casement sash and was surrounded with the same molded trim as W209. The trim was mitered at the top corners so that it continued from the sides to the lintel. The window sill was molded with the typical nose and most likely had an apron similar to W209. The window opening elements in the Locker Room were painted the same olive green as the rest of the trim.

The plans and specifications for the Duluth-type life-saving station called for eight lockers to be constructed in the Locker Room. Drawing No. 1 of the plans depicts three lockers along the south wall between W203 and D205 and five lockers along the north wall between W211 and the west wall. The lockers were 2 feet 1 inch wide by 7 feet high by 2 feet deep constructed with tongue-and-groove boards. They had wooden doors with rim spring locks and wooden knobs. The lockers are not extant but were probably built as specified.

### *Tower*

The staircase continued on the second story of the Tower. Like the first story the second story Staircase Hallway (Room 201) was a square room with the staircase winding up the north elevation and the hallway on the south side of the room.

The floor was constructed with wood-strip flooring typical of the station that ran east-west. The floor was originally oiled.

Like the first story, the lower portions of the walls were covered with wainscot and the upper portions were plastered. The wainscot and plaster continue up the staircase to the third story.

Though not extant, the ceiling was constructed with exposed floor joists and subfloor in a similar manner to the adjacent Locker Room.

The winding staircase began on the east wall and continued up the north wall, turning to the west wall at the third story level. The staircase was constructed with similar elements as the first story staircase and was left unpainted.

The doorway to the adjacent Locker Room was trimmed with the typical channeled boards and molded corner blocks.

There were three window openings in the second story of the tower. All of them were small openings with six-light casement sash. The window openings were trimmed with molded boards on the sides and top that had the same profile as those used on W203 and W209. The window sills and apron below the sills were also the same as W203 and W209.

With the exception of the staircase elements, the woodwork in the second-story Staircase Hallway was originally painted olive green and the plaster was tinted yellow/tan.

### **Third Story**

The Tower staircase ended at the third story. There was one room in the Tower at this level (Room 301) and one storage room (Room 302) under the gable of the Tower connector.

The third story Staircase Hallway was constructed in the same manner as the second story. It had a tongue-and-groove wood floor; wainscot below plaster walls; and the ceiling had the exposed floor joists and subfloor of the fourth story. All of these elements were painted with the same color scheme as the second story.

Centered in the ceiling was the trap doorway to the Watch Room. A ladder to access the Watch Room was installed in Room 301. The ladder was constructed with two stringers and open steps ascending at a steep angle. The ladder stringers were also painted olive green. Since the original steps are not extant, it is not known whether they were painted.

The Staircase Hallway had four window openings (W301 – W304) that were constructed in the same manner as the smaller window openings in the second story Staircase Hallway. All four window openings had six-light casement sashes and molded casings on the sides and tops, as well as molded window sills and aprons typical of the small Tower windows.

On the west elevation of Room 301 was a short doorway (D301) that led to the third story storage room (Room 302). The doorway was trimmed with the typical channeled boards and corner blocks used in other doorways in the station. When the station was first built there was no door in the opening.

The third story storage room (Room 302) was a narrow room under the gable of the Tower connector.

Though it was a storage room the space was finished to a certain degree. The floor was constructed with tongue-and-groove boards similar to those used in Room 301. The walls were constructed with lath and plaster, which on the north and south walls was applied between the rafters, as well as along the base of the wall. A plain baseboard was installed on all of the walls. The doorway to Room 301 was also trimmed with plain boards and there were no window openings in the storage room. The sloped ceiling was open to the roof framing and sheathing in a similar manner as the second story Crew's Quarters and Spare Room. The woodwork in this room was painted olive green to harmonize with the adjacent room and the plaster was initially tinted tan and left unpainted like other second-story rooms.



## Fourth Story

The fourth story of the Tower was the Watch Room (Room 401) for the Spermaceti Cove Station. The Watch Room was an open room designed with a cantilevered portion below the height of the windows that formed a window seat on each side of the room.

The Watch Room floor was constructed with narrow tongue-and-groove boards with the trap doorway in the center of the floor. The trap doorway was oriented east-west and framed within a 2-foot 4-inch wide by 3-foot 8-inch long space between two 3-inch by 10-inch floor joists (Appendix A, drawing No. 5). All four sides of the doorway were framed with notched boards or jambs in which the trap doors rest. The trap doorway was originally constructed with two leaves, one that was hinged on the north side of the doorway and one on the south side. The leaves met in the center of the doorway and opened up into the Watch Room. The tops of the trap doorway leaves were originally constructed with tongue-and-groove boards that matched the flooring.

The Watch Room was finished entirely in wood and was painted olive green to match other interior woodwork. The walls were constructed in three sections, the lower and upper sections were within the plane of the primary Tower structure and the middle section in the cantilevered portion of the room beyond the plane of the Tower structure (Appendix A, drawing No. 9). All three sections were constructed with tongue-and-groove beaded boards. The window seat was built with a plain board spanning the length and width of the cantilevered portion on each elevation of the room. The corners of the cantilevered portion were sheathed in plain boards that formed side jambs for the middle section of the walls. The interior soffit over the window seat was also sheathed with plain boards.

The ceiling of the Watch Room was open to the framing of the hip roof and the roof sheathing. Like other roofs in the station the Tower roof was constructed with beaded sheathing and planed rafters that were exposed on the interior. The finial at the peak of the roof hung down below the rafters and had a convex concentric circular design like the finials on the staircase newel posts. The ceiling elements are presently covered and it was not possible to determine the historic paint colors. However, the ceiling at Old Harbor was finished with the same olive green that was used for the woodwork, which suggests that the Watch Room ceiling at Spermaceti Cove would have been finished in the same manner.

The Watch Room had two window openings on each elevation. All eight of the window openings were constructed with the same elements. The window openings had awning sashes with two horizontal lights. The window openings had no interior casing but were framed flush with the wall boards and had quarter round jambs on the sides and tops. The window sills were cut into the wall boards and had the same molded profile as the sills of the second and third story Tower windows.

The Tower and Watch Room were unique to the Duluth-type life-saving station. At Spermaceti Cove they provided the crew with panoramic views of the Atlantic Ocean, and Sandy Hook Bay, as well as stretches North and South on Sandy Hook.

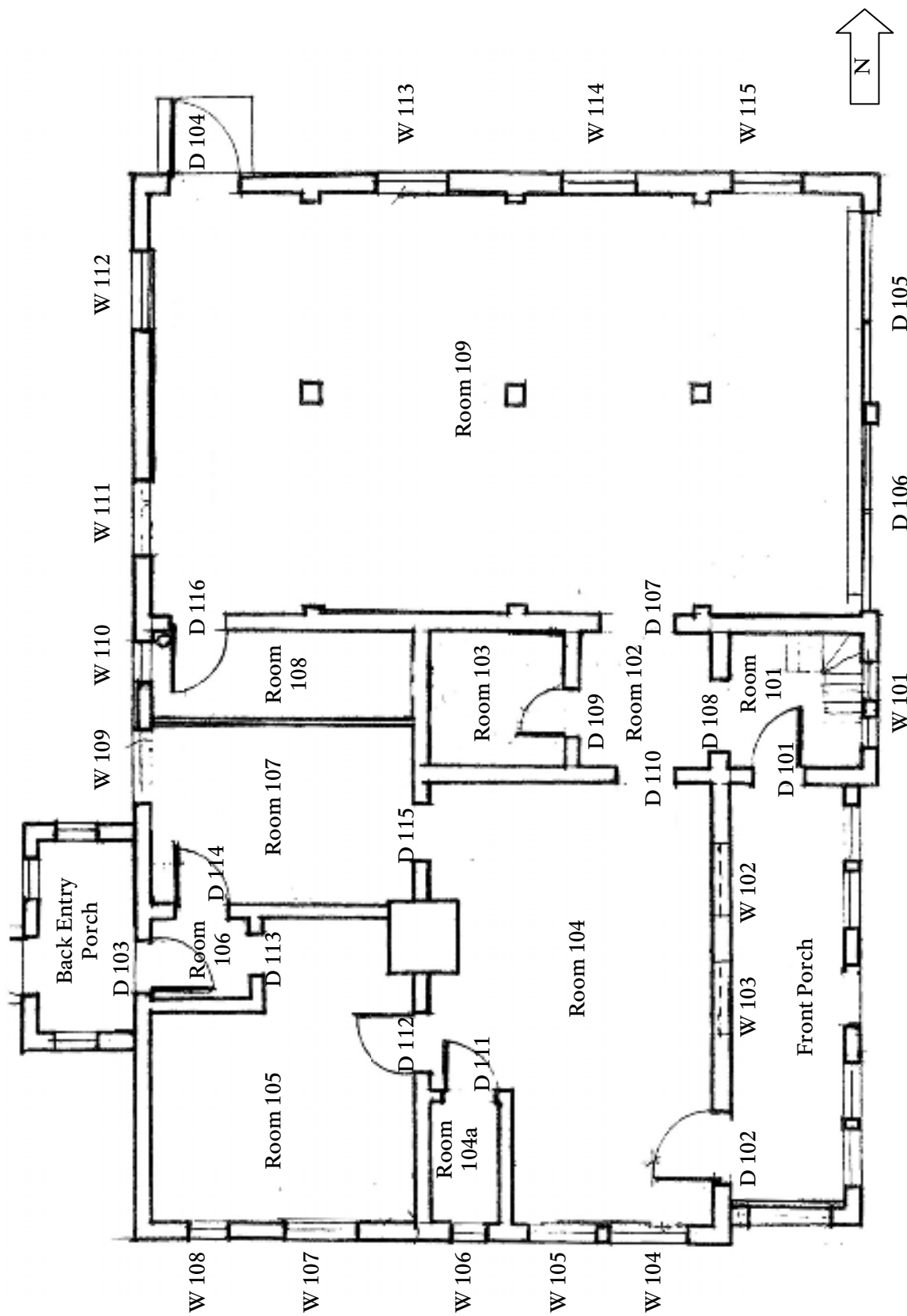


Figure 22. 1894 Spermaceti Cove Life-Saving Station, first story plan with room, doorway, and window opening numbers.

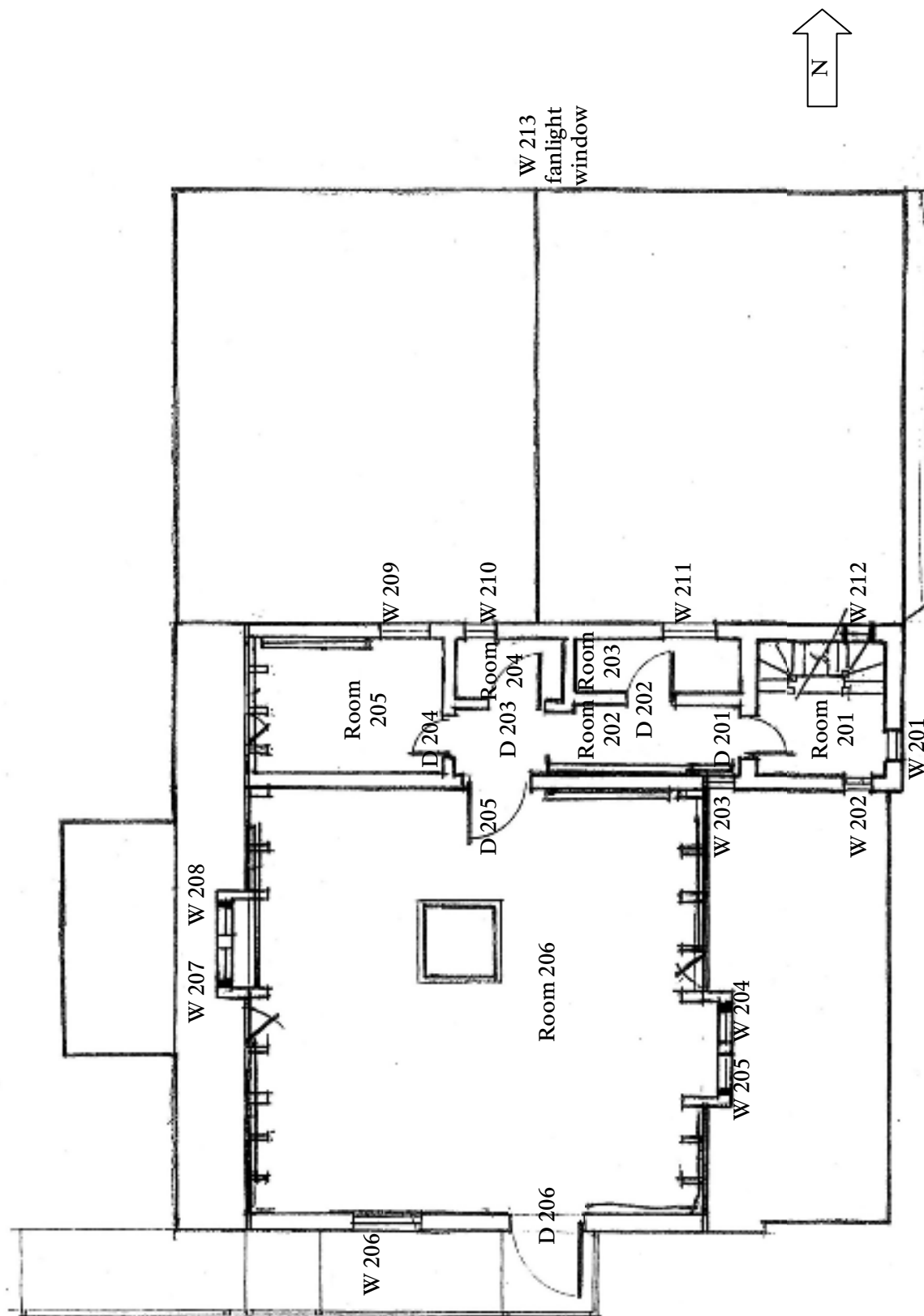


Figure 23. 1894 Spermaceti Cove Life-Saving Station, second story plan with room, doorway, and window opening numbers.

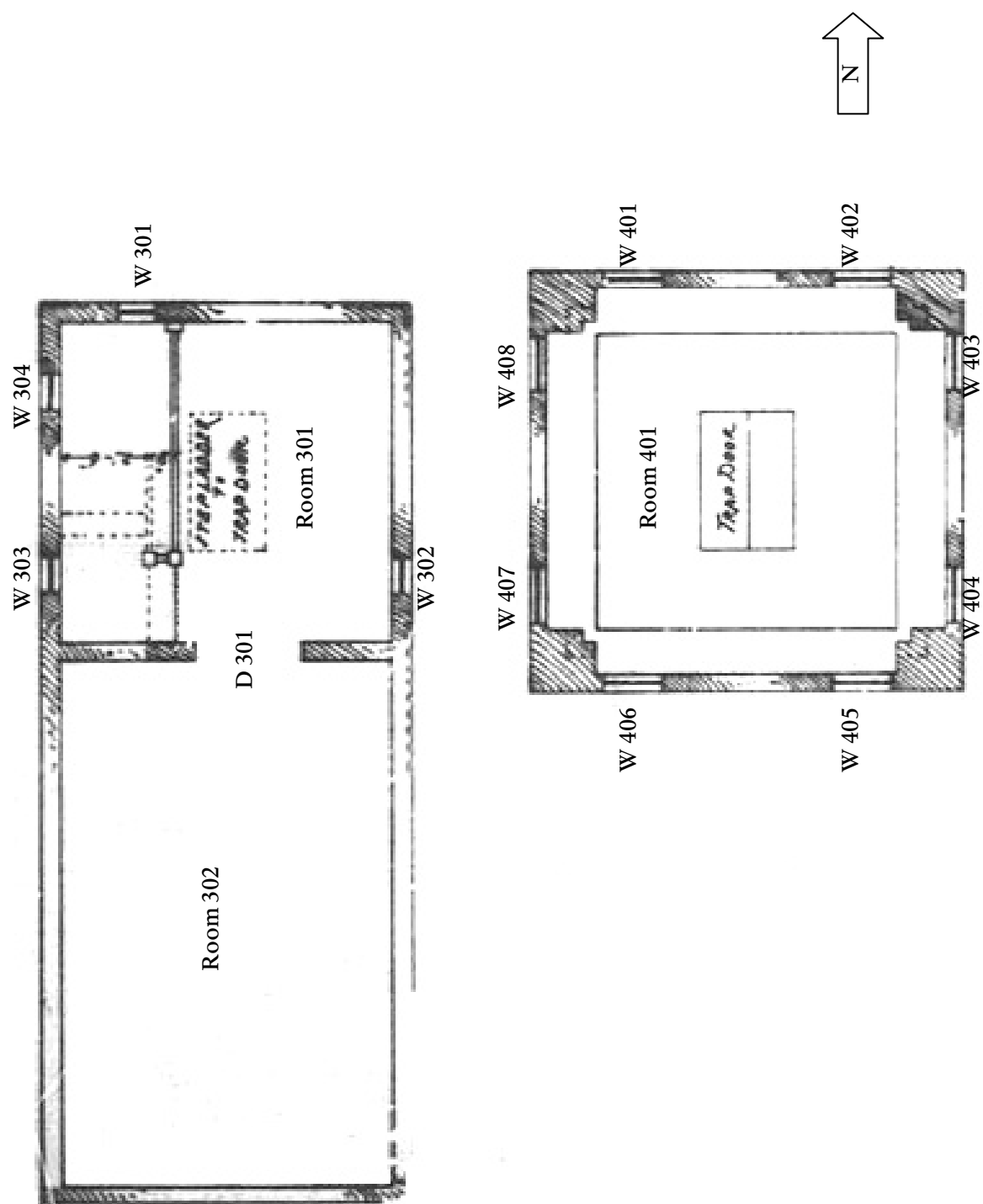


Figure 24. 1894 Spermaceti Cove Life-Saving Station, third and fourth story plans with room, doorway, and window opening numbers.

## Alterations

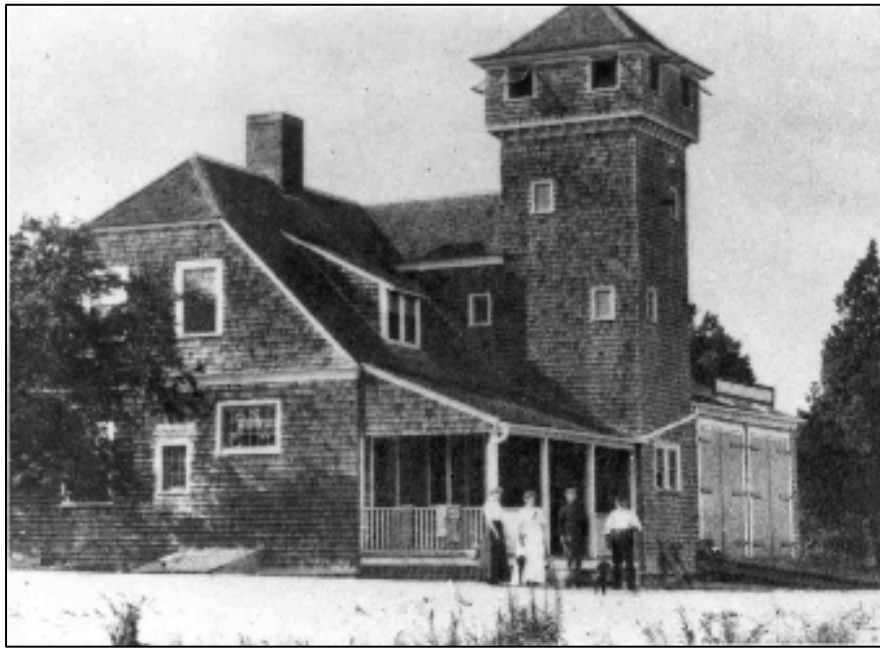


Figure 25. 1894 Spermaceti Cove Life-Saving Station circa 1910 after the basement was added and the Boat Room doors were altered.

### ***U.S. Life-Saving Service and U.S. Coast Guard Years, 1894 through 1945***

The 1894 Spermaceti Cove Life-Saving Station was completed on September 15, 1894 and the crew moved into the station on May 28, 1895.<sup>61</sup> The history of maintenance and alterations at the station were recorded in the log books and other primary source documents from the U.S. Life Saving Service and the U.S. Coast Guard. Edwin Bearss researched the National Archives, Records of the United States Coast Guard, 1785 – 1988, Record Group 26, which included construction related documents and correspondence relating to Spermaceti Cove from 1848 – 1941. The records also included station log books kept during the Life-Saving Service period, 1872 – 1915. Mr. Bearss' research appears to have been very thorough and was not duplicated during the preparation of this HSR. Pertinent records and information regarding the maintenance and alterations to the 1894 Spermaceti Cove Life-Saving Station have been extracted from the Bearss' report and presented in the following table. In addition to the information gleaned from Mr. Bearss report, the following section includes alterations based on the current investigation of building materials.

The records for the 1894 Spermaceti Cove Life-Saving Station describe routine maintenance including oiling the floors and painting the station. The most significant alterations during the Life-Saving Service tenure in the building were completed in 1909 when the basement

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<sup>61</sup> Bearss, pp. 147 & 152.

was added and associated modifications to the first story were made. At that time the Boat Room doors were also altered from sliding doors to double-leaf hinged doors. These alterations and others were documented in the records and correspondence, as well as in historic photographs (figs. 13 & 25).

### Brief Chronology 1894 through 1945

Date	Description and Comments	Source of Information
May 2, 1895	Prior to moving into the station the crew oiled the hard pine wood floors in the Kitchen, Mess Room, Storm-Clothes Room, and Pantry. The floors were oiled with a mix of raw linseed oil and turpentine (7 to 1 was the preferred mix). Additional supplies requested to finish the job were delivered June 20, 1895.	Edwin Bearss, <i>Historic Resource Study and Historic Structure Report, Historical Data Section, Spermaceti Cove Life-Saving Station</i> (Denver, CO: DOI, NPS, DSC, 1983) p. 151.
December 1, 1896	Beaver no. 8-20 cooking stove received for station Kitchen.	Bearss, p. 152.
March 29-30, 1897	Keeper Edwards has crew paint the interior walls of the Kitchen and Mess Room with two coats of paint. He pointed out that they would get dingy if not painted, which suggests that this was the first application of paint on these walls.	Bearss, p. 152.
May 26, 1897	Edwards had the station crew oil the floors of the Crew's Quarters and stairs.	Bearss, p. 152.
June 13-17, 1898	During the off-season the keeper and his wife oiled the stairway, halls, and floors in the Mess Room, Kitchen/Pantry, Front and Back Porches, and Storm-Clothes Room.	Bearss, p. 153.
September 20, 1898	Cistern scrubbed and cleaned by crew.	Bearss, p. 153.
Fall, 1898	The floors of the Kitchen, Tower Room, Mess Room, and Storm-Clothes Room were oiled and the door screens were painted.	Bearss, p. 153 (log, Sept. 20 – Dec. 13, 1898).
May 30, 1899	Surfmen oiled the floors before closing the station for the season.	Bearss, p. 153.
August 2, 1899	Cistern cleaned by crew.	Bearss, p. 153.
October 20-21, 1899	Door and window screens were painted.	Bearss, p. 153.
November 20, 1899	Kitchen was painted.	Bearss, p. 153.
December, 1899	Kitchen and Mess Room floors were oiled.	Bearss, p. 153.
September 15, 1900	After three weeks of no rain the water in the cistern was bad. The cistern was bailed and cleaned.	Bearss, p. 187.

Date	Description and Comments	Source of Information
December, 1900	The crew built a rigging loft in the Boat Room that had been omitted in the original construction. The loft was included in the Duluth-type station plans and situated over the south bay of the two-bay Boat Room. The loft is extant above the present ceiling level. The floor of the loft was laid with the finished/flush side down forming the ceiling of Boat Room.	Bearss, p. 253. Duluth-type station plans by George R. Tolman, drawing No. 1, and observation of extant building elements.
December, 1900	The crew repaired the Boat Room doors and the platform on the east side of the Boat Room.	Bearss, p. 253.
May 7, 1901	Crew cleaned and oiled the stairs.	Bearss, p. 254.
April 22-28, 1902	Crew painted the walls in the Mess Room, Keeper's Room, and other rooms. The project used 50 pounds of white lead, 2 gallons of mixed paint, 3 gallons of oil, and 1 gallon of turpentine.	Bearss, p. 254.
May, 1902	Prior to the end of the season, the crew bailed, cleaned, and scrubbed the cistern.	Bearss, p. 254.
May 19-26, 1903	In January 1903 General Superintendent Kimball established a standardized paint color for U.S. Life-Saving Stations in the Fifth District. In May the crew at Spermaceti Cove painted the exterior of the station using among other supplies 15 gallons of paint and 5 pounds of putty.	Bearss, p. 255.
July 24, 1903	As the low bidder responding to a request for proposals, contractor William O'Brien and his crew remove old gutters and downspouts that were worn and rusty and replaced them with new 6-inch galvanized iron gutters and downspouts. Project was completed on August 17 and the station crew painted the new gutters hung by O'Brien on August 20.	Bearss, pp. 256 – 259.
July 28-29, 1903	Pritchard and Williams were awarded the carpentry project to repair the Boat Room ramps and the Tower ladder. A four man crew took up the ramps on the east and north elevations of the Boat Room and replaced them with yellow pine and also replaced the steps of the Tower ladder.	Bearss, pp. 258 – 259.
November, 1904.	Repairs were made by the station crew to the east porch and the Kitchen floor. The types of repairs were not detailed.	Bearss, p. 263.

Date	Description and Comments	Source of Information
April 23 – May 18, 1906	The station crew spent a number of hours painting the interior walls during this time period. They used 320 pounds of white lead, 12 ½ gallons of raw (linseed) oil, 3 quarts of japan dryer, and 3 pounds of natural lead. The materials list included natural lead for tinting, No. 24 and No. 33.	Bearss, p. 264.
August 7, 1907	The wire screening in the screen doors was replaced with “copper wire gauze (sic) and ¼ pounds of copper tacts (sic).”	Bearss, p. 265.
May 21-28, 1908	The Spermaceti Cove Life-Saving Station crew painted the exterior of the station, the storehouse, and the flagstaff. They used 100 pounds of white lead, 15 pounds of blind green, 4 ½ gallons of raw linseed oil, 1 quart of japan dryer, ½ gallon of turpentine, and 10 pounds of putty.	Bearss, p. 266.
September 14, 1908	Inspection by Assistant Inspector Cockran found that the southwest corner of the station was sinking; new floors were needed in the Kitchen and Mess Room; the brick around the top of the chimney were loose and it needed a stone cap; and a cellar was needed for the station.	Bearss, p. 267.
October 21, 1908	Asst. Superintendent of Construction Charles Temperly performed a follow-up inspection and found that the braces were rotted to about 6 inches below ground; moisture was carried through to the sills causing rot above the foundation post; the mudsill was soft and spongy; the Kitchen and Mess Room floors were badly worn; the chimney above the roof was cracked and the flashing need repairs; a cellar should be constructed with an interior stairway located in a portion of the Storm Clothes Room.	Bearss, p. 267 – 268.



Date	Description and Comments	Source of Information
October 26, 1908	Temperly suggested that a 12-inch thick concrete foundation be poured beneath the dwelling/Main Block portion of the station supporting the sills, including the sill between the Main Block and the Boat Room. The area under the station was to be excavated and the floor covered with poured concrete. The walls under the Boat Room were to be 8-inches thick and extend 3 feet below the ground level. The estimated costs of repairs including the foundation, sill repairs, interior and exterior basement entrances, Kitchen and Mess Room floors, and rebuilding the chimney totaled \$1,665.78.	Bearss, p. 268 – 269.
October 26, 1908	In addition Temperly noted the following deficiencies that would require attention: repair Pantry flooring; repair Back Entry Hallway flooring; replace back entry doorway threshold; repair sliding Boat Room doors; repair east dormer leaks; replace base mold “on one side and at one end of the building;” replace a 6-inch base at the bottom of the porch lattice work; repair decaying molding on station sign; repair gutters and conductors; repair storehouse. These repairs were estimated at an additional \$116.50 but did not include repairs to the Boat Room doors.	Bearss, p. 270 – 271.
November 3, 1908	General Superintendent Kimball approved request submitted by Captain Newcomb for expenditure of \$1,782.28 for repairs and improvements to the Spermaceti Cove Life-Saving Station.	Bearss, p. 271.
November 11, 1908	Lt. Cockran recommended that the east elevation Boat Room doors be cut in two pieces and hung on hinges swinging outward in the same manner as the Monmouth Beach Station, which was another Duluth-type station.	Bearss, p. 271.
December 7, 1908	Asst. Superintendent of Construction P. Julian Latham investigated the Boat Room doors and suggested that they could be readjusted but if Cockran’s recommendation was followed the cost would be \$37.75. This expenditure was approved by Kimball’s office on January 26, 1909.	Bearss, pp. 271 – 272.
December 1908	Latham prepared specifications for the repairs to the Spermaceti Cove Life-Saving Station (Appendix D).	Bearss, p. 272 and 318 - 323.

Date	Description and Comments	Source of Information
January 9, 1909	<p>Work began on the station and was supervised by Asst. Superintendent Latham. The most significant alteration during that project was the construction of the basement, which included the addition of an interior entrance and an exterior entrance. A full basement was constructed under the Main Block of the life-saving station. The basement was constructed with four window openings and window wells that are not extant. The interior entrance was created by the construction of a partition that made an approximately 3-foot wide staircase closet at the west end of the Storm-Clothes Room. A doorway to the closet was cut into the east wall of the Kitchen and a window opening to light the closet was cut into the south wall of the station (W106). The doorway had a 5 panel door and the window opening had a six-light casement sash. Both openings were trimmed to match the existing doorway and window openings in the Main Block of the station. The exterior entrance to the basement was a concrete bulkhead on the south elevation of the Main Block. The top of the bulkhead was constructed with a cypress plank frame and a batten door. In addition to the full basement, a concrete foundation was constructed under the Boat Room that was 8-inches thick and 3 feet deep. A concrete foundation that was 10-inches thick and 3 ½ feet deep was constructed under the Tower.</p>	<p>Bearss, p. 272 and 318 - 323. Description of alterations based on historic photographs and plans (figs. 25 &amp; 26), extant building elements, and specifications included as Appendix D of this report. The wall shingles above the added window (W106) in figure 25 appear to be lighter in color, indicating that they were installed more recently than the surrounding shingles. That evidence suggests that the photograph was taken soon after the alterations and is further evidence of the nature of the alterations. See Appendix D for a description of other repairs performed in 1909.</p>
March 9, 1909	<p>Capt. Newcomb made the final inspection of the repairs to the Spermaceti Cove Life-Saving Station found that the repairs “had been completed in a satisfactory manner as to materials furnished and work performed, with the exception of the new hinges on boat room doors, and thimbles to be put in chimney in basement.”</p>	<p>Bearss, p. 272.</p>
March 1909	<p>The correspondence from Newcomb to Kimball previously cited suggested that the Boat Room doors were altered to hinged doors during the project. One historic photograph that appears to have been taken soon after the 1909 repairs depicts the east elevation Boat Room doorways each with two doors hung on three strap hinges.</p>	<p>Figs. 13, 25, &amp; 27</p>

Date	Description and Comments	Source of Information
April 1909	The chimney flashing leaked during a heavy rain storm. The contractor was called back to repair the poor workmanship but the patches failed as well (presumably the contractor was called once again to repair the flashing).	Bearss, p. 273.
circa 1910	A window opening was installed between the Keeper's Office and the Boat Room. That window opening did not appear on plans for the Duluth-type station or the 1928 drawings for Spermaceti Cove. A similar opening was installed at Old Harbor in ca. 1900 and was also extant at the "Squan Beach" Duluth-type station. It seems likely that the opening was installed when the other significant alterations were taking place at the station. Photographs from the 1970s depict a rectangular opening that had double-hung, six-over-two sashes (one center muntin was missing in photo). The window opening was covered over with clapboards during rehabilitation but the sash is most likely still in place behind the clapboards.	See fig. 36 and Albee, pp. 20 – 21, and Albee, Illustration 7.
October 18, 1910	From the Tower Watch Room a fire was spotted on the roof of the Boat Room. The fire was extinguished by two of the station's crew. The fire had damaged a 2-foot by 3-foot section of the roof, as well as several smaller areas. Keeper Woolley estimated that it would take 24 lineal feet of 2-inch by 6-inch lumber, 200 shingles, and 5 pounds of nails to repair the damage.	Bearss, p. 275.
January 1911	Latham inspects the fire damage and reported that 96 square feet of the Boat Room roof needed repair. He noted that the other shingle roofs were showing their age but should last for several more years. Latham estimated the repairs would cost \$22.49 but could be reduced to \$17.30 by using shingles on hand at the station. This expenditure was approved by the Acting General Superintendent.	Bearss, p. 275.
April 1-15, 1911	Using materials delivered to the site on March 30, the life-saving crew repaired the fire damage over a two week period. The project used 2 ½ bundles of cypress shingles, 73 feet of spruce sheeting, 18 feet of roofing paper, 3 pounds of shingle nails, and 3 pounds of 10d nails.	Bearss, p. 275.
February 1912	The station crew bailed and cleaned the cistern.	Bearss, p. 277.
March 1912	The steps on the east/front porch were repaired.	Bearss, p. 277 and fig. 28.

Date	Description and Comments	Source of Information
April 11, 1912	Keeper Woolley has the crew begin painting both the interior and exterior of the station. The project continued until May 28 and expended 340 pounds white lead, 15 gallons raw linseed oil, 2 gallons turpentine, 1 pint japan dryer, and 1 quart spar varnish. The exterior was given two coats. The interior walls of the “main hallway from tower to the messroom” (Room 102), Mess Room, Kitchen, Pantry, and Keeper’s Room were given one coat; and the woodwork in the tower, Mess Room, Storm Clothes Room, Kitchen, Pantry, and Keeper’s Room were given one coat. The interior painting was not completed due to lack of supplies and the end of the life-saving season.	Bearss, p. 278.
October 1912	Keeper Woolley and three crewmen pick up an Oak Jewel heating stove no. 1018 from the Sandy Hook station keeper Lippincott.	Bearss, p. 278.
May 1913	The interior portions of the station that were not painted the previous year were completed. The supplies for the year included tints No. 24 and No. 33, as they had during the previous interior painting project in 1906. Indicating that the interior paint colors were the same in 1906 and 1912-13.	Bearss, p. 279.
October 1914	P. J. Latham, now Superintendent of Construction, spent a day inspecting the Spermaceti Cove Life-Saving Station. He noted that the exterior walls and roof were shingled and the walls had not been painted. The inside walls were plastered with “open ceiled ceilings.”	Bearss, p. 280.
October 6, 1914	Latham’s report noted the following items that needed attention: re-shingle the station roof; renew the treads of the Tower ladder; replace broken glass in sashes throughout the station; renew some of the conductor pipe and elbows; replace worn out kitchen sink; repair/replace ramp from Boat Room (east elevation); renew floor in entry, Kitchen, Pantry, Mess Room, and Storm Clothes Room; lay floor and replace steps of rear porch using the old flooring from the Kitchen, etc.; renew floor in the Watch Room. The estimated cost of the repairs was \$777.90. Latham also noted some less urgent repairs including: replacing the boardwalks with concrete walkways; renewing the gutters; repairing the shingled exterior walls of the station, and installing a water heating system.	Bearss, pp. 281 – 283.

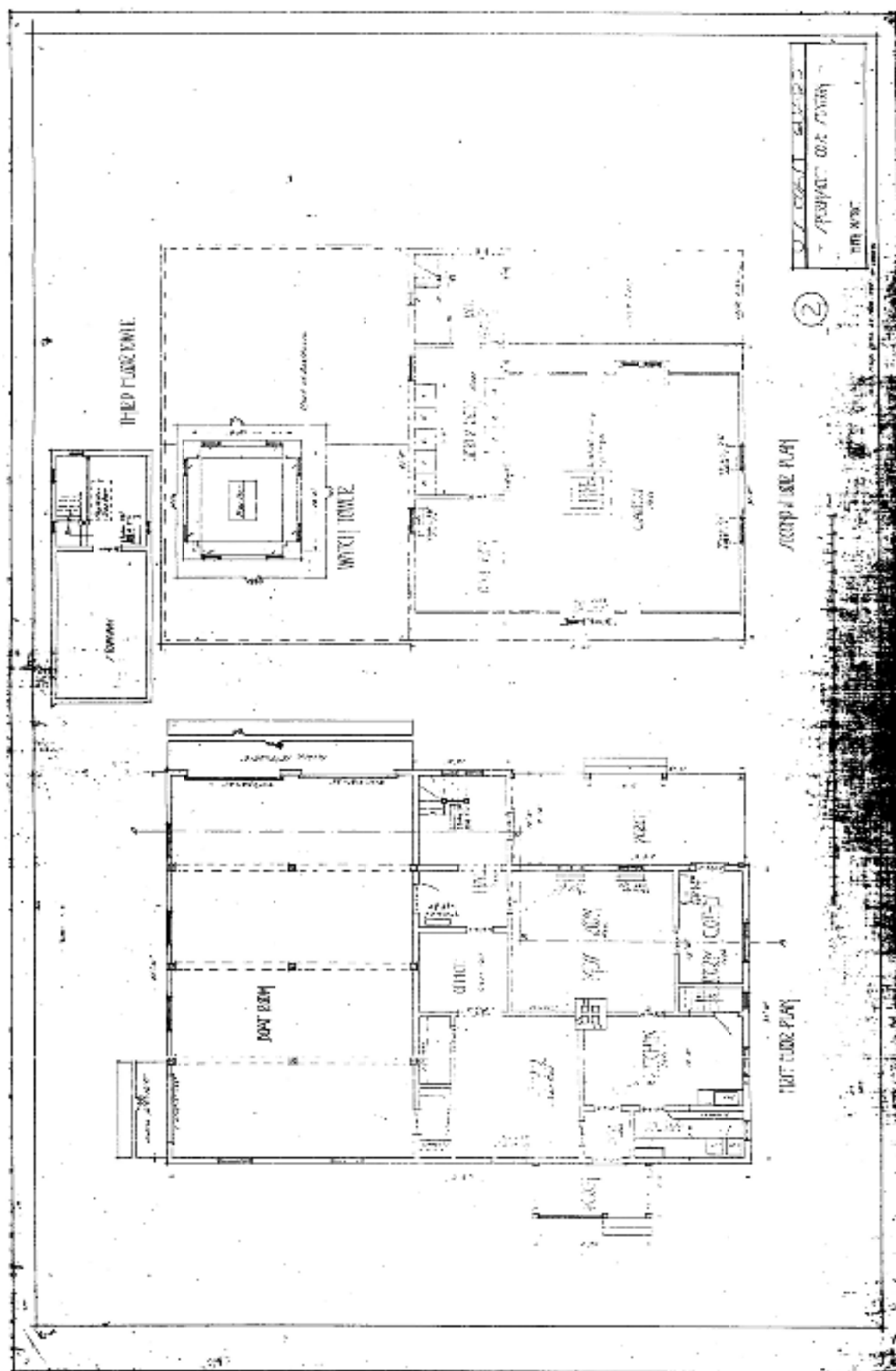
Date	Description and Comments	Source of Information
January 1915	Prior to planning the projects identified by Latham the Life-Saving Service was reorganized. Bearss research indicated that none of the repairs took place until after 1915. Bearss further speculated that the roof was re-shingled between October 1914 and December 1918; concluding that this most likely occurred in 1918 (see subsequent entry).	Bearss, pp. 283 & 287.
January 28, 1915	Congress passed the Organic Act which joined the civilian U.S. Life-Saving Service with the military Revenue Cutter Service to form a new organization that was designated the United States Coast Guard.	Shanks and York, pp. 207 & 241. Bearss, pp. 285 – 286.
March 29, 1915	Spermaceti Cove station sign board was taken down, given two coats of paint, and re-lettered. The new sign read “U.S. Coast Guard, Spermaceti Cove Station.”	Bearss, p. 287.
July 29, 1916	The U.S. Coast Guard adopted a numerical system for identifying their stations. The Spermaceti Cove Station was designated station No. 98.	Bearss, p. 287.
October 28 – November 21, 1916	Implementing some of Latham’s previous recommendations new flooring was laid by the station crew in the Mess Room, Storm Clothes Room, Kitchen, Pantry, and hall to the west door.	Bearss, pp. 287 – 288.
November 1916	Conover E. White was contracted to install a new kitchen sink. It was a flat rim, white enameled iron kitchen sink that measured 18 inches by 28 inches with one lead trap and one waste.	Bearss, pp. 288 – 289.
August 1917	Terry Martin was awarded a contract for replacing 42 feet of 4-inch 24-gauge galvanized downspouts, eight corrugated elbows, and one 4-inch Kuehn corrugated galvanized rainwater cutoff. The contract was awarded on August 29 and presumably the work was completed soon after that.	Bearss, p. 289.
April 6, 1917	The United States declared war against Germany and the U.S. Coast Guard was transferred from the Treasury Department to the Navy Department.	Bearss, pp. 289 – 290.

Date	Description and Comments	Source of Information
January 31, 1918	Secretary of War Newton Baker wrote Secretary of Treasury MacAdoo that the Ordnance Department was going to construct a number of magazines for storing high explosives at the Sandy Hook Proving Ground. Baker requested that the Spermaceti Cove Station be discontinued during the national emergency. On February 25 the captain of Spermaceti Cove was directed to move his crew and apparatus from station 98 to station 99, Seabright, New Jersey.	Bearss, p. 290.
March 15, 1918	The February 25 <sup>th</sup> order was implemented and by that afternoon the captain and his crew were ready to leave the station. The U.S. Army was responsible for the Spermaceti Cove station for the next 21 months. During that period the station became part of the Sandy Hook Ordnance Depot.	Bearss, p. 291 and fig. 29.
1918	Bearss' research indicated that the station roof was re-shingled as part of a 1918 contract with Amsterdam Building Co. for the construction of the Sandy Hook Ordnance Depot.	Bearss, p. 287.
1918 – 1920	The Ordnance Department constructed an electric light plant for the station during the war. The electric light plant was apparently housed in a separate structure erected by the U.S. Army (the plant was transferred from the Army to the Coast Guard in 1933). A basement plan dated 1928 depicts electrical service in the basement.	Bearss, pp. 293 – 294 and p. 305 illustration “Plan of Spermaceti Cove Life-Saving Station, Fifth District, U.S. Coast Guard, April 24, 1928.” Also see Appendix C.
1918 – 1920	Of the documents reviewed, there were no other records of work performed at the Spermaceti Cove station during the 21 month period it was used by the U.S. Army.	
January 25, 1920	The Spermaceti Cove U.S. Coast Guard Station was re-commissioned and the station flag was raised at 5:00 p.m.	Bearss, p. 291.
March 20, 1920	Secretary of Treasury requested of the Secretary of War that the 200 square foot Spermaceti Cove station lot be increased to 500 feet by 520 feet.	Bearss, p. 291 and p. 302 illustration as well as fig. 31 of this report.
April 26, 1920	Secretary of War approved the Secretary of Treasury's request and the size of the Spermaceti Cove station lot was increased.	Bearss, p. 292.
April 13, 1920	A speaking tube system is installed at Spermaceti Cove by the supervisor of telephones. The materials were supplied under contract by Proctor and Jones, Asbury Park, NJ.	Bearss, p. 293.

Date	Description and Comments	Source of Information
circa 1920	Paint evidence indicated that the coffered ceilings were installed at this time. The coffered ceilings are extant in Rooms 102, 106 and 401.	Appendix E, Paint Analysis, Samples P015, P016, P017, & P194.
Spring 1921	The stepped (wooden) flagstaff for signal flags was replaced with a 50-foot steel tower purchased from Flint and Walling, Kendallville, Indiana. Historic photographs depict both the wooden flagstaff and the steel tower northeast of the station.	Bearss, p. 293 and figs. 16, 17 & 30 of this report.
November 19, 1923	Delco Light Company was awarded the contract for supplying parts for the station's electric light plant. The cost of the supplies was \$200.68.	Bearss, p. 293.
June 1926	A 1-foot 4½-inch square chimney was built in the Watch Room. It was a brick stack with a 6-inch square flue and a 4-inch smoke pipe thimble. The chimney was located along the west wall and pierced the west slope of the Tower's hip roof.	Bearss p. 294.
June 25 – July 3, 1929	Plumbing contractor William Curr and Company, Long Beach, NJ, installed the radiators and piping for the station's first "water heating system." The Bearss report records that the project was for a water heating system and that the plumbers installed radiators. Plans dated 1928 depict a "Boiler" in the basement and radiators on the first, second, and third stories. It appeared as though the plans were in preparation for the new heating system and that the contract with Curr and Co. was for the hot water heating system.	Bearss p. 297, p. 305 illustration, and fig. 26 of this report.
circa 1930	Paint analysis and photographic evidence indicated that the original window opening (east opening on the south elevation) into the Storm Clothes Room was eliminated and replaced with two window openings (W104 and W105). The new window openings had double-hung sashes.	Comparison of figures 26 and 32 indicated that the window changes occurred between 1928 and 1930. Also see fig. 33 for exterior of window openings.
circa 1930	Exterior wall shingles were painted white for the first time. The trim was also painted white and the sashes were painted dark green.	See fig. 30 and Appendix E, Paint Analysis.
circa 1930	Paint evidence indicated that the tongue-and-groove board walls (north, west, and east) and ceiling were installed in the Boat Room at this time. This was also the first paint application to the south clapboard wall in that room. The work may have coincided with other work at the station that same year.	Appendix E, Paint Analysis, Samples P055, P056, & P060.

Date	Description and Comments	Source of Information
circa 1930	The wooden ramp to the Boat Room double doorway was replaced with a concrete ramp. The wooden ramp extended the width of the Boat Room (approx. 25 feet). However, ca. 1930 photographs depict a narrower ramp suggesting that the concrete ramp was installed during that time period.	See figs. 26, 27 and 30.
September 1930	Plans were prepared for “improving the water supply system, and the installation of a plumbing system, to provide toilet facilities” for the Spermaceti Cove station.	Bearss pp. 297 – 298.
November – December 1930	The Fifth District commander was authorized to spend up to \$400 on the installation and \$100 on the fixtures for the plumbing at Spermaceti Cove. The descriptions suggested that the toilet for the captain was in the former closet off the Keeper’s Room. Based on the extant bathrooms and the descriptions, the toilets on the second story for the crew were located in the Locker Room along the north wall.	Bearss pp. 297 – 298.
circa 1935	Room 101 area below staircase enclosed (101a).	Paint evidence.
Summer 1935	Repairs were made to the drill pole and the cellar doors.	Bearss p. 300.
circa 1940	West elevation Boat Room window openings altered (W111 and W112). The 12-light awning sashes were removed; the openings were enlarged; and double-hung, nine-over-two sashes were installed. Photographs indicated that this change postdated 1920 and paint evidence suggested that the windows were altered in circa 1940.	See fig. 29 and Appendix E, Paint Analysis, Samples P059 & P061.
circa 1942	A cantilevered catwalk/balcony was installed at the fourth story of the Tower. The balcony wrapped around the all four elevations of the Tower and was 3-feet wide on all sides. It was a wood framed structure supported by 4-inch by 4-inch posts that were anchored to beams that were installed on the interior walls at the third story of the Tower. The balcony had a balustrade with four posts on each side, top and bottom rails, and balusters between the posts. A doorway to the catwalk was installed in the south wall of the tower between the two window openings (W405 and W406).	See fig. 33 and Appendix C, five drawings of “Tower Plan.” Section 106 compliance tracking # 89-1775-005 for the “Catwalk Removal” documented that the structure was constructed between 1939 and 1942.
circa 1945	The U.S. Coast Guard decommissioned the Spermaceti Cove Station, No. 98. The station was listed as active in 1940 but did not appear in the Coast Guard records in 1945 after WWII.	U.S. Coast Guard History website, URL: <a href="http://www.uscg.mil/history/STATIONS/">http://www.uscg.mil/history/STATIONS/</a>





**Figure 26.** Plan of Spermaceti Cove Station, Fifth District, U.S. Coast Guard, April 24, 1928, depicting 1909 alterations to the station including the addition of the basement staircase closet at the west end of the Storm Clothes Room. Note the south elevation window opening for the Storm Clothes Room appears to be extant in 1928.



**Figure 27.** Spermaceti Cove Life-Saving Station, Capt. Joel Wolley and crew circa 1912, depicting east elevation post-1909 alterations to the Boat Room doorways.



**Figure 28.** Spermaceti Cove Life-Saving Station, Capt. Joel Wolley (second from right) and crew circa 1912, depicting east elevation and historic porch elements.



**Figure 29.** Spermaceti Cove Life-Saving Station, during use by U.S. Ordnance Dept. circa 1918, depicting west elevation.



**Figure 30.** Spermaceti Cove Life-Saving Station, circa 1930, depicting east elevation exterior paint and steel tower north of station.

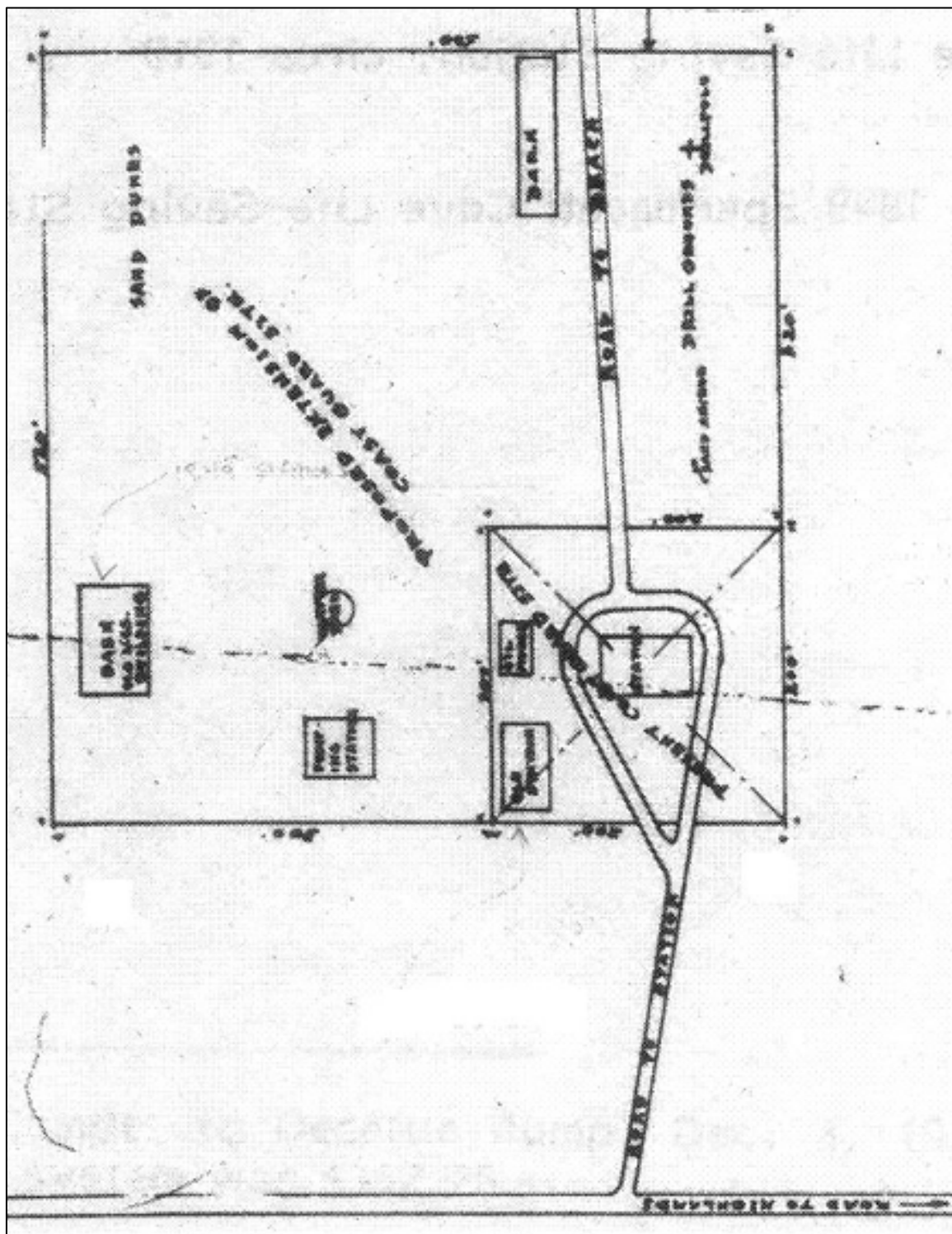
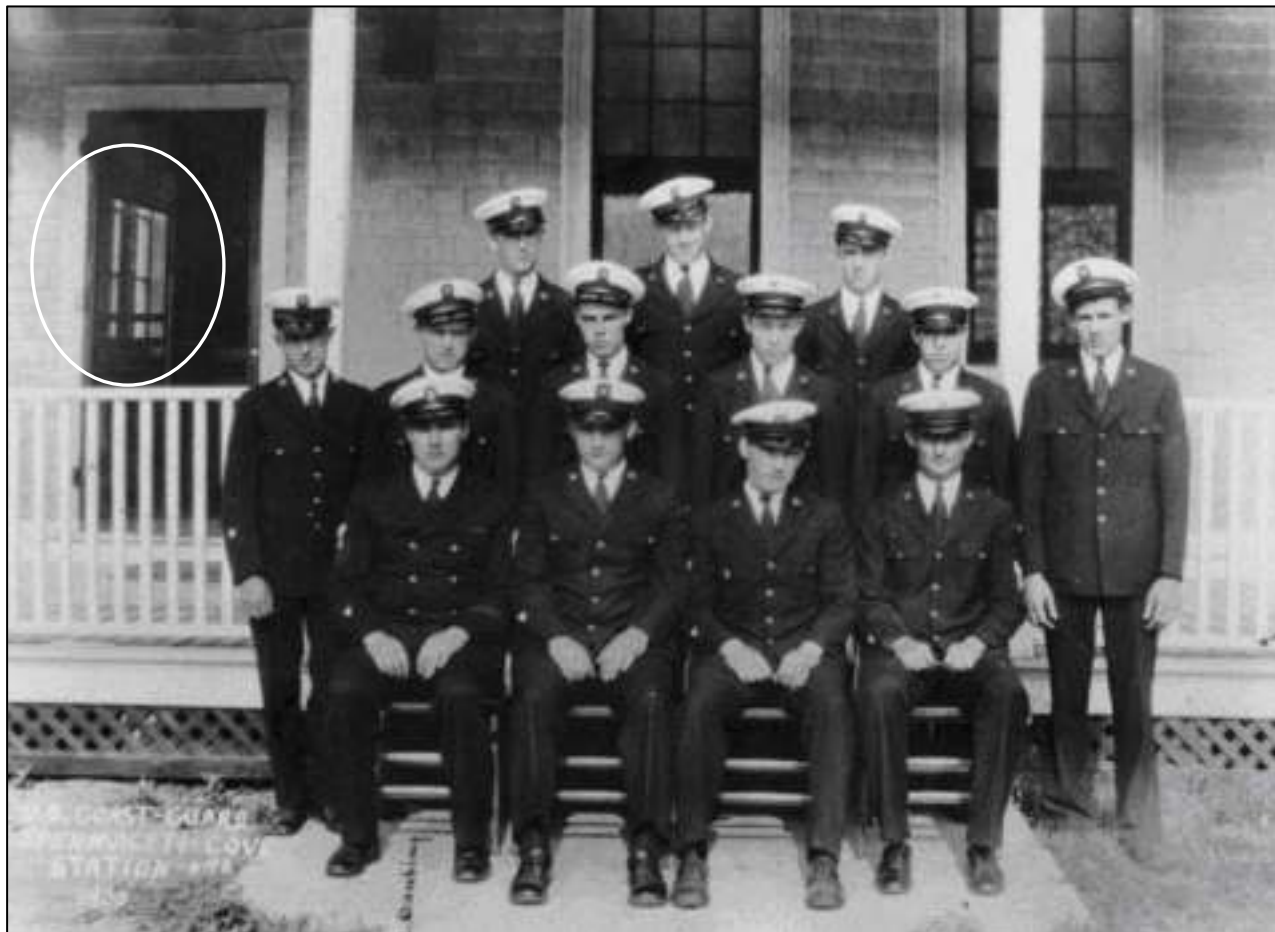


Figure 31. Plot plan of Spermaceti Cove, after 1920, depicting 500 by 520 foot lot and adjacent out buildings including the 1849 station northwest of the 1894 station (within the earlier 200 sq. ft. lot).



**Figure 32.** U.S. Coast Guard, Spermaceti Cove Station, 1930, depicting east elevation porch and interior window openings in Storm Clothes Room circled in the background.



Figure 33. 1894 Spermaceti Cove Life-Saving Station circa 1974.

### ***Sandy Hook State Park and National Park Service Years, 1962 to 2008***

There was little documentation of the alterations to the 1894 Spermaceti Cove Life-Saving Station between 1945 and 1974 when it was officially taken over by the National Park Service (NPS). In 1949 the Governor of New Jersey appointed a committee “to secure all or part of the Sandy Hook peninsula for state use” and in 1950 established the “Sandy Hook Reservation Authority Act of 1950.”<sup>62</sup> Between 1950 and 1961 the station was used by a local “Sea Scouts” group for overnight visits.<sup>63</sup> There appeared to be no significant alterations during that time period. Under the “Sandy Hook Reservation Authority Act of 1950” the area was established as Sandy Hook State Park in 1962.<sup>64</sup> The Spermaceti Cove station was used by the New Jersey Division of Parks for park operations that included nature exhibit rooms, administrative and park superintendent’s offices and quarters on the first story. The second story was used by life guard staff as a break room. The Boat Room was used by maintenance staff into the early 1970s. The Brookdale Community College established a Marine Biology/Oceanography Learning Lab on the second story in 1968 and the building was designated “Spermaceti Cove Nature Center” until 1974. Gateway National Recreation Area was established in 1972 and when the NPS took over the station in 1974 it was established as the “Spermaceti Cove Visitor Center.”<sup>65</sup> In 1976 exhibits were installed in the Boat Room<sup>66</sup>

<sup>62</sup> Joseph J. Truncer, *A Plan for the Organization, Development and Operation Under the Sandy Hook Reservation Authority Act of 1950*. Trenton, NJ: Governors Committee to Study the Proposal for a Recreational Park on the Sandy Hook Reservation.

<sup>63</sup> Thomas Hoffman, Park Historian, to Lou Venuto, Chief of Interpretation & Cultural Resources, 4/20/2004. Lou Venuto, NPS email records.

<sup>64</sup> Truncer.

<sup>65</sup> Hoffman to Venuto, 4/20/2004.

<sup>66</sup> Ibid.

and other exhibits in the station have been updated by the NPS throughout its tenure. Correspondence with the New Jersey Division of Parks and Forestry did not uncover any maintenance records for the State Park period. Most alterations by the NPS were documented by the Section 106 compliance records, which were reviewed when compiling the following section. Examination of extant building materials and paint analysis were also relied upon in determining building alterations.

The most significant alterations to the 1894 Spermaceti Cove Life-Saving Station during this period were made when the building was used by the State Park. These included enclosing the porches, renovating interior rooms, removing original partitions, and adding a second story egress on the south elevation. During the NPS tenure Gateway NRA has made efforts to maintain the station and restore some elements to their historic appearance. Indeed the most significant alterations during the last thirty-four years have been the removal of non-historic elements and the restoration of historic features.

### **Brief Chronology 1962 through 2008**

Date	Description and Comments	Source of Information
1962 – 1973	During the period that the life-saving station was used by the State Park it appeared that some renovations were made to the first story. The partition between the Mess Room and the Storm Clothes Room was removed creating one large exhibit room (Room 104). The room was rehabilitated with gypsum board walls and ceilings and new window, doorway, baseboard, and cornice trim. The stairway closet to the basement (Room 104a) remains in the same location but the doorway was moved from the Kitchen to Room 104. Based on paint evidence, the existing doorway to Room 104a has an original door that may have been used in the doorway from the Storm Clothes Room to the Mess Room. The partition between the Kitchen and Pantry was removed creating a larger room (Room 105) that was finished with gypsum board walls and ceilings and replacement trim elements. Physical evidence suggested that the Keeper's Room (Room 107) was also altered during this period and was again altered in ca. 1975 by the NPS. During the first renovation a doorway (D115) between Room 107 and Room 104 was added. Also during this period the north elevation Boat Room doorway was altered; the sliding door was removed; the opening was framed in; and a standard sized doorway was installed within the original opening.	Alterations to the exterior and interior building elements were based on physical evidence and comparative paint analysis.

Date	Description and Comments	Source of Information
1962 – 1973 continued	Other building elements that were altered during that time period and into the NPS period included walls and ceilings in Room 101, Room 201, Room 202, and Room 301. It also appeared that the second story was altered by the addition of Room 204 that created a second bathroom.	Alterations based on physical evidence and comparative paint analysis.
circa 1962	Front and back porches were enclosed by the State Park. The front porch enclosure was wood framed and had exterior shingled walls, a pair of window openings on the south elevation, and a doorway centered on the east elevation that was flanked by two pair of window openings. Paneling was installed on the interior walls and ceiling. The back porch enclosure was framed with 2-inch by 4-inch lumber. The exterior walls were shingled and a doorway was installed on the west elevation. There was one window opening on the south elevation, one on the west elevation, and one on the north elevation (see the subsequent section “Current Physical Description”). Paint evidence indicated that the shed roof above the Boat Room east elevation doorways was added at that time.	See figs. 33, 34 & 35 and Hoffman to Venuto, 4/20/2004.
circa 1968	A second egress from the second story was added to the south elevation. The east window opening on that elevation was altered to accommodate a doorway (D206) and a wood framed stairway leading from the second story to the ground was constructed along the south elevation of the building.	Work associated with use of the second story by Brookdale Community College (fig. 33).
January – February 1975	Plywood and carpet was installed over the Boat Room floor.	Hoffman to Venuto, 4/20/2004.
February/ March 1975	NPS maintenance staff constructed bathroom facilities for the visitor’s center. The Women’s Room was installed in the former Keeper’s Office (Room 103) and the Men’s Room was installed in the former closet space (Room 108). It appears that the window opening for the Men’s Room (W110) was installed in the west elevation at the same time. The construction of the Men’s Room (Room 108) included the demolition of the north wall in the Keeper’s Room (Room 107) and construction of a new wall south of the original (for detailed room and window descriptions see the subsequent section “Current Physical Description”).	See fig. 36 and Hoffman to Venuto, 4/20/2004.



Date	Description and Comments	Source of Information
February/ March 1975	NPS maintenance staff rehabilitate north elevation Boat Room doorway and install new door in place of non-historic standard door from previous alteration.	See fig. 37 and Hoffman to Venuto, 4/20/2004.
1976	All roofs and the upper stories of the Tower and the tower connector were re-shingled. The Tower shingles were left unpainted with the intention of re-shingling the entire station in the future and leaving it unpainted as it appeared historically.	See note in Section 106 compliance tracking # 87-1775-003 and figs. 38 & 39.
June 8, 1979 (approved)	The project for repainting the exterior of the station was approved. The exterior wood shingles were painted white and the trim was painted white.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 79-1775-005.
August 28, 1985 (approved)	Safety railings were installed at the Visitors Center. No details of this project were available but it was apparently for exterior railings to the former visitor's entrance.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 85-1775-011.
July 14, 1986 (approved)	Older non-historic exterior lighting was removed and replaced with improved weather proof lighting. The new lighting was installed in the same location causing no additional damage to the building.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 86-1775-010.
September 21, 1987 (approved)	The exterior shingles were removed, except the Tower, and replaced in kind. The shingles were replaced with cedar shingles that were laid with a 6-inch reveal. The re-shingling project was completed in 1988. The exterior walls were left unpainted to match the historic appearance of the 1894 Spermaceti Cove Life-Saving Station.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 87-1775-003.
August 5, 1991 (approved)	The deteriorated condition of the catwalk/balcony led to the removal of part of the structure. The proposed project called for removing the entire catwalk/balcony. The project included patching the exterior shingles and covering the doorway to the catwalk. Removing the catwalk restored the exterior of the Tower to its historic appearance.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 89-1775-005.
December 16, 1992 (approved)	The project removed the homosote building board that was used to cover two original window openings (W102 and W103). The covers were removed and the existing aluminum sashes were replaced with double hung, nine-over-two sashes that were replicas of the original sashes. The project included removing masonite attached to the interior wall of the exhibit room (Room 104) and rehabilitating that wall.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 92-1775-009 (fig. 34).

Date	Description and Comments	Source of Information
February 11, 1999 (approved)	Assessment to replace the east elevation Boat Room doors with new double-leaf doors based on historic photographs. The doors were replaced by NPS maintenance staff soon after the assessment. Note that the original doors were sliding doors and the double-leaf hinged doors were installed in 1909.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 98-1775-001A.
March 29, 2004 (approved)	Project title: Rehabilitate Porch and Handicapped Accessibility, Sandy Hook Visitors Center, SH-436. The project restored the front porch to its historic appearance, which included removing the ca. 1962 porch enclosure and replicating historic porch elements based on photographic evidence. Handicapped Accessibility to the building was moved to the north elevation of the Boat Room. The north elevation doorway (D104) was made accessible and a concrete walkway was installed in front of the entrance. Existing accessible boardwalks and walkways led from the parking lot to the new concrete walkway. The project was completed in 2005.	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 03-1775-018.
May 24, 2007 (approved)	Project title: Paint Exteriors of Three Historic Visitor Use Buildings. The 1894 Spermaceti Cove Life-Saving Station (SH-436) was among the buildings to be painted. The project description included: rehabilitation and replacement of window opening elements, including trim and sashes (project describes sash replacement in detail); exterior painting of doorways, doors, porch, soffits, cornice, dormers and window opening elements. All building elements and window opening elements were to be painted in accordance with the Sandy Hook Paint Plan. That plan, updated on 09/26/2001, called for most elements to be painted <i>Brilliant White</i> , for the porch floors to be painted <i>Haze Gray</i> and the roof vents to be painted <i>Flat Gray Bridge</i> . The project has not been completed and the color choices may change based on the current paint analysis (Appendix E).	Section 106 Assessment of Effect on Cultural Resources, compliance tracking # 07-1775-010 and <i>Sandy Hook Historic Structures Paint Plan</i> , August 2000, specifications for SH-436, Spermaceti Cove Life-Saving Station, updated on 09/26/2001.



**Figure 34.** Spermaceti Cove Life-Saving Station, circa 1976, depicting interior of front porch after conversion to Sandy Hook Visitor Center.



**Figure 35.** Spermaceti Cove Life-Saving Station, depicting west elevation exterior of enclosed back porch.



**Figure 36.** Spermaceti Cove Life-Saving Station, Feb/March 1975, depicting interior of Boat Room during rehabilitation looking west; note the window opening from the Keeper's Office into the Boat



**Figure 37.** Spermaceti Cove Life-Saving Station, Feb/March 1975 depicting interior of Boat Room north wall enclosing wide doorway.



**Figure 38.** Spermaceti Cove Life-Saving Station, circa 1976, south and east elevations after re-shingling of Tower and roofs.



**Figure 39.** Spermaceti Cove Life-Saving Station, circa 1976 south and east elevations of Tower and connector after re-shingling of upper stories of Tower and roofs.



# CURRENT PHYSICAL DESCRIPTION



**Figure 40.** 1894 Spermaceti Cove Life-Saving Station  
east elevation.

## Introduction

The following section is a description of the existing exterior and interior elements of the Spermaceti Cove Life-Saving Station. This section is meant to augment the descriptions in the preceding sections “Original Appearance” and “Alterations.” The descriptions in those sections that are part of the current physical description will not be repeated in detail in the following section. In the following sections the rooms, doorways and window openings are designated by numbers assigned for this project (figs. 22, 23, & 24).

Some of the measurements in the following section are based on the extensive building measuring project in 1988 by Peter Dessauer and Richard Wells (Appendix C). During the current project some of the measurements were corroborated and missing dimensions were recorded. Appendix C should be consulted for additional exterior and interior measurements.

# **Exterior Elements**

## ***Design***

The extant Spermaceti Cove Life-Saving Station retains its original configuration, which reflects the design elements of the Duluth-type Life-Saving Station (figs. 40 – 44).

### **Main Block**

The structure has three components making up the whole building. The Main Block was built as the living quarters for the station keeper and life-saving crew. This is essentially a one-and-a-half story structure with a clipped-gable roof oriented north-south (fig. 41). On the south gable-end at the level of the second story a horizontal molding runs the width of the elevation forming a belt course. Above the belt course the wall is slightly flared. Both the east and west elevations are one-story high with long sloping roofs that have a double-window dormer at the second story. On the first story of the west elevation is a small porch that was enclosed when the building was used by the State Park. The west elevation entrance to the Main Block is through this porch (fig. 42). The first story of the east elevation has an open porch at the south end of the wall and a four-story Tower is positioned at the north corner of the elevation. The east elevation has an entry doorway under the porch that is currently not in use. The Boat Room is attached to the north elevation of the Main Block. The second story of the north elevation rises above the roof of the Boat Room and has a modified clipped-gable roof that is intersected by the slope of the roof connecting the Tower with the Main Block (fig. 43).

### **Boat Room**

The Boat Room is attached to the north elevation of the Main Block (fig. 43). It is a one-story structure with a shallow-sloped gable roof that runs north-south. The east and west elevations are both one-story high. The east elevation faces the beach and has two large doorways and a boat ramp. The north elevation exhibits the wide gable roof and has an entry doorway near the west corner of the building. On the north elevation at the top of the first story wall is a molded belt course separating the first story wall from the gable-end. Just above the belt course the wall is slightly flared.

### **Tower**

The Tower is a four-story square structure that has a look-out station at the top. As previously described it is attached to the east elevation of the Main Block (figs. 41 & 44). A small gable roof above the second story connects the west elevation of the Tower to the gable roof of the Main Block. The north elevation of the Tower abuts the Boat Room and the second, third and fourth stories of the north elevation rise above the slope of the Boat Room



roof. The south elevation of the Tower is four-stories high and has a doorway on the first story leading from the east porch to the interior of the Tower. The east elevation of the Tower is four-stories high and the fourth story of the west elevation rises above the small gable roof connecting the Tower to the Main Block. The lower stories of the Tower are pierced with small window openings and the lookout station at the fourth story has two window openings on all sides. All sides of the window section of the fourth story overhang the lower portion of the Tower and the overhang is supported by brackets (fig. 45). The Tower has a hip roof that flares at the eaves.

## ***Foundation***

### **Main Block**

The foundation under the main block of the life-saving station is poured concrete. The concrete foundation carries the sills of the building's living quarters but does not extend beneath the boat room (Room 109) or the Tower. The concrete walls are 12 inches thick set on a 20 inch wide footing. This foundation was installed in 1909 as recorded by Bearss and documented in the specifications for the work (Bearss p. 305 and Appendix D).

A bulkhead entrance to the basement is located on the south elevation of the building and was also installed in 1909. It is a concrete structure that measures 5 feet 6 inches wide by 6 feet 1 inch long. The below grade walls are 8 inches thick and extend above grade to form the east and west walls of the bulkhead. The top of the bulkhead has wooden frame work and double doors. The frame of the bulkhead doorway is 8 inches wide and together the double doors measure 4 feet 2 inches wide. The doors are constructed with tongue-and-groove beaded boards and attached with galvanized strap hinges. The east door has a galvanized handle and an additional board on the inside edge to cover the junction of the two doors. Metal flashing is installed at the junction of the bulkhead and the south wall of the building and extends beneath the fourth course of siding shingles. The bulkhead doorway has been repaired and rebuilt several times since the building served the U.S. Coast Guard.

The window openings at the basement level have been filled in, as were the concrete wells for those window openings. The only other opening is a 3 foot 3 inch wide opening in the north wall of the foundation that leads to a crawl space beneath the boat room (Room 109). The opening is framed with dimensional boards and is covered with a screen.

### **Cistern**

A cistern is located adjacent to the south wall of the foundation, near the southwest corner of the building. The construction of the cistern was a change order to the original specifications for the life-saving station. The drawings and specifications approved by Sumner Increase Kimball, General Superintendent of the U.S. Life-Saving Service, were based on plans by George Tolman, which were included as drawing number 11 in the plans for the Duluth type station (Appendix A). The cistern as specified in 1894 was 9 feet 4 inches wide by 11 feet long by 9 feet deep. The walls of the cistern were constructed with Rosendale cement and the inside walls were parged with Portland cement. The extant cistern appears to be the same

structure that was specified in 1894. The top of the cistern is the only portion of the structure above ground. It is a rounded concrete cover with a circular opening in the center that is covered with a concrete cap. This cover appears to be a later alteration to the cistern since it was not specified in the 1894 documents and is not similar to the cover illustrated in the plans for the Duluth type station.

## **Boat Room**

The foundation for the boat room (Room 109) appears to be a concrete structure that extends just below grade. The structure of the boat room is supported by brick piers that replaced the earlier wooden piers. Some of the wooden piers remain extant.

## **Tower**

The exterior of the Tower foundation is concrete and appears to extend below grade. Since the interior of this foundation was not accessible it was not possible to determine the extent of the foundation.

## ***Walls***

### **Main Block**

All exterior walls of the Main Block are covered with unfinished wood shingles, which were installed by the NPS (figs. 40 - 42). The only section of shingles that was not replaced is on the west elevation inside the west porch enclosure. Those shingles have several layers of paint on them and are quite possibly original to the building. The side walls of the west and east dormers are also covered with unfinished shingles. A baseboard runs along the foot of the east wall above the porch floor.

All elevations of the building have a cyma recta cornice molding that extends along the top of the exterior walls below the roof line. The west cornice molding is applied over a fascia board and continues below the roof line of the porch as well. On the north and south elevations the same molding was used for the rake boards of the gable roof but with no fascia board. The molding is continued on the rake of the south elevation of the east porch roof. The cyma recta molding is also applied to the south elevation belt course with a fascia board. The fascia and molding are also applied on the cornice of both the north and south elevations below the roof connecting the Tower and Main Block.

### **Boat Room**

The walls of the Boat Room are also covered with unfinished wood shingles. On the north elevation the slight flare above the belt course is wood shingled, as is the rest of the gable-end.

The cornice of the Boat Room features the same fascia and cyma recta molding as the Main Block. The belt course on the north elevation gable-end is constructed with similar elements and the rake boards are also molded.

## **Tower**

The walls of the Tower are clad with wood shingles and a 5¼-inch high water table is installed at the base of the east wall.

The cornice below the overhanging fourth story has a fascia with molded trim and carved brackets that support the overhang. The base of the fourth story wall has a flat skirt and the cornice at the top of that wall has a fascia board and a cyma recta molding below the soffit and eave of the roof.

## ***Doorways***

### **Main Block**

On the east elevation of the Main Block is the doorway (D102) that originally led to the Storm Clothes Room. The doorway has a plain board surround that is 5½ inches wide, which appears to be the same casing that was specified in the original plans. The threshold is 6 inches deep and extends just beyond the edge of the surround. The doorway has a six panel door with two top glazed panels. The lower four panels are raised and have a cyma recta molding framing each panel. The door is also similar to the plans for the Duluth-type station. The door is hinged on the south side of the doorway with three butt hinges. The handle on the north side of the door is a modern locking-knob handle. The interpretive displays inside the building have blocked this doorway.

On the west elevation the doorway (D103) leads to a rear entry hall near the former kitchen. This doorway is accessed from the west porch, which is currently enclosed. Like D102, D103 appears to retain original elements including a plain board surround and a six panel door with two glazed panels and four raised panels. The door is hinged on the south side of the doorway and hung with three butt hinges. The door has a more recent brass knob set and a separate dead-bolt lock above that.

### **Boat Room**

The western most bay of the Boat Room originally had a wide doorway on the north elevation that was the egress for the apparatus cart. That doorway was altered in the 1970s and a smaller doorway that is 3 feet wide and 6 feet 8 inches high was installed. The present doorway (D104) serves as the visitor's entrance to the building. The sides of the doorway surround are plain boards that are 2¾ inches wide and the lintel is 3¼ inches wide with flashing along the top edge. The modern wooden door has six lights over two panels and is hung on the east jamb with three modern butt hinges. The door has a stainless steel locking handle and is equipped with a pneumatic closer.

The east elevation of the Boat Room is dominated by two wide doorways (D105 & D106) that served as access for the surf boats and boat carriages (fig. 46). Both of the doorways are 9 feet 9 inches wide and 9 feet 7 inches high. The doorways have plain board surrounds and wide lintel trim. A shed roof extends over both doorways and is an alteration from the original appearance (see the subsequent section “Roofs, Boat Room”).

Each doorway has a set of double doors that were reconstructed by the NPS. The doors are composed with vertical tongue-and-groove boards attached to stile-and-rail frames with cross braces. Each door is hung on three strap hinges on pintles that are driven into the trim and framing of the doorways. The hinges were fabricated by the NPS to replace the deteriorated historic hinges. Their design was based on the historic hinges and they are similar to those depicted in historic photographs.

## **Tower**

The Tower has one exterior doorway on the south elevation (D101). This appears to have been the formal entry to the building but was probably rarely used by the crew who would enter through D102 and the Storm Clothes Room. The doorway (D101) appears to be similar to the doorway specified in the 1893 plans for the Duluth-type station. The doorway surround is constructed with 5½ inch wide plain boards and the canted doorway threshold extends to the outer edges of the side trim. There are scars on the east jamb of the doorway indicating that a screen door was hinged on that side of the opening.

The door has six panels the top two of which are glazed and the lower four are raised. The door is hinged on the east jamb with three butt hinges. The door has a locking-knob brass-plated handle and both the knob and hinges appear to be alterations from the original hardware.

## ***Window Openings***

The 1893 plans for the Duluth-type station and historic photographs of the Spermaceti Cove Life-Saving Station helped determine the original fenestration and identify alterations made to the building’s window openings. The plans for the station type depict several different window-opening sizes and sash types that range from two-light awning sashes to double-hung, twelve-over-two sashes. The extant window openings in the Spermaceti Cove Station represent both original fenestration and changes to the building (figs. 47 & 48).

Throughout the building some of the window elements have been repaired or replaced, but some original elements have been preserved. The window openings in the Tower correspond to the original arrangement and to those specified in the Duluth-type station plans (fig. 47). The window openings in the Main Block demonstrate both original openings and alterations to the building. The two window openings on the west side of the Boat Room were altered but the three first story window openings (W113 – W115) on the north elevation of the Boat Room are original to the structure and retain original elements. Those three window openings have molded surrounds that are representative of the original trim. The

molding profile consists of an outer fillet, a quirked cyma reversa, and an inner fillet. The same surround is used on some of the Tower windows and was probably originally applied to the other window openings of the life-saving station. The extant windows are further described in the following window schedule, which describes the exterior elements of the window openings and the sashes. The interior trim elements will be described in the subsequent section on “Interior Elements.”

### First Story Exterior Window Elements

Window Opening No. & Location	Window Description
W101, Tower, east elevation	W101 is a double window on the first story of the Tower. It has two double-hung, one-over-one sashes and each window openings has an aluminum combination storm window. Historic photographs and plans indicate that historically the window openings had double-hung, six-over-six sashes. The double window has a 4¾-inch wide surround and a 2¼-inch wide flashed lintel trim extends over both window openings. The double windows are separated by a 5½-inch wide mullion and a 1½-inch thick window sill extends below both window openings.
W102 & W103, Main Block, east elevation	W102 and W103 are original window openings on the first story of the Main Block. However, the exterior window trim and sashes have been replaced. Both window openings have double-hung, nine-over-two sashes that were constructed to replicate the original sashes. The interior muntin profiles have an outer fillet, an elongated quarter-round and an inner fillet. The window surrounds are constructed with 2¾-inch wide plain boards with a rounded inner edge. Both window openings have a beveled cap over the lintel trim and the sills are 1¼ inches thick. A previous window survey suggested that the original sashes were moved to W111 and W112. The current research could not confirm this, but the sash size and configuration of W111 and W112 matches the historic sashes of openings W102 and W103.
W104 & W105, Main Block, south elevation	W104 and W105 were installed in the location of a single window opening that opened into the former Storm Clothes Room. The original window was replaced with two window openings each with double-hung sashes. The window openings currently have one-over-one sashes and each window opening has an aluminum combination storm window. Both window openings have 2¼-inch wide surrounds, flashed lintel trim, and 1¼-inch thick window sills.
W106, Main Block, south elevation	W106 is a small window opening that measures 2 feet 2 inches wide by 3 feet high. It has a single sash with two lights separated by a horizontal muntin. The sash is hinged at the top and opens out, which is typically referred to as an awning window or awning sash. The window opening is trimmed with a 2½-inch wide plain board surround and the lintel trim is flashed. This window was installed in 1909 when the basement of the building was constructed (Bearss, Appendix D).

## First Story Exterior Window Elements continued

Window Opening No. & Location	Window Description
W107, Main Block, south elevation	W107 is one of the original openings on this elevation and originally opened into the kitchen of the station. It currently has double-hung, two-over-two sashes. It appears that the top sash is a replacement due to the wide center muntin that does not match the typical muntins in the historic sashes. This was corroborated by paint evidence. In addition the plans for the Duluth-type station depict twelve-over-two sashes. The window opening is trimmed with 4½-inch wide plain board surround on the sides and a 3-inch wide flashed lintel. The window has an aluminum combination storm window that is in poor condition.
W108, Main Block, south elevation	W108 is also an original opening that had opened into the pantry. It is a small window opening that is 2 feet 5 inches wide by 3 feet 1½ inches high. The existing window openings has a single-light, fixed sash and the pane of glass is held in place by quarter-round trim attached to the interior sash frame. The window opening has a 2¼-inch wide plain board surround with flashed lintel trim. The previous window survey suggested that the current sash was moved from a fourth story Tower window opening.
W109, Main Block, west elevation	W109 is an original opening that retains its original sashes. The window opening has double-hung, twelve-over-two sashes similar to the sashes specified in the plans for the Duluth-type station. The interior muntin profiles have an outer fillet, an elongated quarter-round and an inner fillet. The window surround is constructed with 4½-inch wide plain board surround on the sides and a 3¼-inch wide flashed lintel. The window has an aluminum combination storm window.
W110, Main Block, west elevation	W110 is not original and was probably added to the west elevation of the building when the restroom (Room 108) was installed. The window opening has double-hung, one-over-one sashes. The window surround is constructed with 4½-inch wide plain board surround and the lintel is lintel. The sill is 1½ inches thick and has a 1½-inch wide apron that appears to be a recent addition. The window has an aluminum combination storm window.
W111, Boat Room, west elevation	W111 is in the location of an original window opening but was altered from a smaller opening with a single sash to larger opening with double-hung sashes. The current sashes are double-hung, nine-over-two. The window opening has a 3¾-inch wide surround with a flashed lintel. The window sill is 1¼ inches thick and has a 1½-inch wide apron below it. The window has an aluminum storm window and an air conditioning unit has been installed in the opening. Previous research suggested that the sashes were moved from the east elevation (W102 or W103). Given the sash size and configuration, and muntin profile that appears possible.

## First Story Exterior Window Elements continued

Window Opening No. & Location	Window Description
W112, Boat Room, west elevation	W112 is also an original opening that has been altered. The window opening has the same elements as W111 but does not have an AC unit. The window sill and apron have been recently replaced but the other elements appear to date from the installation of the extant window. As with W111, previous research suggested that W112 was moved from the east elevation. Paint samples from W112 could not confirm this but given the sash configuration it possible that the sashes were moved from W103 or W102 to this location.
W113, W114, & W115, Boat Room, north elevation	W113, W114, and W115 are all original window openings that retain their historic elements. Each window opening has a single sash with twelve lights and muntins matching the other historic sashes. The sashes are hinged at the top and open out and are typically referred to as awning sashes. All of the window openings are framed on four sides with a casing that has an outer fillet, cyma reversa, and inner fillet profile. All of the window openings have interior storm sashes. Similar windows were originally installed in the locations of W111 and W112.

## Second Story Exterior Window Elements

Window Opening No. & Location	Window Description
W201, Tower, east elevation (fig. 47)	W201 is an original window opening on the east elevation of the Tower. Typical of the smaller window openings in the Tower it measures 1 foot 2¼ inches wide by 2 feet 1 inch high. Historic photographs and the plans for the Duluth-type station indicate that the window openings historically had casement sashes with six lights. Presently the W201 has a single fixed sash with one light. The exterior window surround was constructed with a molding that matches the historic elements on other windows (W113 – W115, etc.). Flashing is installed over the lintel trim of the window.
W202, Tower, south elevation	W202 is also an original window opening that historically had a six-light casement sash. The extant elements of W202 are similar to W201 including the one-light fixed sash. In addition W202 has an exterior wooden storm window.
W203, Main Block, south elevation of connector to Tower	W203 is an original window opening located in the south elevation of the gabled connector between the Main Block and the Tower. The window opens into the second floor hallway (Room 202) and originally had a six-light casement sash. The window opening currently has a fixed sash with one light. The window surround is constructed with molding similar to W201 and W202 that appears to be original. The lintel trim of the window is flashed.

## Second Story Exterior Window Elements continued

Window Opening No. & Location	Window Description
W204 & W205, Main Block, east elevation dormer	W204 and W205 form a double window in the east elevation dormer. Both window openings have double-hung, one-over-one sashes and aluminum storm windows. The window openings are trimmed with a plain board surround and separated by a 6 inch wide plain-board mullion. Historic photographs and plans depict double-hung, four-over-four sashes that were replaced. Quarter-round molding is applied where the lintel trim intersects the eaves of the overhanging dormer roof.
W206, Main Block, south elevation	W206 is an original window opening. The window opening originally had double-hung, nine-over-two sashes and presently has double-hung, two-over-two sashes. The extant window surround is 2¾-inch wide plain board and the lintel trim is flashed. W206 has an aluminum storm window but the screens and sashes are missing. The south elevation of the Main Block originally had two window openings at the second story level but the east opening was altered to a doorway when the emergency egress (D206) was installed.
W207 & W208, Main Block, west elevation dormer (fig. 48)	W207 and W208 form a double window in the west elevation dormer. Each window opening has double-hung, four-over-four sashes that appear to be the original sashes. The double window is trimmed with a plain board surround and a wide mullion separates the two window openings.
W209, Main Block, north elevation	W209 is located in the Main Block above the roof of the Boat Room. It is an original window opening that had a single sash with six lights. The window is currently closed off with plywood but retains what appears to be historic trim. The window surround is constructed with a cyma reversa molding that is similar to other original trim on the building. The lintel trim is flashed.
W210, Main Block, north elevation	W210 is located on the north elevation of the Main Block. It is not an original window opening and was probably installed when the second story restroom was added in 1930. Presently the window is blocked off with plywood. The window opening is trimmed with a plain board surround and the lintel trim is flashed.
W211, Main Block, north elevation	W211 is an original window opening on the north elevation of the connector to the Main Block. It originally had a single sash with six lights. The window surround is constructed with molded boards that appear to match other historic trim elements on the building.
W212, Tower, north elevation	W212 is an original window opening in the Tower. It is similar to other second story Tower window openings and originally had a single casement sash with six lights. The window opening presently has a fixed single sash with one light. The window opening is trimmed with a molded surround like the other Tower windows (W201 & W202).



## Second Story Exterior Window Elements continued

Window Opening No. & Location	Window Description
W213, Boat Room, north elevation	W213 is in the location of an original window opening. Historic photographs and plans depict a fanlight window sash that was centered in the north gable-end of the Boat Room. The window opening was altered and there are no remaining elements of the historic window. Presently the window opening is covered with plywood and there is no visible trim around the existing opening.

## Third Story Exterior Window Elements

Window Opening No. & Location	Window Description
W301, Tower, east elevation	W301 is an original Tower window opening. Like the window openings on the second story of the Tower, it is a small opening and presently has a single fixed sash with one light. The documentary evidence indicated that the window originally had a casement sash with six lights. The window surround is constructed with the original cyma reversa molding found on the other Tower window openings and the lintel trim is flashed.
W302, Tower, south elevation	W302 is typical of the Tower window openings found on the second and third stories. It currently has a single fixed sash with one light and a molded surround. Historic photographs and plans indicate that this was an original opening.
W303, Tower, north elevation	W303 is one of two original window openings on the north elevation of the Tower. As previously described, the Tower windows on this level have similar elements. W303 is no exception; it has a single fixed sash with one light, the window surround has a cyma reversa profile and the lintel trim is flashed.
W304, Tower, north elevation	W304 is the east window opening on the north elevation of the Tower. It has similar elements to W303 including a single fixed sash with one light. Like the other Tower windows on this level, the sash is a replacement for the original casement sash with six lights.

## Fourth Story Exterior Window Elements

Window openings No. & Location	Window Description
W401, Tower, east elevation	W401 is an original window opening in the lookout Tower. Each elevation of the lookout station has two window openings and all of the openings are 2 feet wide by 2 feet 6 inches high. W401 has a single fixed sash with one light. Flashing has been installed along the top rail of the sash. Historic photographs and the plans for the Duluth-type station depict the fourth story Tower window openings with a single awning sash with two lights separated by a horizontal muntin in the middle of the sash. W401 is trimmed with a molded surround that has an outer fillet, cyma reversa, inner fillet profile similar to other historic window trim. The top of the lintel trim is set just below the cornice of the Tower roof.
W402, Tower, east elevation	W402 is the south window opening on the east elevation of the fourth story. It is similar to other windows on this level of the Tower and presently has a single sash with one light. Its other elements match those of W401.
W403, Tower, south elevation	W403 is the east window opening on the south elevation of the fourth story. Neither W403 nor W404 appear to have been altered when the doorway to the balcony was installed in the south elevation of the Tower. Like other windows on this level, W403 has a single fixed sash with one light and a molded surround. The top rail of the sash is flashed and the bottom rail is deteriorated.
W404, Tower, south elevation	W404 is the west window opening on the south elevation. It is similar to W403 and the other lookout station windows on the fourth story of the Tower. W404 presently has a single fixed sash with one light and a molded surround. The bottom rail of this window sash is also deteriorated.
W405, Tower, west elevation	W405 is the south window opening on the west elevation of the fourth story. It has similar elements as the other windows on this level including a single fixed sash with one light. The top rail of this sash is also flashed in an attempt to better seal the sash and protect it against water damage.
W406, Tower, west elevation	W406 is the north window opening on the west elevation of the fourth story. It too has a single fixed sash with one light and the top rail of the sash is flashed. The lower sash rail has been damaged by water. The window surround of W406 matches the other windows on this level.
W407, Tower, north elevation	W407 is the west window opening on the north elevation of the fourth story. Like other windows on this level, W407 has a single fixed sash with one light and a molded surround. The flashing on the top rail of the sash is loose and the bottom rail is deteriorated.
W408, Tower, north elevation	W408 is the east window opening on the north elevation of the fourth story and is similar to other windows on this level. There does not appear to be any flashing along the top rail of the sash but other wise W408 has the same elements as the other windows in the Tower lookout station.

## ***Porches***

### **Front (East) Porch**

The front porch is located on the east elevation of the Main Block and is connected to the south elevation of the Tower (figs. 40 & 41). The extant porch was restored by the NPS to copy the historic porch, which had been altered and enclosed in the 1960s. Some of the extant elements are original to the porch and others were replicated by the NPS based on physical and documentary evidence of the historic porch.

The present porch rests on brick piers along the east/front edge and wooden lattice extends between the piers. Two wooden steps on the east side of the porch lead from the brick walkway to the floor level. An 11½-inch wide skirt board extends along the south and east sides of the porch and is attached below the outer edges of the floor boards that slightly overhang the skirt board. The floor of the porch is constructed with 3¼-inch wide boards running east to west. At the junction of the porch floor and the walls of the building a baseboard is installed along the east wall of the Main Block and the south wall of the Tower. The thresholds for both D101 and D102 are cut into the top edge of the baseboard.

The porch roof is supported by three chamfered posts on the east side of the porch and half-posts attached to the building at the outside corners (southwest and northeast) of the porch. The three posts on the east side were replaced by the NPS and have a ½-inch chamfer that ends in a simple beveled chamfer stop. The half-posts at the southwest and northeast corners of the porch are attached to the exterior walls of the building and appear to be original elements of the porch. These two posts have ¾-inch chamfers on the outer edges that end in a beveled chamfer-stop. All of the posts have a square base and capital with no trim.

On the east side of the porch the posts support a beam that is boxed with plain boards. The east side of the boxed beam forms the fascia below the cornice of the porch roof (see the subsequent section “Roofs and Related Elements”). The southeast corner post and southwest half-post support a beam at the south end of the porch. The south side of the beam is covered with a plain board fascia. Above the fascia a triangular wall encloses the area between the fascia and the slope of the roof. The exterior of the wall is covered with wood shingles. The inside of that wall is framed with 2½-inch by 3¾-inch studs and sheathed with tongue-and-groove boards.

The ceiling of the front porch is open to the rafters that are original to the structure. Tongue-and-groove boards are installed between the rafters to replicate the historic ceiling, which was open to the tongue-and-groove sheathing of the porch roof.

### **Back (West) Porch**

The back porch was an original feature of the Spermaceti Cove Life-Saving Station and sheltered the west elevation doorway (D103) to the building. It was originally an open porch that was enclosed when the building was occupied by the State Park (figs. 35 & 42). Presently the porch is enclosed and appears as a lean-to addition to the west elevation of the Main Block. In enclosing the porch certain original elements of the porch and some of the early

exterior wall shingles were preserved. The porch enclosure includes three window openings and an exterior door. These elements were not included in the previous door and window descriptions or in the door and window openings labeling. They will be subsequently described.

The exterior walls of the back porch are covered with wood shingles. The exterior doorway on the west side of the porch has a wood door with six horizontal panels. The top three panels are glazed and the lower three are raised wooden panels. The door is hung on the south jamb with three butt hinges and has a locking-knob handle. The window opening on the south side of the porch has a single pane of plexi-glass. The west and north elevation windows have aluminum storm windows with upper and lower storm sashes. All three window openings are trimmed with plain board surrounds and the lintel trim is flashed. The porch roof appears to retain its historic appearance and molded cornice with a cyma recta profile found on the rest of the building. The roof of the rear porch is tied into the west slope of the main roof, which is also part of the original configuration.

The interior of the back porch exhibits both original elements and alterations to the porch. The floor is constructed with 3¼-inch wide tongue-and-groove boards that may be original to the structure. The interior of the south, west, and north walls are open to the studs and wall sheathing and the east wall retains the earlier wooden shingles of the Main Block. At the base of the shingled east wall is a 1½-inch wide by 1½-inch high beveled baseboard. Shelving has been installed on the east and south walls of the enclosed porch. Three posts in the west wall and two half-posts in the southeast and northeast corners of the porch support the beams and roof. All of these are original elements of the open porch and like the front porch, the posts are chamfered. The posts support boxed beams on the south, west and north walls. The boxed beams have quarter round profiles along the lower edges. The ceiling of the porch is open to the rafters and roof sheathing, which is constructed with tongue-and-groove boards.

## ***Roofs and Related Elements***

### **Main Block**

The roof of the Main Block is a clipped-gable roof that is oriented north-south. The slope of the roof extends from the ridge of the second story to the cornice of the first story on the east and west elevations (fig. 41). There are dormers on both the east and west slopes of the roof (fig. 48). The dormers have shed roofs that are tied into the main roof. The narrow gable roof over the second story connector between the Main Block and Tower is tied into the main roof at the north end. The east slope of the roof extends over the front porch and the west slope ties into the back porch roof. All of the roofs are covered with wood shingles and the ridges and hips of the roof are constructed with woven shingles. The valley is flashed with lead coated copper.

A brick chimney stack projects from the center of the gable roof. It is a square chimney that measures 3 feet 2 inches on all sides. Step flashing is installed along the north and south sides of the chimney and counter flashing is installed on the east and west sides. The chimney also

has bituminous patching material over portions of the flashing. The top of the chimney is currently covered with a metal cap.

## **Boat Room**

The Boat Room has a wide gable roof that is oriented north-south (fig. 43). The roof is covered with wood shingles and the ridge is constructed with woven shingles. A sign for the station is situated near the east edge of the roof and currently reads “U.S. Life-Saving Station.”

A narrow shed roof extends over the tops of the east elevation Boat Room doorways. This roof was a later addition to the building and is framed with 2 inch by 4 inch boards. The roof is constructed with plywood sheathing and currently does not have any shingle cover.

## **Tower**

The Tower has a hip roof that is flared at the edges. The hip roof was constructed with a rounded finial that projects above the center of the roof. The finial is currently covered with a copper boot. Like the rest of the building, the Tower roof is also covered with wood shingles and the hips are woven. A single flue brick chimney stack extends above the west slope of the roof.

## ***Finishes***

The exterior trim, window surrounds and sashes, as well as the painted shingles enclosed by the rear porch, were sampled for paint research. A more complete analysis of the exterior paint finishes is included in Appendix E of this report.

Presently the exterior wood shingles are unfinished and have a weathered appearance. Photographic evidence indicated that this was the original treatment but that the exterior of the building was painted in the circa 1930.

The exterior trim elements are currently finished with white paint that is degraded on some surfaces. This includes all cornice trim, window trim, and window sashes, as well as porch elements. Historic photographs indicate that these elements were historically painted but were probably finished in a different color. It appears as though the trim was painted with a light color and the sashes were painted with a darker color. Analysis of the exterior paint samples supports the documentary evidence.



**Figure 41.** Spermaceti Cove Life-Saving Station, south and east elevations.



**Figure 42.** Spermaceti Cove Life-Saving Station, west elevation.



**Figure 43.** Spermaceti Cove Life-Saving Station, north and west elevations.



**Figure 44.** Spermaceti Cove Life-Saving Station, north and east elevations.





**Figure 45.** Spermaceti Cove Life-Saving Station, cornice below cantilevered section of Tower depicting brackets and molding.



**Figure 46.** Spermaceti Cove Life-Saving Station, east elevation Boat Room doorways (D105 and D106).





**Figure 47.** Spermaceti Cove Life-Saving Station, east elevation Tower window opening (W201) depicting historic molding.



**Figure 48.** Spermaceti Cove Life-Saving Station, west elevation dormer window openings (W207 and W208).

# Interior Elements

## *Plan*

As previously described, the Spermaceti Cove Life-Saving Station essentially has three building components, which consist of the Tower, Main Block, and Boat Room. The same configuration that is evident from the exterior is also reflected in the interior plan. In the following sections the rooms, doorways and window openings are designated by numbers assigned for this project (figs. 22, 23, & 24). The room descriptions will include the current use of the room and the historic use. The window descriptions will include interior trim but not necessarily sash types since those were discussed in the previous window schedules.

The interior of the Tower has one square room at each level and contains the staircase of the station. The Tower has four stories and the top story contains the lookout station.

The interior of the Main Block has six rectangular rooms of varying size and function. The rooms on the first story are used for visitor services including exhibit rooms and bathrooms. The second story of the Main Block has five rooms that are used by staff as offices, bathrooms, and storage.

The interior of the Boat Room has only one story that consists of a large open room. It is a rectangular room that is currently used for exhibits, visitor contact desk, and merchandise display and sales.

## *Basement*

A full basement was constructed beneath the Main Block of the station in 1909. It has had few alterations since then and has excellent historic integrity. The Boat Room and the Tower are supported by concrete foundation walls with crawl spaces underneath.

The Main Block basement is one room with a concrete floor and concrete walls. The ceiling of the basement is open to the first story framing and subflooring. The brick chimney for the station is located near the center of the room and a boiler connected to it is situated east of the chimney stack.

The basement is accessed from the first story via an open staircase descending from the staircase closet (Room 104a). The opening in the south wall to the exterior bulkhead is 4 feet 2 inches wide. The bulkhead has concrete walls below grade and has six open steps. An opening in the north wall that is 3 feet 2 inches wide and 3 feet 2½ inches high provides access to the Boat Room crawl space. The crawl space opening has a small door constructed with 2-inch by 4-inch framing, tongue-and-groove boards, and a screened opening.

## *First Story*

### **Room 101**

#### *General Description*

Room 101 has had minor alterations to the walls and ceiling and overall retains good historic integrity. It is essentially a square room that measures 9 feet 3 ½ inches north-south by 9 feet 7 inches east-west. It is the Staircase Hallway for the building and contains the only interior staircase to the upper stories. The room was probably the formal entrance to the life-saving station. The west wall of the room has a doorway that connects the Tower and the Main Block. A winding staircase on the north wall leads to the second story and the area beneath the staircase was enclosed to make a closet (Room 101a).

#### *Floor*

The floor is constructed with 2½-inch wide tongue-and-groove boards that are only exposed in the closet (Room 101a). The wood floor in the Staircase Hall is covered with gray wall-to-wall carpet. A metal strip is installed at the threshold of the exterior doorway (D101).

#### *Walls*

The east, south, and west walls have 4¾-inch high baseboards with a 1-inch high cap. The baseboard cap has a cyma recta with half-round profile. Single-beaded matchboard wainscoting is installed above the baseboard. A 1¾-inch wide molding with an elongated quarter-round cap is set above the wainscoting. The baseboard stops at the first stair but the wainscoting continues at an angle up the staircase to the second story (fig. 49). The baseboard, wainscoting, and wainscot cap also continue in the closet (Room 101a) beneath the staircase. The woodwork in the Stair Hall is painted gray.

The wall that encloses closet 101a is constructed with tongue-and-groove vertical boards with a complex molding profile. The molding profile consists of a half-round, cove, half-round, bevel, quirked bead, and bevel and is not evident on other interior elements. Paint evidence suggested that the wall was installed by the USCG in circa 1935. The woodwork in the closet retains an earlier light blue paint color.

The walls above the woodwork are plastered. In some areas the plaster has been repaired or replaced with skim-coated sheet rock. In the areas that have older plaster finishes the plaster has a rougher finish than the more recent skim-coated surfaces. The walls are painted white.

#### *Ceiling*

The ceiling is currently covered with skim-coated sheet rock. This is a more recent ceiling that probably covers the original ceiling that had exposed joist and tongue-and-groove floor boards of the second story. A light fixture is installed in the center of the ceiling. The ceiling is also painted white.

## *Doorways*

D101 is the doorway from the front porch located on the south wall of Room 101 (fig. 50). The doorway architrave is typical of the historic interior doorways elements. The architrave is 5 inches wide and is channeled with two grooves running the length of the trim. The upper corners of the architrave have corner blocks with incised bull's-eye designs and the bottoms of the side trim have plinth blocks with a beveled top edge. Like the other woodwork in the room, the doorway trim is painted gray.

As previously described, the door is a raised panel door with six panels arranged in pairs in a vertical pattern. The top two panels are glazed, over two long rectangular panels, over two short rectangular panels. The door is hinged on the east jamb and opens in to Room 101. The brass plated hinges and locking-knob are replacement hardware but there is evidence of the earlier hardware that appears to have been roughly in the same locations. The interior of the door is painted gray.

D108 is a wide doorway connecting the Tower to the Main Block. The doorway leads to a hallway (Room 102), which has doorways to the rest of the Main Block and the Boat Room. The doorway opening is 4 feet wide by 8 feet 2¾ inches high, which matches the height of other interior doorways that have transom sash. The architrave of D108 has the same elements and profile as D101 and appears to be original. There is no door in D108. The doorway is currently painted gray.

The doorway to the closet beneath the staircase (Room 101a) is not framed with any trim but is simply cut into the wall enclosing the closet. The door is constructed from the same molded tongue-and-groove boards as the wall enclosing the closet. The boards are secured to battens and the door is hinged on the west side with two strap hinges and has a hasp on the east side to secure it.

## *Window Openings*

W101 is a double window in the east wall of Room 101 (fig. 49). The casing on the north and south sides of the window is 5½-inch wide plain boards, which appears to be replacement material. The north side of the window is cut into the wainscoting that slopes up the east wall following the staircase. The upper corner blocks and lintel trim retain the typical historic window elements. The window sill extends the entire length of the double window and has a cyma recta profile at the edge. An apron below the sill is cut off where it meets the sloping wainscoting. The window trim and sashes are painted gray.

## *Staircase*

The staircase to the second story was previously described and has not been significantly altered. It begins at the midpoint of the east wall and winds around to the north wall and ends on the west wall at the second-story hallway (Room 201).

The staircase is entirely constructed with wooden elements and follows the design of the Duluth-type station plans (fig. 49 and Appendix A, drawing No. 9). The first-story newel post is 5½-inches square and the intermediate newel posts at the winders are 4¾-inches square. The staircase has 1⅝-inch diameter plain round balusters below a molded railing that has a bulbous top. There are three balusters for each tread except for those treads adjacent to a

newel. The front edges of the treads have a bull-nose and a cyma recta molding is installed below the lip of the tread where it meets the riser. In some cases the molding has been replaced with quarter-round trim. The staircase currently has black vinyl covers tacked to the treads. The staircase is painted gray to match the other woodwork in the Staircase Hallway.

## **Room 102**

### *General Description*

Room 102 has had few alterations and therefore retains excellent integrity. It is a small rectangular hallway that leads to other rooms in the Main Block and the Boat Room. The plans for the Duluth-type station label this room as part of the “Staircase Hallway” but it functions as a separate hallway and is part of the Main Block verses the Tower. The room is essentially a passage between the Boat Room and the exhibits in the Main Block. There is also access to the Women’s Restroom (Room 103) from this hallway.

### *Floors*

The floors are currently covered with wall-to-wall carpet. Presumably there are tongue-and-groove floor boards beneath the carpet but they were not accessible during the physical investigation.

### *Walls*

The lower walls are covered with a baseboard, wainscoting and wainscot cap. The baseboard and wainscoting are the same design as those elements in Room 101. The wainscot cap is slightly different; it is a 1¼-inch wide plain board with a ¾-inch cap. The cap has an elongated cyma recta profile that is different from the quarter-round cap in Room 101. The woodwork is painted gray in keeping with the Staircase Hall.

The walls above the wainscoting are plastered with a rough finish. A cornice is installed at the top of the wall. The lower edge of the cornice is a quarter-round and cove molding runs along the juncture of the wall and ceiling. The cornice was added when the coffered ceiling was installed. The plaster walls and cornice are painted white.

A peg board for hanging coats is attached mid-way up the east wall and a two-peg is attached to the south wall between the doorway and the east wall. Both peg boards are painted white to match the plaster walls.

### *Ceiling*

The extant ceiling is a shallow coffered ceiling with eight square panels. The coffers are framed with 3-inch wide plain boards with quarter-round edges. The panels of the coffered ceiling are wooden. Paint analysis determined that the ceiling is a replacement and probably covers the original ceiling elements extant in other Duluth-type stations including the Old Harbor Life-Saving Station. The ceiling is currently painted white.

## *Doorways*

D107 is located in the north wall of Room 102 and connects the Main Block and the Boat Room. The doorway surround is constructed with 5-inch wide channeled trim and has 5-inch square bull's-eye corner blocks typical of the historic doorway trim in the building. Presently there is no door in this opening but the historic plans show that a door was hinged on the west side of the opening and opened into the hallway (Room 102).

D108 connects Rooms 101 and 102, and was previously described. The doorway surround in Room 102 is the same molded elements typical of the historic doorways.

D109 is on the west wall and currently opens into the Women's restroom (Room 103). The doorway is 8 feet 3½ inches high and includes a transom window. The doorway architrave incorporates the transom and is the same style as the other historic doorway elements. The horizontal bar between the door opening and the transom is 2½ inches wide and is molded with three beads running the width of the doorway. The transom currently has single panel of plexi-glass that replaced the original transom sash. Though there are no extant transom sash on the first story of the station; they were probably three-light sashes that were hinged at the top like the extant transom sash at the Old Harbor Life-Saving Station.

D109 has a five panel (two-one-two) wood door that is hinged on the south side of the opening. The door is hung on two butt hinges and has an automatic closer. The door has a rusted knob on a back plate with a keyhole. There is evidence on the door jamb that a door was hung on the north side of the doorway at some time. The same doorway in the Old Harbor Life-Saving Station is hung on the same side as the current door D109. However the Duluth-type station plans do not show a door in this opening so the original configuration is not known.

Located on the south wall of Room 102, D110 leads to the former Mess Room (fig. 51). Like D109 the doorway incorporates a transom window and is trimmed with the typical historic surround on the hallway side. The transom sash has been removed and the space has been filled with gypsum board. Presently there is no door in D110 but the physical evidence indicates that the door was hung on the east jamb and opened in to Room 104.

All of the doorway woodwork in Room 102 is currently painted gray to match other wood work in Room 102 and Room 101.

## *Utilities*

A radiator is installed on the west wall of Room 102 near the northwest corner. It appears to date from the installation of the hot water heating system in 1929. The radiator is covered with a wooden box with vertical slats on the front. The cover is painted gray to match the other woodwork. There is a heating pipe in the southeast corner of the room.

A handicapped accessible water fountain is mounted on the wainscoting of the west wall north of D109. The fountain was installed by the NPS in 2004 and replaced an earlier fountain. Paint lines on the wainscoting indicate where the earlier fountain had been mounted on this wall.

## **Room 103**

### *General Description*

Room 103 is a small rectangular room that currently serves as the Women's Restroom for the Visitor Center. The room was originally the station Keeper's Office and had a doorway to the Keeper's Room as well as the extant doorway (D109) from the hallway. When the room was renovated as a restroom the doorway to the Keeper's Room was blocked off and a small storage closet was constructed in the southwest corner of the room. Due to these renovations the room retains fair integrity. However, some historic elements are preserved under modern materials and could be rehabilitated.

### *Floors*

The existing floor is ceramic tile, which was installed over plywood that covers and preserves the historic wood floor. Holes are cut in to the floor for the plumbing supply lines and waste lines.

### *Walls*

The lower portions of the walls are tiled and gypsum board is installed on the upper portions of the walls. The walls of the closet are sheet rock as well but are not full height walls. A coved molding is installed along the cornice of the room. The wall tiles are light gray and the sheet rock is painted beige.

### *Ceiling*

The ceiling is constructed with gypsum board that has been painted white. There is a double florescent fixture and a vent fan in the ceiling.

### *Doorways*

D109 on the east wall of the room leads to the hallway. The doorway appears to be the only element that retains some historic material. The doorway surround is typical of the historic doorways and includes a transom light. The door as previously described, has five raised panels and is also similar to the historic door style.

The doorway to the closet has a molded surround and a hollow-core wooden door.

### *Utilities*

The restroom is equipped with two toilets along the west wall that are enclosed by partial partitions. One sink is installed on the east wall of the restroom.

## Room 104

### *General Description*

Room 104 is a large rectangular room that was renovated to house exhibits about the natural environs of Sandy Hook. The main part of the room was originally the Mess Room for the station and at the south end of the current room was a separate room that was the Storm Clothes Room. When the building was renovated as a museum space the partition wall for the Storm Clothes Room was torn down and the existing room configuration was established (fig. 52). Room 104 has access to the front porch, two rooms on the west side of the Main Block (Room 105 and Room 107) and the hallway (Room 102), as well as the basement staircase (Room 104a). Due to the renovation of the room, removal of the south partition wall, replacement of the wall materials, and replacement of the window sashes the room has fair historic integrity.

### *Floors*

The floors in Room 104 are covered with wall-to-wall carpet. The floor below that is presumably wood-strip flooring that was historically used the building. Holes for the heating system are cut in to the floor near the south wall.

### *Walls*

The walls in Room 104 were covered with gypsum board during the renovation of the room. The baseboard is a 3-inch wide plain board with a quarter-round at the top edge and is installed along the perimeter of the room. A coved cornice molding is installed at the top of the wall and exhibit display cases are installed on the east, west and north walls of the room. The chimney stack is located on the west wall and jogs into the room. The chimney stack is concealed behind gypsum board. The walls and woodwork in Room 104 are painted an off-white color.

### *Ceiling*

Room 104 has a gypsum board ceiling that is painted white. A fluorescent fixture is installed in the center of the ceiling and a smoke alarm is placed near the doorway to Room 105 (D112).

### *Doorways*

The east elevation exterior doorway (D102) originally opened into the Storm Clothes Room. The interior doorway surround is a narrow plain trim that was installed during the renovations. The addition of a layer of gypsum board on the east wall made the doorway and window openings deeper and necessitated the installation of new trim for those openings. This is especially evident in D102 where part of the earlier trim is visible within the doorway. The doorway has a six panel door hinged on the south jamb as previously described.

The surrounds on all interior doors in Room 104 (D110, D111, D112, and D115) are constructed with 3½-inch wide plain trim with rounded inside edges. Of those doorways D110 and D112 are original openings and would have been constructed with the historic



doorway surrounds extant in other first-story rooms. The doorway surrounds are painted the same off-white as the walls.

D110 is an original opening that lead from the hallway (Room 102) to the Mess Room. It was originally constructed with a transom that is extant on the Room 102 side of the doorway but covered by gypsum board on the Room 104 side.

D111 leads to the basement staircase closet (Room 104a). The doorway surround on the east side of the doorway wraps around the corner of the partition wall. When the present doorway was installed is not known. The basement staircase was installed in 1909 and at that time the doorway to Room 104a was in the east wall of the Kitchen (Room 105). The current doorway was probably installed when the rooms were renovated in the 1960s. The door is a five panel door that paint analysis indicates is a historic door that was apparently reused in this doorway. The door is hung on two butt hinges with ball finials and has a black knob with a cross design and a back plate with a keyhole.

D112 is an original opening between the Mess Room (Room 104) and the Kitchen (Room 105). The doorway was altered during renovations and does not retain the original transom or surround. There is currently no door in D112.

D115 was cut through the west wall of Room 104 north of the chimney stack. The doorway connects Room 104 and Room 107, which was formerly the Keeper's Room. The doorway is framed with modern material and there is no door in the opening.

### *Window Openings*

W102 and W103 are located on the east wall of Room 104 and open to the front porch. The interior window surrounds are constructed with the same plain boards as the doorway surrounds in this room. The current window sashes were built to replicate the historic sash.

W104 and W105 are on the south wall of Room 104 in the area that was formerly the Storm Clothes Room. As previously discussed, these two window openings replaced the original window. The current window opening has double-hung one-over-one sashes. The interior window surrounds are the same plain board surround found on the doorways and on W102 and W103. The same trim is installed as an apron below the window sills. The front edges of the window sills on both of these windows have a cyma reversa profile.

### *Utilities*

There are two cast iron radiators along the south wall and one on the east wall of Room 104. They are connected to the hot-water heating system and have wooden covers with slats in the front. The plans of the Spermaceti Cove Life-Saving Station from 1928 (fig. 26) when the heating system was installed indicate that there were two radiators along the east wall of the Mess Room and one along the north wall of the Storm Clothes Room (both the wall and the radiator were removed). The two south wall radiators were not in the 1928 plans and they were probably moved during renovations to make room for the display cases.

## Room 104a

### *General Description*

Room 104a is a rectangular staircase closet that was partitioned from the Storm Clothes Room when the basement staircase was constructed in 1909. Though the staircase has been altered since then, the partitions were not significantly altered and the room retains good integrity. This small room is the only space on the first floor that retains certain historic elements that were original to the building.

### *Floors and Staircase*

On the south side of Room 104a is a patch of floor that probably dates from the 1909 alterations. It is a tongue-and-groove floor and is below the level of the other first-story floors; indicating that it was the first step down in the original configuration of the basement staircase. Indeed there is evidence of the original flooring that was cut off at the south wall. The existing patch of floor has a narrow piece of trim along the base of the south wall.

The current staircase leads from the north side of the room down to the basement level. It is a steep staircase with wooden treads and open risers. The staircase is entirely constructed with wood and has a railing along the east side.

### *Walls*

Each wall in Room 104a has different characteristics. The east wall is the partition wall erected when the staircase was first constructed. It is constructed with bead-jointed vertical tongue-and-groove boards with a center reed. The boards extend to the ceiling and below the floor level. Remnants of earlier electrical wiring are attached to this wall and may represent the wiring installed in the 1920s. The wall is currently painted off-white.

The south wall has a small window opening that was installed when the staircase was constructed. Wainscoting extends from below the window trim to the level of the original floor boards (the floor boards were cut off when the staircase was first constructed). The physical evidence suggests that the wainscoting was original to the Storm Clothes Room and it matches other extant historic wainscoting in the station. A joist along the south wall is now exposed between the original floor level and the current floor level. The wall above the window opening is plastered with a rough finish and painted off-white. At the top of the wall the second story floor joist is exposed. Since this is an exterior wall the joist is actually a false joist that is attached to the south elevation girt. It was installed as part of the original construction to match the other exposed 2-inch by 10-inch joists in the ceiling (see the previous section "Original Appearance"). The bottom edge of the joist is trimmed with a narrow cyma-reversa molding and the cornice has a larger cyma-reversa molding.

The west wall of Room 104a was originally the west wall of the Storm Clothes Room. The lower portion of the wall is covered with wainscoting that is typical of the historic material. The upper portion is plastered with a rough texture and currently painted off-white. A cyma-reversa molding is installed at the cornice. A patch in the plaster at the south end of the wall indicates where the doorway from the Kitchen to the basement staircase was initially located. A baseboard is installed below the wainscoting. The baseboard extends below the level of the

first-story floor indicating that it was installed when the staircase was first constructed.

The lower half of the north wall houses the doorway (D111) from Room 104 to Room 104a. The wall above the doorway is plastered to the ceiling where a cyma-reversa molding forms the cornice. The plaster all and the cornice molding are roughly cut off at the juncture of the north wall and the east partition wall indicating that those elements were part of the original Storm Clothes Room. A narrow 2-inch by 4-inch shelf is installed above the doorway and may have been added for additional support. Like the rest of the room, this wall is currently painted off-white.

### *Ceiling*

The ceiling in Room 104a is the only first story ceiling in the main block that retains original elements (fig. 53). It is constructed with exposed second-story floor joists that run east-west and exposed second-story subflooring that runs north-south. The subflooring is constructed with bead-jointed tongue-and-groove random-width boards that were typical of the original first story ceilings. As previously described, the north, south and west edges of the ceiling where it meets the plaster walls have a molded cornice with a cyma-recta profile. In the Duluth-type plans and other extant Duluth-type stations the cyma-recta molding was also installed along the edge of the joist where it joined the subflooring. That molding is not extant in Room 104a and may not have been installed in the original Storm Clothes Room. A narrower cyma-reversa molding is installed along the edges of the joist where they meet the west wall. The same moldings were not evident at the juncture of the ceiling and the east wall indicating that the moldings were original elements. The exposed ceiling elements in Room 104a were typical of all first story ceilings in the plans for the Duluth-type Life-Saving Station and in other extant Duluth-type stations. The extant materials in Room 104a could be used to replicate missing features in the other first-story rooms.

### *Doorways*

As previously described, D111 leads from Room 104 to the basement staircase closet. This doorway was probably constructed when Rooms 104 and 105 were renovated. In Room 104a the doorway is trimmed with channeled-board surround and bull's-eye corner blocks that were typical of the historic trim and were apparently reused in this location. The east edge of the door surround is cut off so that it will fit on the narrow wall.

### *Window Openings*

W106 is an awning window that was added to the south elevation when the basement staircase was first installed. The interior of the window opening is trimmed with the same surround that was used on the original window openings for the station. The apron below the sill is constructed with a piece of the side trim that has been cut in half. The apron was probably installed to cover the gap between the bottom of the window opening and the wainscoting and was not typical of the original window openings.

## Room 105

### *General Description*

The present configuration of Room 105 combines the former Kitchen and Pantry of the station into one large room. The Kitchen occupied the largest area and the Pantry was in the smaller space on the west side of the current room. The partition wall between the Kitchen and the Pantry was removed during renovations to create a larger room for the exhibit space (fig. 54). Room 105 has access to the former Mess Room (Room 104) and the Back Entry Hallway (Room 106). In its present configuration the room has fair integrity.

### *Floors*

The floors in Room 105 are covered with wall-to-wall carpeting. The wood strip floor probably survives below the carpet but the condition is not known. There are holes in the floor near the south wall for the heating system. Presumably there is a scar on the floor where the partition for the Pantry was removed.

### *Walls*

The walls in Room 105 were refinished when the room was renovated. The walls were covered with gypsum board and a plaster skim coat and the wall south and west walls in the former Pantry were covered with an additional layer of gypsum board. The walls have a 3 inch wide plain baseboard with a quarter-round top edge. There is no cornice trim on the outer walls of Room 105. The location of the former partition wall between the Kitchen and Pantry is indicated by trim on the south wall and a header that spans the length of the former partition. The header is boxed with plain wood trim that has a cove molding at the cornice. The north corner where the partition wall ended is trimmed with plain vertical boards. The chimney stack is situated in the northeast corner of the room and is covered with gypsum board. The walls and woodwork in Room 105 are all currently painted the same off-white color.

Room 105 has exhibit panels and displays along a portion of every wall. The exhibits are free standing and are not anchored to the walls.

### *Ceiling*

The ceiling in Room 105 is currently covered with gypsum board and painted white. There is a fluorescent light fixture in the center of the main area of the room and also in the center of the ceiling of the former Pantry. The present ceiling probably covers the original ceiling with exposed joists and trim but the condition of the historic ceiling is not known.

### *Doorways*

D112 is an original doorway that connected the Kitchen (Room 105) with the Mess Room (Room 104). The existing doorway has a plain board surround that is 4½ inches wide. There is no door in the opening but the historic plans indicate that the door was hinged on the south jamb and opened into Room 105.

D113 leads from Room 105 to the Back Entry Hallway (Room 106) and is also an original opening. The doorway is trimmed with 4½ inch wide surround that has a quarter-round on the outer edge. The doorstop in D113, which was centered on the door jamb, was removed during renovations. The 6-inch wooden threshold is one of the few interior thresholds remaining on the first story; others have been removed or carpeted over. There is no door in the doorway but the original door was hung on the north jamb and opened into Room 105.

### *Window Openings*

W107 is an original opening on the south elevation of the station. The interior of the window opening is trimmed with 4½-inch wide plain boards with a rounded outer edge. The same trim is installed as an apron below the window sill. The top sash has two vertical lights that are separated by a 1¼-inch wide muntin with quarter round profiles on both edges.

The original window opening for the Pantry (W108) is extant but the interior elements have been replaced (fig. 54). The interior of the window opening is surrounded on all sides with 4½-inch wide plain boards. W108 currently has a single-fixed sash held in place with interior quarter-round trim.

### *Utilities*

There is a radiator on the south wall below W107. The radiator has a wooden cover with slats in the front.

## **Room 106**

### *General Description*

Room 106 is the Back Entry Hall and has access to the former Kitchen (Room 105) and the former Keeper's Room (Room 107). It is a small square room, which retains some of its original building materials and has good historic integrity.

### *Floors*

The floors are currently covered with wall-to-wall carpet but were originally wood strip floors. The historic floor boards are probably intact under the carpet.

### *Walls*

The north, east and west walls are predominantly filled with the respective doorways. On those three walls a narrow section of match-board wainscoting, with a baseboard and a cap, is installed on either side of the doorway. The walls above the wainscoting and the doorways are rough-textured plaster. The south wall also has wainscoting on the lower portion and plaster above that. There are two sets of wooden pegs attached to the south wall plaster. At the top of all of the walls is a plain wooden cornice similar to the cornice in Room 102.

## *Ceiling*

The ceiling in the Back Entry Hall (Room 106) is similar to the one in Room 102. It is a shallow coffered ceiling with four square panels. The coffers are framed with 3 inch wide plain boards with quarter-round edges. The panels of the coffered ceiling are wooden and all elements of the ceiling are presently painted white.

## *Doorways*

All three doorways in Room 106 retain historic elements. D103 leads to the enclosed porch and was originally an exterior doorway. The interior architrave of the doorway is constructed with channeled boards on the sides and top and bull's-eye corner blocks. As previously, described the door in D103 is a six panel door that appears to be historic. The door locks on the north side and has a brass door knob with a back plate; above that is a dead-bolt lock. Both of these pieces of hardware appear to be replacements but it is not known when they were installed.

On the Room 106 side of D113 the historic architrave that matched the other historic doorway elements in the building has been retained.

D114 was originally the doorway from the Back Entry Hall to the Keeper's Room (Room 107). The doorway has a transom that was block off when the building was renovated. The architrave on the Room 106 side of the room is constructed with the typical historic doorway elements. The wooden threshold is covered with a piece of metal. D114 has five-panel door that matches the doors specified for the Duluth-type station appears to be historic. The door is hung on the west side and opens in to Room 107. The door currently has a replacement brass knob set.

## **Room 107**

### *General Description*

Room 107 is a rectangular room that was originally the Keeper's Room. The room was extensively altered during renovations but retains some original elements and has fair integrity. The Keeper's Room originally had an arched doorway to the Office (Room 103) that created a suite for the Keeper of the station. This opening was closed off to accommodate the addition of restroom facilities for the building (Room 103). In addition the original north wall and closet were removed and a new wall was constructed approximately two feet south of the original to allow for the Men's restroom (Room 108). A doorway connecting Room 107 to Room 105 was added in the south wall near the southeast corner of the room. The chimney of the Main Block occupies the southeast corner of the room and originally there was an opening in the chimney for a heating stove.

## *Floors*

The floors are currently covered with wall-to-wall carpeting that is probably installed over wood-strip flooring. The flooring was altered at the original north end of the room when the existing north wall was built for the restroom (Room 108). Holes for the hot water heating system were cut into the floor near the west wall.

## *Walls*

All of the walls have a smooth plaster finish that appears to date from the renovations. Throughout the building and in other Duluth-type stations the historic plaster walls were finished with a rough-texture. Since all of the extant wall surfaces in Room 107 are smooth it appears that the original materials were either removed or covered over. As previously described, the north wall was constructed more recently. All historic trim in Room 107 was removed and there is currently a 3 inch wide plain baseboard on the south wall but no trim on the other walls except for the doorway and window opening trim.

## *Ceiling*

The ceiling in Room 107 was also installed during more recent renovations. It is a gypsum board ceiling with a plaster skim coat. There is a ceiling fan in the center of the ceiling.

## *Doorways*

As previously described, D114 connects Rooms 106 and 107 and is an original opening. The architrave on the Room 107 side of the doorway is constructed with plain boards that were installed during renovations. The transom of D114 is covered with wallboard in Room 107 and is not evident from that side of the doorway. The five panel door is hung on the west jamb using butt hinges with ball finials. The knob appears to be a replacement but paint evidence suggests the door is original to the building.

D115 is not an original opening and was apparently constructed when the building was renovated. The Room 107 side of the doorway is trimmed with plain boards and there is no threshold. Currently there is no door in this doorway.

## *Window Openings*

W109 is located in the west wall of Room 107 and is an original window opening. The exterior paint evidence indicates that the window retains its original sashes but the paint on the interior surfaces of the sashes was apparently removed during renovations. The lower sash has handles on the bottom rail and is hung with chains. The interior window opening trim is constructed with plain boards that were installed during renovations. The window sill has a rounded nose and there is a plain apron installed below the sill.

## *Utilities*

The room is heated by a single hot-water radiator installed along the west wall under W109.

## Room 108

### *General Description*

Room 108 is currently the Men's Restroom, which was constructed in the location of two former closets; one closet served the Keeper's Room (Room 107) and one was for the Boat Room (Room 109). As previously described the wall separating Rooms 108 and 107 was removed when the restroom was constructed and a new partition was constructed south of the original wall location. The current narrow rectangular room configuration was not part of the original structure and has poor historic integrity.

### *Floors*

The floors are currently covered with ceramic tile. The extant tile may have been installed over the original wood floor but it is more likely that the wood floor was removed down to the subflooring when the tiles were installed.

### *Walls*

The walls are covered with ceramic tiles up to 6 feet 11 inches above the floor and then transition to wallboard, which is painted yellow. There is one toilet stall constructed with metal partition walls.

### *Ceiling*

The ceiling in Room 108 was replaced during the installation of the restroom and is constructed with gypsum board. There are two florescent light fixtures installed in the ceiling and a vent fan with a light.

### *Doorways*

D116 connects Room 108 with the Boat Room (Room 109). There was a doorway to the original Boat Room closet in this section of the wall but that doorway was removed and the current doorway was constructed west of the original location when the restroom was installed. The doorway trim on the Room 108 side is constructed with plain boards. The doorway has a hollow-core wood door with a brass plated knob and is hung on the west jamb. A spring is attached to the top of the door to serve as a closing mechanism.

### *Window Openings*

On the west wall W110 was probably installed when the restroom was added. The profile on the stiles and rails of the single light sashes is an elongated quarter round with a fillet that copies the original sash profiles. The interior window opening trim is 3½ inches wide and constructed with plain boards.



## Room 109

### *General Description*

Room 109 is the original Boat Room for the 1894 Spermaceti Cove Life-Saving Station and retains excellent historic integrity (figs. 55 & 56). It is a large rectangular room framed with large timbers and has exposed posts. The center posts divide the room length wise (north to south) into two bays. The room has window openings on the north and west walls and two large doorways on the east elevation. Access to the Main Block of the life-saving station is through a doorway on the south wall of the room (D107). There is a small utility closet in the northeast corner of the room and a reception desk in the center of the third bay from the east. The room is currently used to interpret the history of Life-Saving Service nationally and at Spermaceti Cove. There is also a section for merchandise at the east end of the room.

### *Floors*

The floors are currently covered with wall-to-wall carpeting. A portion of the early floor is exposed in the northeast utility closet. That floor is constructed with 2½-inch wide tongue-and-groove boards that run north to south. The wood floor appears to be laid on a subfloor constructed with random width tongue-and-groove boards, which may have been the historic Boat Room floor.

### *Walls*

The north, west, and east walls are constructed with 3½-inch wide tongue-and-groove boards with edge beads and center reeds that were apparently added in ca. 1930. The south wall is constructed with clapboards with a 4½ inch exposure that are original to the station. On the south wall a portion of the timbers for the three interior framing bents are exposed. On the north wall the timbers of the same three interior bents are cased with tongue-and-groove boards. Portions of the wall materials at the west end of the north wall were added when the current doorway was installed. Like wise some of the clapboards on the south wall were replaced during renovations for the restroom. Also an interior window opening on the south wall between the Boat Room and the Office was covered over (fig. 36). The north and west walls have a plain quarter-round cornice molding and the east wall has a heavier elongated quarter-round cornice molding. The lower portions of all elevations are currently painted gray and above the chair rail level the walls are painted white.

### *Ceiling*

The ceiling is constructed with tongue-and-groove boards running east to west that are currently painted white. The physical building evidence suggests that the ceiling of the Boat Room was originally open to the roof framing. Paint evidence suggests that the existing ceiling was installed during the Coast Guard's use of the building in circa 1930. There is a row of porcelain utility lights on both the north and south sides of the room. A hatch to the loft is cut in to the ceiling over the second bay from the east.

## *Doorways*

D104 is in the location of an original doorway that was altered to serve as a visitor entrance. The original doorway was a wide opening that was used to access the stations apparatus cart. The existing doorway was installed by the NPS in the 1970s and is a 3-foot wide doorway that houses a wood door with 6 lights over 2 panels. The interior of the doorway is trimmed with 4-inch wide plain boards and a 5½-inch wide lintel.

D105 and D106 are original openings for the Boat Room. The exterior of the doorways was previously described; the interior of each doorway has a plain board architrave that is 6½ inches wide. The doorways were originally built with sliding doors that were later replaced by hinged double-doors. The existing double-doors were constructed by the NPS and are hung on strap hinges and pintles. Each door leaf is constructed with Z-braced tongue-and-groove boards that when closed form an X on the interior (fig. 55). Each door leaf has a top and bottom sliding bolt at the center of the doorway and both pairs of doors are secured with steel dead bolts and padlocks. Aluminum weather stripping is attached to the jambs of both doorways. The doors are currently painted white and the door bracing and trim is painted gray.

D107 is an interior doorway between the Boat Room and Room 102. The doorway trim on the Room 109 side of the doorway is constructed with 3½ inch wide plain boards that are painted gray. Currently there is no door in this opening but plans of the Duluth-type station indicate that the door was hung on the west jamb and opened into Room 102.

D116 as previously described, leads from the Boat Room to the Men's Restroom. The Room 109 side of the doorway is trimmed with 3 ½ inch wide plain boards on the side and 4 ½ inch wide lintel trim. The trim for D116 is painted gray to match the other trim in the room.

## *Window Openings*

The interior window opening trim for W111 and W112 is constructed with 8-inch wide boards and the nose of the window sills have a cyma reversa profile. The window opening trim appears to be concurrent with the alteration of the original window openings in those locations.

W113, W114, and W115 are original window openings and retain the original window trim (fig. 56). Each window opening is surrounded on four sides with channeled boards that match the boards used for historic doorway architraves on the first story. The trim boards are mitered at the corners so that the channels wrap around the entire opening. Each of these window openings has a single interior storm window sash with one light. All interior window trim in the Boat Room (Room 109) is painted gray.

## *Utilities*

There are three radiators along the west wall that serve the hot-water heating system. The radiators have a decorative floral motif on the ends and the fins. All three radiators are currently covered by on large wooden enclosure with front slats that is painted gray.

There is another long radiator along the north wall of the Boat Room and one on the south wall east of D107. Both of these radiators have wooden covers with front slats that are painted gray.

A utility closet that measures 1 foot 1½ inches wide by 4 feet 8½ inch long is constructed in the northeast corner of the room. The closet houses the electrical service circuit breaker box.

## *Second Story*

### **Room 201**

#### *General Description*

Room 201 retains excellent historic integrity. The plan of the room has not been altered since the station was constructed and the interior elements have had few changes. It is a square room in the Tower of the station. The winding staircase is located on the north half of the room and the second-story landing provides access to the Tower connector and the other second-story rooms.

#### *Floor*

The existing floor is constructed with tongue-and-groove boards that run east-west. The floor boards appeared to have been replaced in certain sections. The floor is currently painted gray but the paint has been worn off in high traffic areas.

#### *Walls*

The walls are constructed with beaded and reeded wainscoting on the lower portion that ascends along the staircase walls too (fig. 57). Paint samples from the south wall wainscoting determined that it was original to the station. It is currently painted gray. The wainscoting is capped with a rounded molding that paint analysis has determined was a later alteration. Above the wainscoting the walls are covered with gypsum board that has a skim coat of plaster and is painted white. The gypsum board walls are in poor condition and exhibit cracks at the taped seams, water damage around the window openings, and mold growth.

#### *Ceiling*

The ceiling is currently covered with gypsum board and a plaster skim coat. This ceiling is an alteration and covers the original exposed ceiling elements. The ceiling has an open light fixture and is currently painted white.

#### *Doorways*

The doorway from the Tower to the Tower connector is an original opening and retains its original trim. It is 2 feet 11 inches wide and currently has a wooden paneled door. The door has nine lights in the top portion and one horizontal panel above two vertical panels in the

lower portion. It is hung on the south jamb with two plain butt hinges and has a locking knob handle. Paint evidence indicated that the door was recently added. The doorway surround and door are currently painted gray.

### *Window Openings*

There are three Tower window openings at the second story (W201, W202, and W212). All three window openings are small rectangular openings measuring 1-foot 2-inches wide by 2-feet 1-inch high. All three window openings retain the historic molded surrounds and window sills. The aprons below W201 on the east elevation and W202 on the south elevation were both altered to plain boards. The north elevation window opening (W212) was built into the staircase wall and cut into the wainscoting that follows the rake of the staircase (fig. 57).

### *Staircase*

The staircase from the second to the third story is similar to the first-story staircase. It is a winding staircase that begins on the east wall of Room 201 and extends up the north wall; turning onto the west wall at the third-story level. The first and second steps extend beyond the plane of the staircase into the second-story landing. The riser below the first step is curved to accommodate this design. Along the north edge of the second-story landing the staircase the balustrade is constructed with square newel posts, a molded railing, and round balusters. These elements are similar to the first story staircase and continue up to the third-story landing. Most of the staircase elements are currently painted gray; the balusters are painted white and the treads and risers are a lighter shade of gray. The paint on the risers is degraded and the original natural finish is visible below the paint layers.

## **Room 202**

### *General Description*

Room 202 retains good historic integrity. It forms the hallway in the Tower connector and was originally part of the Locker Room. The lockers were removed by the USCG and bathrooms were constructed along the north wall of the original Locker Room. Room 202 is 15 feet 6½ inches long and 4 feet 9½ inches wide at the east end and due to the jog in the wall for Room 204 it is 3 feet 11¾ inches wide at the west end. The hallway connects to two bathrooms along the north wall, a storage room (Room 205) at the west end, and the former Crew's Quarters at the end of the south wall.

### *Floor*

The existing floor in Room 202 is constructed with tongue-and-groove boards that run east-west. The flooring appears similar to the specified original materials but there was no evidence of the former lockers, which would have probably left some marks on the floor boards. The floor is currently painted gray but the paint has been worn off in high traffic areas.

## *Walls*

The historic wall materials on the south and east walls were replaced with gypsum board and the north wall is a later partition. All of those walls have plain board baseboards with a quarter-round base molding along the floor. The west wall has an original doorway to the storage room and original wall plaster around that doorway. A short section of the west wall between the doorway and the south wall retains a piece of original baseboard. The baseboard is reeded and has a beveled top edge and matches the other original baseboard in Room 205. A quarter round base molding was installed along this baseboard and is not original. The walls in Room 202 are currently painted gray on the lower portion and white on the upper portion.

## *Ceiling*

The original exposed ceiling elements in Room 202 have been covered over. The ceiling is currently covered with gypsum board that is painted white. A modern light fixture is installed near the center of the hallway.

## *Doorways*

Room 202 has five doorways connecting to the other second-story rooms. All of these doorways and doors are currently painted gray. Three of the doorways are original openings and two are later alterations. The doorway to Room 201 (D201) retains its original surround and as previously described the door was more recently installed.

Along the north wall partition of Room 202 two doors provide access to the second story bathrooms. D202 opens into Room 203 and was constructed with a 4¼-inch wide plain board casing and has a door with five vertical panels. The door is hinged on the east jamb with two butt hinges and it has a brass locking-knob handle. D203 was also a later alteration leading to a second bathroom (Room 204). The doorway has a 3½ inch wide plain board casing with a rounded inside edge. D203 has a six panel door that is hung with butt hinges and has a brass locking-knob handle.

At the west end of the hallway D204 is an original opening to Room 205. The doorway retains the historic surround used throughout the life-saving station. The doorway has a six panel door with butt hinges and a brass locking-knob handle. The six panel door does not match the historic doors and was probably replaced at some time. In addition, there is an open mortise for an earlier knob set, which indicated that the door was altered.

The doorway to the Crew's Quarters (D205) is located at the west end of the south wall in Room 202. The doorway retains all of its historic elements including the transom window. The transom in this doorway is shorter than the first story transoms and has a two-light sash. Physical evidence indicated that this is the historic sash. The doorway architrave was constructed with the typical molded boards. The doorway has a five panel door that is hinged with two butt hinges and has a replacement brass locking-knob handle.

## *Window Openings*

The Tower connector has one window opening on the south elevation (W203). The interior trim of W203 in Room 202 retains the historic molded surround and sill. The apron below the sill was replaced with a plain board. The original six-light casement window sash was replaced with a single fixed plexi-glass light and an exterior wooden storm.

## *Utilities*

A nine-foot long section of fin-tube hot-water radiator is installed at the base of the south wall. Light fixtures and switches were installed in Room 202 presumably when it was renovated by the State Park.

## **Room 203**

### *General Description*

Located in the north half of the former Locker Room, Room 203 is a rectangular room measuring 4 feet 1½ inches wide by 9 feet 6¼ inches long. The room was partitioned off to create a second story bathroom and appears to date from the U.S. Coast Guard period. As part of the former Locker Room the room retains good historic integrity in that it retains an original window opening, window sash, and historic plaster.

### *Floor*

The floor is currently covered with vinyl tile over a plywood underlayment. The earlier tongue-and-groove floor boards may be extant under the plywood. The existing vinyl tiles are in poor condition; they are worn and cracked and many are missing.

### *Walls*

The south and west walls are partition walls that were added when the room was created. They are constructed with gypsum board and painted white above gray. The north and east walls retain the original plaster materials, which has a rough textured finish. The plaster is currently painted white above gray but there is evidence of the earliest paint colors for the former Locker Room indicating the plaster is original. A quarter-round cornice molding is installed at the top of all four walls.

### *Ceiling*

The original exposed ceiling was covered over and the current ceiling is constructed with gypsum board and painted white. A utility fixture is installed near the center of the ceiling.

### *Doorways*

As previously described, Room 203 is accessed via D202, which has a five panel door. The surround on the Room 203 side of the doorway is constructed with plain boards like the hallway side.

## *Window Openings*

There is one window opening in Room 203 (W211), which was original to the station. The window opening has a six-light awning sash that appears to be original and an interior wooden storm sash with a single pane of glass. The window opening surround is constructed with plain boards, which appear to be later alterations. The window opening retains the historic molded sill and a molded apron that also appears to be historic. The window opening elements are currently painted gray.

## *Utilities*

Room 203 is equipped with one toilet, two sinks mounted along the north wall and a shower stall installed at the east end of the room. A heater fan unit is mounted in the north wall of the room and the room has a utility light fixture in the ceiling.

## **Room 204**

### *General Description*

Room 204 was constructed to serve as a second bathroom for the second story of the station. It is located in the northwest corner of the former Locker Room and retains fair integrity. It is a rectangular room that is 4 feet 11½ inches wide by 5 feet 9 inches long. Since it is wider than Room 203, the south wall of Room 204 extends further into the hallway (Room 202). Paint evidence suggested that this bathroom was added to the station after Room 203. It was probably added when the second story was altered for the Brookdale Community College facilities.

### *Floor*

Like Room 203 the floor is currently covered with vinyl tile over plywood. It is not known whether the earlier floor boards are extant under the present flooring.

### *Walls*

The south and the east walls are gypsum board partitions and the north and west walls are part of the original structure. A vinyl skirt is installed along the base of all four walls and the walls are currently painted white and gray. A quarter-round cornice molding is installed on all four walls.

### *Ceiling*

The ceiling is constructed with gypsum board and is currently painted white. A modern fixture is installed near the center of the ceiling.

### *Doorways*

The doorway to Room 204 (D203) was previously described. The doorway trim in Room 204 is constructed with plain boards similar to the hallway side of the doorway.

## *Window Openings*

Room 204 has one window opening on the north elevation (W210). This is not an original window opening and was probably added when the space was altered. The interior trim of W210 is constructed with plain boards, a molded sill, and a plain apron board. The opening is currently covered with plywood and the configuration of the window sash is not known.

## *Utilities*

The bathroom has a toilet on the north wall and a shower stall in the northwest corner. There is a heater fan mounted on the north wall and a modern ceiling light.

## **Room 205**

### *General Description*

Room 205 retains excellent historic integrity. It has not been extensively altered and retains original materials that are in good condition. The room is situated in the northwest corner of the second story under the slope of the west roof. It is a rectangular room that measures 9 feet 3 inches wide by 12 feet 2 inches long. It was originally designated the Spare Room and is currently used as a storage room for merchandise and supplies.

### *Floor*

The floor in Room 205 is constructed with tongue-and-groove boards that run east-west. The extant floor boards are similar to those specified for the station and may be original material.

### *Walls*

The north, east and south walls of Room 205 retain the original plaster with a rough texture. The west elevation has a knee wall constructed with beaded and reeded wainscoting that extends up to the slope of the roof. The west wall has an access doorway to the eaves of the west roof slope (the doorway is currently blocked by heating pipes). A baseboard that was part of the original structure is installed along the three plaster walls. The baseboard is molded with three reeds and a beveled top edge and has a more recently installed quarter-round base molding. The baseboard in Room 205 is one of only two examples of the original baseboard used at Spermaceti Cove (see the previous section “Room 202”). Open shelving is installed on the north, east and south walls and is used to store merchandise and supplies.

The walls including the wainscoting are currently painted with a light blue-green paint color up to the chair rail level and an off-white paint color above that. Paint samples from the wall materials determined that the plaster walls were not painted until the U.S. Coast Guard period and the wainscoting and baseboard were originally painted olive green to match the other woodwork in the station (Appendix E, Paint Analysis).



## *Ceiling*

The current ceiling is open to the framing and roof sheathing boards, which was the original configuration. The ceiling elements also retain some of the original trim including a cyma reversa raked molding and cornice molding and narrower cyma reversa molding where the rafter ends join the plaster walls. The ceiling elements are presently painted white and were originally paint olive green to match the other woodwork.

## *Doorways*

The doorway from the hallway to Room 205 (D204) retains the historic molded architrave with channeled boards and bulls-eye corner blocks (fig. 58). The doorway trim was originally painted olive green and has only four applications of paint. Since it had so few finishes, the doorway trim in Room 205 provided the most accurate example of the historic trim. As previously discussed, the door to Room 205 appears to be a later alteration.

## *Window Openings*

There is one window opening in the north wall of Room 205 (W209). The window opening for this room was original to the station and retains its original molded surround, sill and apron (fig. 59). Like the doorway elements, the window opening elements were only painted a total of four times and are therefore a good example of the window elements used for the window openings awning sashes and casement sashes on the second story (W201, W202, W203, W209, W211 and W212).

## *Utilities*

Fin tube hot water radiators are installed along the base of the west and north walls. A utility light fixture hangs from the ceiling near the center of the room.

## **Room 206**

### *General Description*

The former Crew's Quarters occupies most of the second-story of the Main Block. Room 206 has excellent historic integrity; it has had few alterations and retains original building elements. The room is essentially square measuring 26 feet 1 inch wide (east-west) and 23 feet 7 ½ inches long (north-south). The room was constructed under the slopes of the clipped-gable roof and is open to the roof framing and sheathing. The room has asymmetrically placed dormers on the east and west elevations. The chimney that rises up through the center of the Main Block is located near the north end of the room.

### *Floor*

The floor in Room 206 is constructed with tongue-and-groove boards that run north-south. This floor is installed over the tongue-and-groove subfloor that runs east-west. The subfloor was originally exposed at the first story ceiling and can still be observed in Room 104a. The floor boards in Room 206 are finished with gray paint that has worn off in high traffic areas.

The extant floor boards are similar to those specified for the station and may be original material. As with the rest of the station, the floor boards were originally unfinished and oiled.

### *Walls*

The east and west walls of Room 206 are knee walls extending from the floor to the slope of the roof. They are constructed with the historic wainscoting that continues under the dormer window openings where it is capped by the window sills. Access doorways to the eaves are cut into the wainscoting on both the east and west walls but are currently blocked by heating pipes. The south wall is an exterior gable-end wall has wainscoting on the lower portion and rough textured plaster on the upper portions. The wainscoting has cyma reversa molded cap and a similar molding is installed along the rake of the roof line. All of the materials on the south wall were original to the building and the wainscoting cap is the only extant example in the station.

The north wall of Room 206 is a partition wall constructed with wainscoting on the lower portion and plaster on the upper portion. The north wall retains similar historic elements to the south wall but the wainscot cap was replaced.

All of the walls in Room 206 have a more recently installed quarter-round base trim. The wainscoting is currently painted gray and the plaster walls are painted white.

### *Ceiling*

The ceiling in Room 206 is open to the rafters and the sheathing of the gable roof. These are original elements and were open in the original design and construction. At the south end of the room the framing of the clipped gable is also visible (fig. 60). A cyma reversa molding is installed at the juncture of the clipped gable and the south wall and narrower trim is installed around the rafters where they meet the south wall. The rafters are doubled on both sides of the east dormer and the corresponding rafters on the west roof slope are also double. The same construction methods are used for the rafters on both sides of the west dormer and the corresponding east roof rafters (Appendix C, "Second Floor Plan Sketch 1"). Collar ties are installed at the double rafters.

### *Doorways*

The doorway from the hallway to Room 206 (D205) was previously described (fig. 61). In Room 206 the trim for D205 retains the historic molded surround and corner blocks, as well as the beaded rail below the transom window opening. The transom sash is hinged at the top of the doorway with two butt hinges with ball finials and opens into Room 206. The doorway has an original door with replacement hardware.

The exterior doorway in Room 206 (D206) was added as a second egress for the second story of the station. It is constructed with a plain board surround on the interior and has a six panel wooden door. The door is hinged on the east side of the doorway with butt hinges and has a lock-knob handle. A wooden screen door is installed on the inside of D206. It is hinged on the east side of the doorway and opens into the room.

## *Window Openings*

The east and west elevation dormer windows are constructed in a similar manner. The dormers consist of two window openings separated by a center mullion. The interior surround includes plain board side trim, a plain board mullion, and a cyma molded sill that extends below both window openings. The lintel trim has a molded cornice where it meets the dormer roof. The side walls and the ceiling of the dormers are constructed with tongue-and-groove boards. In the east dormer W204 and W205 both have double-hung, one-over-one sashes that are in poor condition and exterior aluminum storm windows that are missing parts. The west dormer window openings (W207 and W208) have double-hung, four-over-four sashes that paint samples indicate are original to the station (fig. 62). The window openings also have aluminum storms that are missing sashes.

The south elevation of Room 206 was originally constructed with two window openings. One was removed when D206 was installed and the other (W206) was left intact. The interior trim of W206 retains the historic molded surround and sill. The window opening extends below the top of the wainscoting and thus the trim is cut into the wainscoting. The two-over-two, double hung sashes in W206 appear to be later alterations and the window opening is fitted with an exterior storm that is missing its sashes.

All of the window opening elements in Room 206 are painted gray except for the side walls and ceilings of the dormers, which are painted white.

## *Chimney*

The chimney stack of the Main Block is situated toward the north end of Room 206. It is 3 feet 2½ inches square and the lower portion is covered with beaded and reeded wainscoting. The wainscoting has a 2-inch wide cap on all side of the chimney and a plain base board with a quarter-round base trim. The upper portion of the chimney is parged and most likely retains the original mortar specified when the station was constructed.

## *Utilities*

Fin tube radiators are installed along sections of all of the walls. Fluorescent light fixtures are hung from the roof framing and electrical conduit is run along the roof framing and on the interior walls.

## *Third Story*

### **Room 301**

#### *General Description*

The third floor of the Tower staircase has had few alterations and retains good integrity. It is a square room with access to the Tower watch room. The staircase from the second story is located on the north side of the room and a ladder and hatchway in the center of the room lead to the fourth story.

#### *Floor*

The floor is constructed with tongue-and-groove boards oriented east-west and is currently painted gray. There are two different widths of floor boards; on the north side of the room the floor boards are 2½ inches wide and on the south side they are 3 inches wide. Since the specifications called for floor boards no greater than 3 inches wide, it is not known whether either are original boards. However, the narrower boards are similar to the extant floors in the second-story staircase hallway (Room 201).

#### *Walls*

The walls in Room 301 are finished in a similar manner as the lower stories of the Tower staircase. The lower portion is covered with wainscoting and in this case the upper portion retains some original rough texture plaster. Two structural members were added along the perimeter all four walls at the third story level. These beams were added when the catwalk/balcony was installed. The first one is 3 feet 5½ inches above the floor level and the second one is 5 feet 11½ inches above the floor level. During the installation of both beams historic building materials were removed (fig. 63). The existing plaster in Room 301 is cracked and generally in poor condition. The wainscoting is in good condition. All wall materials in Room 301 are currently painted white.

#### *Ceiling*

The ceiling in Room 301 is currently covered with plywood. This covers the original ceiling materials that consisted of the exposed floor joists and subfloor of the fourth story.

Centered in the third story ceiling is a hatchway to the fourth-story Watch Room. The hatchway is 2 feet wide by 3 feet 4 inch long and is framed in to the fourth-story floor joists. The hatchway is trimmed with plain boards at the third-story ceiling. A plywood trap door is hinged on the west side of the opening and opens up into the fourth-story room.

#### *Doorways*

The doorway on the west wall of Room 301 (D301) is 3 feet wide by 4 feet 8 inches high and provides access to the storage room (Room 302) under the Tower connector roof. The doorway is constructed with the historic surround typical of the station, which paint analysis indicated is the original doorway trim. Presently the doorway has a door with two vertical

panels that is hung on the south jamb with two butt hinges and has a metal door knob with a keyed back plate. The plans for the Duluth-type station noted that there should be no door in this doorway. Paint analysis confirmed that the existing door was not original and was probably installed during the U.S. Coast Guard period.

### *Window Openings*

There are four window openings in Room 301; one on the east elevation (W301); one on the south elevation (W302); and two on the north elevation (W303 & W304). All four window openings have single light fixed sashes. However it is evident that the current sashes have had the muntins removed during rehabilitation and were originally six-light sashes that were similar to the original six-light casement sashes. All of the window openings are trimmed with the same molded surround used on the second-story window openings (W201, etc.) but during the installation of the beams for the catwalk the bottoms of the sills were cut off and the lintel trim was removed (fig. 63). The window openings and sashes on the third story are currently in poor condition.

### *Staircase*

As previously described, the staircase from the second story to Room 301 retains original materials. At the third story level a railing with balusters extends from the top newel post to the east wall.

The ladder from the third story to the fourth story watch room is constructed with 1½-inch by 8-inch stringers and 1-inch by 6-inch treads. Documentation indicated that the treads were replaced but paint analysis determined that the stringers are original to the station. The treads are currently covered with vinyl protectors and 2-inch by 3-inch railing is installed on the north side of the ladder.

## **Room 302**

### *General Description*

Room 302 is a rectangular room under the gable roof of the Tower connector. The room retains excellent historic integrity with the only significant alterations to the room being the addition of plumbing pipes and electrical wiring. It was originally labeled as the “Stowawy” (Stowaway) on the plans and is currently used for storage.

### *Floor*

The floors in this room are constructed with 3-inch wide tongue-and-groove boards running north-south. Since this room has always been a storage room, these are probably the original floor boards.

### *Walls*

The walls are covered with lath and rough textured plaster that are original to the station. The east and west walls are plastered up to the roof gables. The north and south elevation walls are low walls closing off the eaves of the roof and are plastered from the floor to the

roof slope and in between the rafters. A plain baseboard is installed on all walls. The walls are currently painted orange-tan and the baseboard is off-white.

### *Ceiling*

The ceiling is open to the roof framing and sheathing and retains its historic fabric and appearance. These elements are currently painted off-white.

### *Doorways*

The doorway between Room 302 and Room 301 was previously described. It is trimmed with a plain board surround on the Room 302 side of the opening.

## ***Fourth Story***

### **Room 401**

#### *General Description*

The Tower Watch Room (Room 401) has excellent historic integrity; it retains original woodwork elements and alterations to some of the window elements and the ceiling do not significantly diminish the historic appearance of the Watch Room. It is a square room at the top of the Tower with a cantilevered section of windows on all four elevations. The room is accessed from the third story via a hatchway and trap door in the center of the floor.

#### *Floor*

The floor in Room 401 is constructed with 3¼ inch wide tongue-and-groove boards that run east-west. The floor boards are currently painted gray, which has worn off in high traffic areas.

The hatchway in the center of the floor is covered by a framed trap door with a plywood top. The hatchway has a railing on the north, west and south sides that is constructed with 4-inch by 4-inch posts and 2-inch by 3-inch top rails, bottom rails and crossed (X) center rails. The hatchway elements and the trap door are currently painted white.

#### *Walls*

All of the walls in the watch room are constructed with wooden elements (fig. 64). The lower portions of the walls, below the cantilevered window sections, are covered with plywood and have a plain baseboard with a quarter-round base molding. The walls within the cantilevered window band, above the window seats, are constructed with tongue-and-groove beaded and reeded boards, which are similar to the wainscoting throughout the station. Most of these boards are original except a section on the south elevation where the doorway to the former balcony was in-filled when the balcony was removed. The framing at the four corners of the room is covered with plain boards with quarter-round molding at the edges. These boards

are also original to the room. On the east elevation a wide shelf is installed just below the window opening level and a narrower shelf is installed between W401 and W402.

Above the window seat sections on all elevations the headers of the cantilevered spaces are covered with plain boards with a quarter-round molded inside edge. Cornice molding is installed below the ceiling level and a more recent cornice molding is installed at the current ceiling level. All of the wall elements are currently painted white.

### *Ceiling*

The present ceiling is a shallow coffered ceiling with wooden frame work and panels. Each panel or coffer is 2 feet 6½ inches wide by 2 feet 9½ inch long. Similar coffered ceilings are extant in Room 102 and Room 106 and were probably installed by the U.S. Coast Guard. The ceiling elements are currently painted white.

### *Window Openings*

As previously described, the window openings in the watch room are within a cantilevered section of the wall. There are two window openings on each elevation that were described in the window schedule. On the interior the sides and tops of the window openings have quarter-round moldings that are installed between the window jambs and the wall boards and are flush with the walls (fig. 64). The window openings have molded sills that are similar to the historic elements through out the station.

### *Chimney*

A brick chimney is situated on the wet side of the watch Tower room. It is a 1-foot 4 ½ inch square chimney with a thimble for a heating stove. The chimney was installed in 1926 and is currently finished with a light blue paint that is degraded.



**Figure 49.** Spermaceti Cove Life-Saving Station, Room 101 looking east, W101.



**Figure 50.** Spermaceti Cove Life-Saving Station, Room 101, D101.





**Figure 51.** Spermaceti Cove Life-Saving Station, Room 102 looking south, D110.



**Figure 52.** Spermaceti Cove Life-Saving Station, Room 104 looking south.



Figure 53. Spermaceti Cove Life-Saving Station, Room 104a ceiling.



Figure 54. Spermaceti Cove Life-Saving Station, Room 105 looking south into former Pantry and W108.



**Figure 55.** Spermaceti Cove Life-Saving Station, Boat Room/Room 109 looking southeast.



**Figure 56.** Spermaceti Cove Life-Saving Station, Boat Room/Room 109 looking northeast.



**Figure 57.** Spermaceti Cove Life-Saving Station, Room 201 W212 depicting window opening elements typical of Tower windows.



**Figure 58.** Spermaceti Cove Life-Saving Station, Room 205 D204 depicting doorway trim typical of interior doorway elements.



**Figure 59.** Spermaceti Cove Life-Saving Station, Room 205 W209 depicting window opening molded surround.



**Figure 60.** Spermaceti Cove Life-Saving Station, Room 206 interior view of clipped-gable roof framing looking south.



**Figure 61.** Spermaceti Cove Life-Saving Station, Room 206 D205.



**Figure 62.** Spermaceti Cove Life-Saving Station, Room 206 interior view of west dormer (W207 & W208).





**Figure 63.** Spermaceti Cove Life-Saving Station, Room 301 W304 depicting window opening elements and alterations typical of third-story windows.



**Figure 64.** Spermaceti Cove Life-Saving Station, Watch Room/Room 401 looking southwest depicting cantilevered window section and typical woodwork for the fourth story.





# **CHARACTER-DEFINING FEATURES AND GENERAL RECOMMENDATIONS**



# CHARACTER-DEFINING FEATURES

## Introduction

A historic structure may be significant for its architectural features and/or its association with historic events and persons. The 1894 Spermaceti Cove Life-Saving Station is recognized by the National Register under both of those criteria (see the previous section “Introduction”). The character-defining features (CDFs) of a structure are those visual features and elements that define the structure and contribute to its historic integrity. To retain the historic integrity of the structure it is important to retain and preserve those CDFs.

The proposed treatment the 1894 Spermaceti Cove Life-Saving Station is rehabilitation and interpretation.<sup>67</sup> The rehabilitation of a structure includes the retention of CDFs. *The Secretary of the Interior’s Standards for Rehabilitation* address this in the definition of “rehabilitation”, which is “the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property that are significant to its historic, architectural, and cultural values.”<sup>68</sup> The Secretary of the Interior further addresses rehabilitation in the following standards:

1. 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.
2. 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.
3. 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.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

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<sup>67</sup> *General Management Plan Amendment*. (Department of the Interior, NPS, Jan. 1990).

<sup>68</sup> Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties, with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*. (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1995) p. 61.

6. 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.
7. 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.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall 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.
10. 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.<sup>69</sup>

The following sections will identify the character-defining features and make general recommendations for the rehabilitation of the 1894 Spermaceti Cove Life-Saving Station.

## Exterior Elements

### *Design and Context*

- The importance of the Spermaceti Cove site as the location of the earliest federally sponsored efforts to save the lives and property of coastal shipwrecks as recognized by the Fort Hancock National Historic Landmark designation.
- The importance of the location of the Spermaceti Cove Life-Saving station in relation to other life-saving stations established along the New Jersey coastline, as well as with regard to the development of the U.S. Life-Saving Service on both the national level and the local level.
- The design of the Duluth-type life-saving station by George R. Tolman and the execution of that design at Spermaceti Cove, which is recognized under criteria C of the National Register of Historic Places. The construction of other Duluth-type stations sometimes varied from Tolman's plans but the Spermaceti Cove station closely follows those plans.

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<sup>69</sup> NPS website URL – [http://www.cr.nps.gov/hps/tps/stanguide/rehab/rehab\\_standards.htm](http://www.cr.nps.gov/hps/tps/stanguide/rehab/rehab_standards.htm)

- The overall massing of the 1894 Spermaceti Cove Life-Saving Station including the one-and-a-half story Main Block, the one-story Boat Room, and the four-story Tower with a cantilevered window opening section in the watch room.

## *Porches*

- The east elevation Front Porch, which was an integral part of the original structure and is prominent in many historic photographs. In addition the porch roof extends the roof line of the Main Block and is part of the overall massing of the station. The porch was enclosed in the 1960s but was recently restored by the Park.
- The west elevation Back Porch, which was constructed as an open porch but is presently enclosed. The Back Porch was part of the original structure and compliments the larger Front Porch. Like the Front Porch, the roof of the Back Porch extends the roof line of the Main Block and is integral to the overall design and massing of the structure.

## *Doorways*

- The overall design and proportions of the exterior doorways and doorway elements, which were constructed in accordance with the Duluth-type life-saving station plans.
- The locations of the exterior doorways in relation to the functions of the station. As previously described, D101 was the formal entry into the Tower and Main Block of the station; D102 opened into the Storm-Clothes Room and would have been used by the station crew; D103 was the Back Entry and had access to the Kitchen and Keeper's Room; D104 is the location of the former doorway for the beach cart section of the Boat Room; and D105 and D106 were used to access the surf boats and life-saving apparatus stored in the Boat Room.
- The basement bulkhead entrance was constructed in conjunction with the addition of the full basement in 1909. The extant wooden bulkhead with batten doors appears to be in keeping with the original elements. The bulkhead entrance is characteristic of the building from 1909 to the present.

## *Window Openings*

- The overall design, proportions, and locations of the exterior window openings. This includes the mix of window opening sizes and styles that are extant at the Spermaceti Cove Life-Saving Station.
- The exterior window opening surrounds that reflect the architectural style of the station.

- The diverse types of window sashes used in the different window opening sizes and styles.

## ***Roof and Related Elements***

- The overall massing and design of the station roofs that reflect that Duluth-type station design and the architectural style. Including the north-south oriented clipped-gable roof of the Main Block; the east-west orientation of the Tower connector roof and how it is joined to the clipped-gable roof; the north-south oriented shallow-gable roof of the Boat Room; and the hip roof of the Tower with center final and flared eaves.
- The brick chimney in the center of the Main Block was original to the station and originally had stoves connected to it that were the only means of heat for the station until the heating system was installed.
- The small chimney on the west side of the Tower Watch Room, which was installed in 1926 to provide the only heat source for the Watch Room.

## ***Materials***

- The wooden shingles on the exterior walls and roofs. These elements were part of the original design and should be retained. The exterior wall shingles were originally unfinished but were painted beginning circa 1930. The recent replacement of the exterior wall singles specified that they are not to be painted in keeping with the original appearance. The wall shingles should continue to be unfinished.
- The exterior trim including extant examples of original doorway and window opening surrounds, cornice elements, raked moldings, and brackets below the cantilevered section of the Tower.

## **Interior Elements**

### ***Plan***

- Layout of interior rooms conveys the function of the spaces for utilitarian and living uses as well as the purpose of the different sections of the station (Main Block, Boat Room, and Tower).
- The open plan of the Boat Room.
- The Tower staircase hallway and fourth-story watch room.

- The open plan concrete basement constructed in 1909 and the associated staircase from the first story and the exterior bulkhead entrance.

## *Floors*

- Wood floors constructed with tongue-and-groove boards throughout the life-saving station.
- Random width tongue-and-groove board subfloor on the second story of the Main Block and all upper stories of the Tower as ceiling material (see the subsequent section “Ceilings”).

## *Walls*

- The rough textured plaster walls that were part of the original station and were constructed as originally specified.
- Woodwork on interior walls including wainscot, original baseboard, cornice molding, raked molding, and other trim.
- The clapboard wall in the south elevation of the Boat Room that was original to the station.
- The woodwork used in the construction of the Tower watch room including the wainscot, the cased corner framing, the window seat, the soffit, and the cornice molding.

## *Ceilings*

- The high open ceilings on the first story and second story of the Main Block and the open ceilings on all four stories of the Tower. The ceilings were originally open to the exposed floor framing and subfloor boards of the upper levels. In some upper story rooms the ceilings were likewise open to the roof framing and sheathing.
- Elements associated with the open ceiling including framing, boards, and trim at the edges of the framing elements and at the cornice.

## *Doorways*

- The location of the interior doorways reflects the original plan of the station and connected the interior spaces of the three sections of the station.
- The interior doorway configurations especially doorways with transom window openings that were specified in the Duluth-type station plans.
- The doorway architraves that were constructed with molded boards and bull's-eye corner blocks were constructed according to the Duluth-type plans and are an example of original building material.
- The interior five-panel doors are an example of the original elements specified for the Duluth-type life-saving station.

## *Window Openings*

- The location and configuration of the window openings in the station rooms.
- The different sizes and types of window openings and window sashes in relation to the function of the interior spaces.
- The interior trim of the window openings including molded boards, corner blocks, molded sills and molded sill aprons that were included in the drawings of the Duluth-type station.

## *Staircases and Related Elements*

- The winding Tower staircase and associated elements, including newel posts, railings, balusters, stringers, and molded finials all of which were constructed according to the Duluth-type plans and specifications.
- The ladder and trap doorway from the third story of the Tower to the fourth-story watch room.

## *Utilities*

- The radiators installed throughout the first story with decorative floral motif on the ends and the fins. Most appear to date from the installation of the hot water heating system in 1929 and are in the original locations; some were removed or relocated.
- Evidence of historic wiring and early electrical service to the building.



# GENERAL RECOMMENDATIONS

## Introduction

The following general recommendations are meant to guide the preservation and rehabilitation of the Spermaceti Cove Life-Saving Station. The 1990 GMP Amendment for Gateway NRA discussed relocating the Sandy Hook Visitor Center from the Spermaceti Cove Life-Saving Station to Fort Hancock. That plan allows for the retention of the Spermaceti Cove Life-Saving Station as an orientation center and museum concentrating on the U.S. Life-Saving Service.<sup>70</sup> The treatment plan for the Spermaceti Cove Life-Saving Station is rehabilitation according to *The Secretary of the Interior's Standards for Rehabilitation*, which mandates the overall preservation of the station and will include the restoration of some historic elements. Future exhibit plans and interpretation plans will impact the use and rehabilitation of the building. The rehabilitation of the life-saving station will permit the continued use of the station as a museum and the retention of modern facilities while allowing for a more in depth interpretation of the building as a U.S. Life-Saving Station.

The rehabilitation of the Spermaceti Cove Life-Saving Station should conform to local fire codes for public buildings. This may include the installation of fire suppression systems, which should be installed in a manner that does not damage historic building materials.

## Exterior Elements

- The exterior elements identified as character-defining features in the previous section should be retained and preserved. In most cases the elements identified as CDFs were original to the 1894 Spermaceti Cove Life-Saving Station. They all help define the structure and contribute to its historic integrity. Though the building envelope is sound and in good condition, it was noted that the paint finishes on the exterior elements are deteriorated. In order to better preserve those elements they should be properly prepared and painted. In general all exterior materials should be routinely maintained to avoid deterioration. The preservation of historic materials may require repair or replacement, which should be performed with in kind materials.
- The 1894 Spermaceti Cove Life-Saving Station is significant as an example of the Duluth-type life-saving station designed by George R. Tolman. That significance is recognized by the National Register of Historic Places and as a National Landmark. The rehabilitation of the station should not alter the original design, massing or orientation and should retain extant historic elements and strive to preserve the CDFs. When feasible the rehabilitation should include the restoration of certain features that are documented in historic photographs, plans, and this report.

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<sup>70</sup> *General Management Plan Amendment*. (Department of the Interior, NPS, Jan. 1990) p. 19.

- The Front and Back Porches are CDFs. The Front Porch was recently restored but the Back Porch remains enclosed. The Back Porch retains original elements and should be restored to an open porch based on the extant original elements and historic documentation. It was noted that the edges of the Back Porch floor boards are deteriorated. The boards should be repaired or replaced as necessary.
- To a large extent the existing window openings at the Spermaceti Cove Life-Saving Station retain historic elements and should be maintained and preserved. Some of the window opening elements are deteriorated and should be repaired in kind. In some cases the window sashes have been replaced with sashes that don't match the original elements. The rehabilitation of the window openings should include the replacement of non-historic sashes with sashes that replicate the appearance of the original sashes, including restoration glass. Certain window openings were altered after the US Life-Saving Service period, which is the proposed period of interpretation. If feasible, using historic documentation the original window openings that are not extant should be restored. These include the first-story south elevation window opening for the Storm-Clothes Room (currently W104 & W105); the north elevation half-round window opening with fanlight sash in the Boat Room (W213); and the west elevation Boat Room window openings (W111 & W112). Previous research indicated that the existing sashes in W111 and W112 may have been moved from W102 and W103. When W111 and W112 are replaced the current sashes should be moved to W102 and W103 to replace those reproduction sashes with historic sashes.
- The existing exterior storm windows are in varying stages of disrepair. If feasible, consideration should be given to removing the storm windows and replacing them with demountable storm windows that are removed seasonally. This would allow for greater visitor appreciation of the station in its historic condition.
- It is recommended that the Park consider the removal of the south elevation exterior staircase from second floor, when feasible. The stair creates conditions of deterioration for the historic window openings below it, has altered a highly visible character defining elevation, and its existence creates path systems at the site that are at odds with the historic circulation. The Park should determine whether the staircase is necessary from a code perspective and decide the course of action based on that information.

## Interior Elements

- The interior elements identified as character-defining features in the previous section should be retained and preserved. The historic elements help define the structure and contribute to its historic integrity. Work that would affect these elements should be carefully thought out and should be planned to have minimal impact on the historic materials. All interior elements should be routinely maintained to avoid deterioration. The preservation of historic elements may require repair or replacement, which should be performed with in kind materials.

- It is recommended that the Park review the existing environmental controls and consider the feasibility of rehabilitating those systems. The current collection of ad hoc heaters, fans, and window-mounted air conditioning units do not sufficiently address the needs of the building and detract from the historic appearance of the life-saving station. In addition the air conditioning units create conditions of deterioration at the window openings. Since air conditioning will likely be an important aspect of visitor comfort, the Park should consider a forced air delivery system but will need to address concealing forced air ducts, equipment placement options, and other questions of sustainability and energy efficiency. It is recommended that these issues be included in the future planning for the Spermaceti Cove Life-Saving Station.

## *Plan*

- Original rooms of the interior plan in all sections and on all stories of the 1894 Spermaceti Cove Life-Saving Station should be retained and preserved. In addition the open basement and basement staircase constructed in 1909 should be preserved. The partition wall that separated the Storm Clothes Room from the Mess Room was previously removed; that partition should be restored to enhance the interpretation of the U.S. Life-Saving service at Spermaceti Cove. Future rehabilitation of the interior spaces should not include the construction of any walls that would partition these rooms or affect the original plan of the interior. The installation of interpretive materials in the station should be done in a manner that preserves the original plan and does not divide original spaces.

## *Floors*

- The wood floors through out the station should be retained and preserved. Documentation indicated that the wood floors were originally exposed and oiled. The first-story floors are currently carpeted. The carpeting may be necessary for safety reasons and in high-traffic areas. However where feasible, the existing carpet should be removed to reveal the wood floors and the floors rehabilitated. In rooms where varied use conditions exist, installation of carpet runners in foot traffic routes should be considered, leaving the balance of the wood floor in its original condition.

## *Walls*

- Extant examples of the original interior walls, including the rough textured plaster, wainscot, and the woodwork in the watch room should be retained and preserved. Any repairs or replacement of the historic wall materials should be done in kind.

- A large portion of the wall surfaces in the building are currently covered with gypsum board. These walls have a smooth finish that is not in keeping with the textured plaster finish of the original plaster walls. In addition historic wainscot has been removed in several rooms. If the exhibit plan allows and it is feasible, historic woodwork and textured plaster wall materials that were removed should be restored based on extant examples. The original plaster walls were constructed with wood lath and plaster and should be replaced in kind if feasible. However the replication of the plaster walls could be achieved with gypsum board and a skim coat veneer of textured plaster that resembles the historic finish. The restoration of the wall materials should meet fire code requirements.
- The interior clapboards on the south wall of the Boat Room are original to the station and should be retained and preserved. Especially the extant examples of these boards in their original unfinished state that are intact above the present Boat Room ceiling. Any repairs to these walls should be done with in kind materials.
- In general the existing wall materials on the first story of the station appear to be in good condition. However, some of the wall materials on the second-story of the Main Block and the upper stories of the Tower are in poor condition. In many cases the gypsum board walls and plaster skim coats are cracking and exhibit signs of mold and mildew. At the third-story of the Tower some of the extant original plaster walls are deteriorated and need to be repaired. In general the extant woodwork appears to be sound. The paint finishes are generally degraded on the plaster and woodwork and many surfaces should be properly prepared and painted. Repair or replacement of historic materials should be done with in kind materials.

## *Ceilings*

- Extant examples of the original open ceilings composed of exposed framing and subfloor or roof sheathing should be retained and preserved. Many of the open ceilings on the first-story of the Main Block and all stories of the Tower have been covered. Since the ceilings are currently covered, the condition of the original ceilings is not known. However the original elements were part of the structure of the station and should be extant. If feasible, these ceilings should be opened up and restored to their original configuration.

## *Doorways*

- The extant historic interior doorways and doorway elements should be retained and preserved. Currently several of the original transom window openings are partially covered or completely concealed. If feasible the transom window openings and sashes should be restored. Also doorway elements that have been altered with non-historic elements should be restored with materials that replicate the original elements based on extant examples and historic documents. Any repairs to the historic element of the doorways should be performed with in kind materials.

## *Window Openings*

- As identified in the previous section, the various sizes and types of window openings and the associated elements, including sashes, muntin profiles and casing profiles are considered CDFs of the 1894 Spermaceti Cove Life-Saving Station. As with the exterior trim, the extant historic interior trim elements should be retained and preserved. The restoration of the historic sashes should include the replication of original muntin profiles based on extant examples and historic documents. If feasible, historic window opening materials that are not extant should be restored based on extant examples and historic documents. Repair or replacement of historic materials should be done with in kind materials.
- It is recommended that the Park review the existing window treatments/light control (blinds) as part of the future exhibit plan. Light control is needed both for comfort and to protect museum objects on display. However, future plans should consider period compatible treatments that could enhance the quality of interior spaces.

## *Staircases and Related Elements*

- The Tower staircase retains its original configuration and elements that should be preserved. With exception of the wainscot along the staircase walls, the staircase elements were historically unfinished and treated with oil. If feasible, the rehabilitation of the station should include the restoration of the natural finishes of the staircase elements.

## Accessibility

Compliance with ADA accessibility requirements should be part of the rehabilitation of the 1894 Spermaceti Cove Life-Saving Station. The following recommendations should guide the placement of ADA accessible facilities.

- The first story of the station was equipped with an ADA compliant entrance in 2004 and should remain accessible. Also landscape features including the existing boardwalks and concrete walkways should be maintained to provide a stable surface from the parking lot to the station.
- Compliance with ADA accessibility requires the installation of a handicapped accessible restroom. It would be most desirable for the Park to construct a separate restroom facility in an area that is easily accessible from the visitor parking area and the life-saving station. This alternative would reduce the impact on the life-saving station. Future Park planning should consider the construction of such an accessible restroom facility.

- If it is determined that accessible restrooms should be installed in the life-saving station, the construction of the restrooms should be accomplished with the least amount of alterations to historic elements as possible. The existing Women's Restroom could be reconfigured into a unisex accessible restroom. It appears to be large enough to accommodate accessible utilities with minimal alterations. The existing toilets and sinks will need to be replaced with accessible utilities that are placed in the proper locations to allow access. It maybe necessary to widen the doorway but based on the measurements the existing doorway may meet the ADA requirements. If the construction of ADA compliant bathrooms requires alterations to the doorways, the doorways and doorway elements should be constructed to replicate the appearance of the historic elements.
- Additional interpretive panels that describe the second story of the Main Block and the upper levels of the Tower should be installed at the first story.

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# APPENDICES



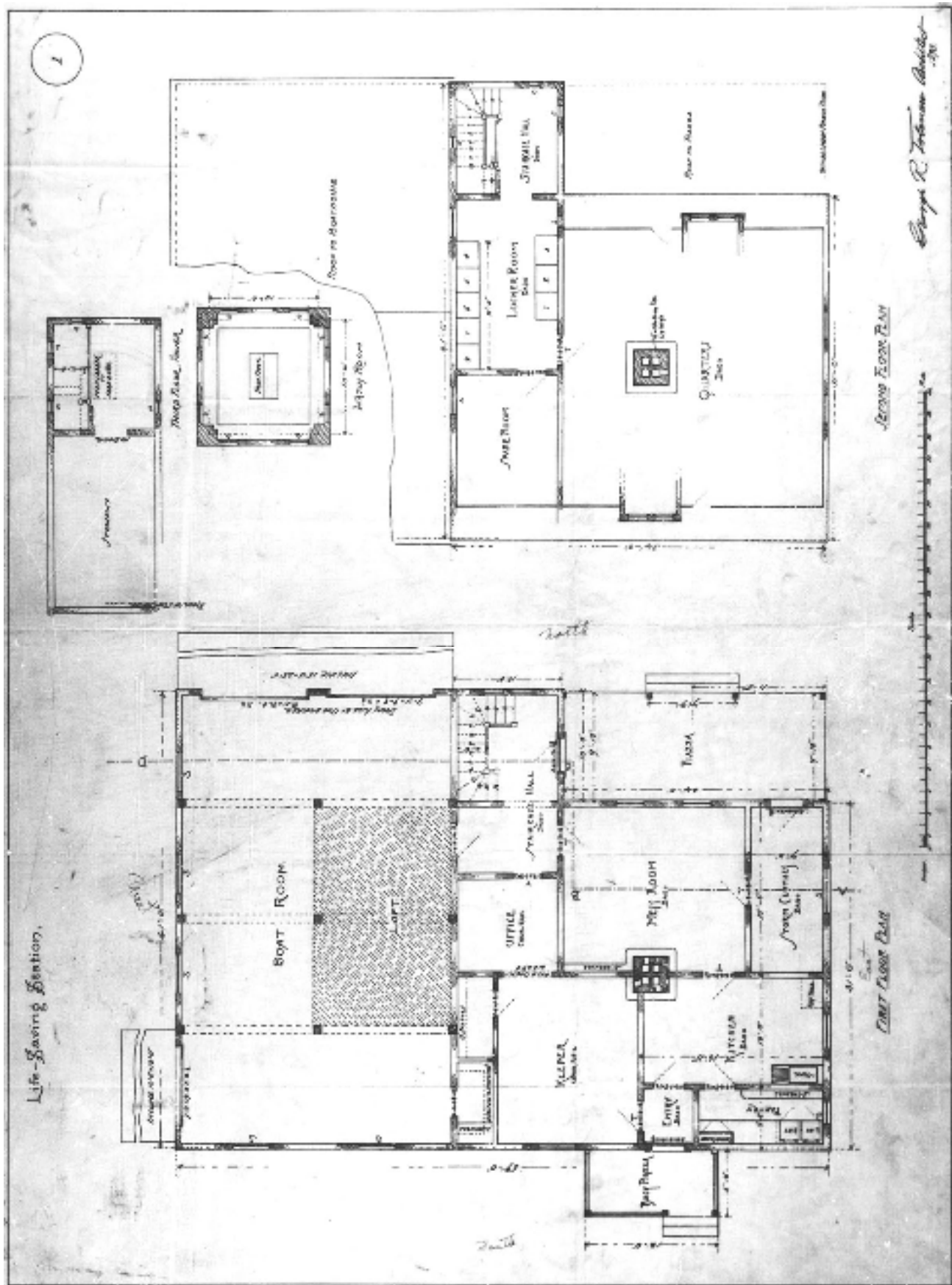
# APPENDIX A

**Duluth-type Life-Saving Station**  
**George R. Tolman, 1893<sup>71</sup>**

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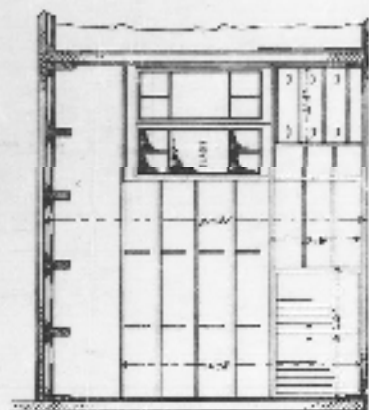
<sup>71</sup> Plans for the Duluth-type life-saving station were copied from mylar prints in the HAP collection, Lowell, MA. This particular set of plans was used for the Old Harbor Life-Saving Station but they are considered to be the general plans for the station type, which were altered to specific site requirements. The hand written elevation orientations were for the Old Harbor station not Spemaceti Cove.



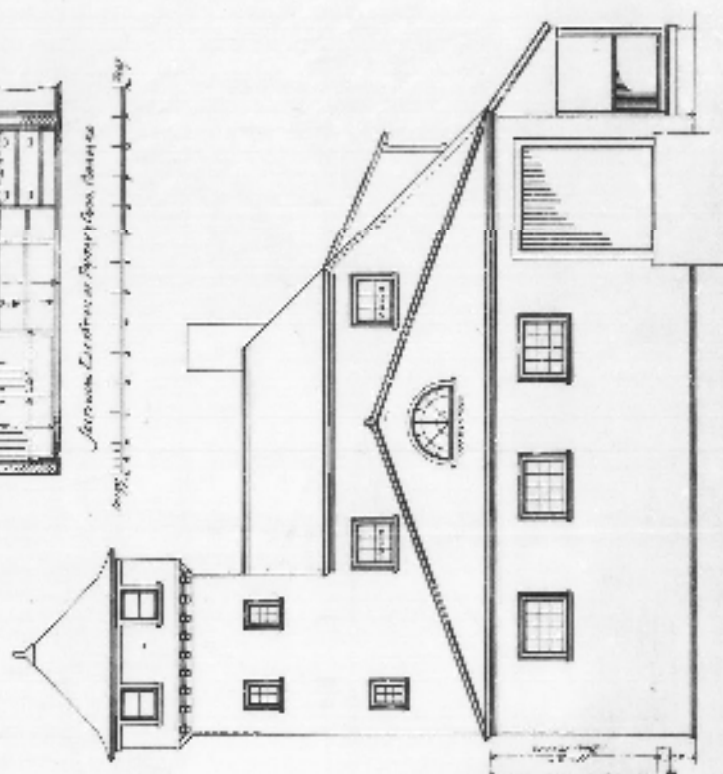




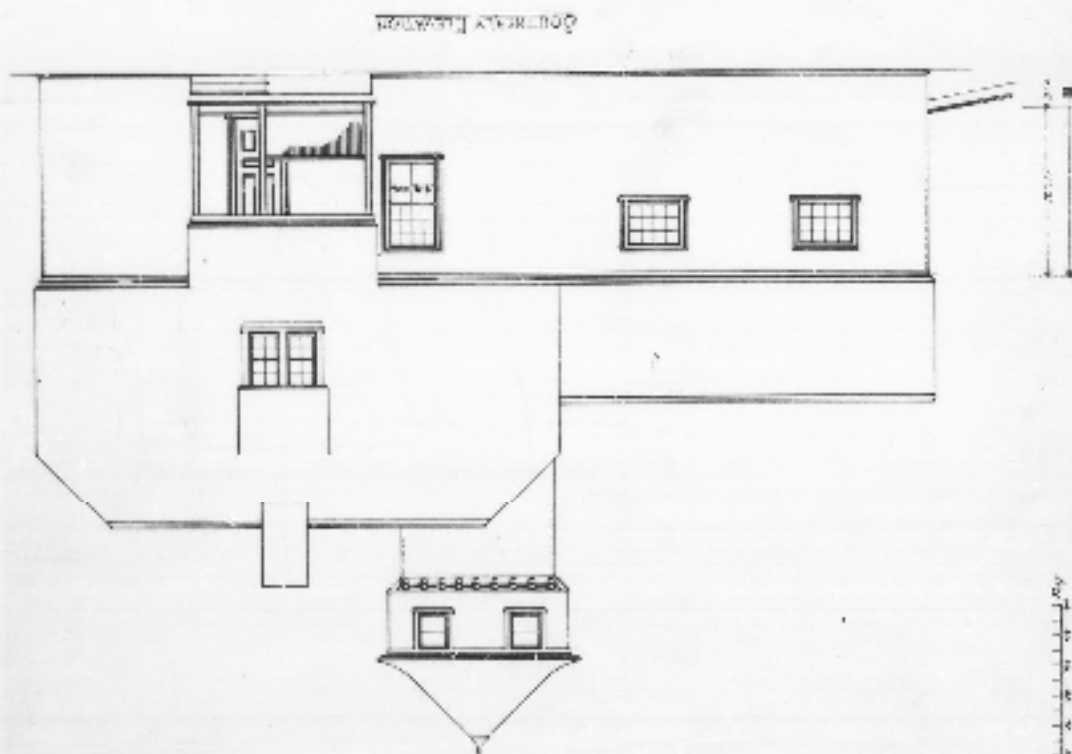




*See also: Creation or Suppression, Denial*

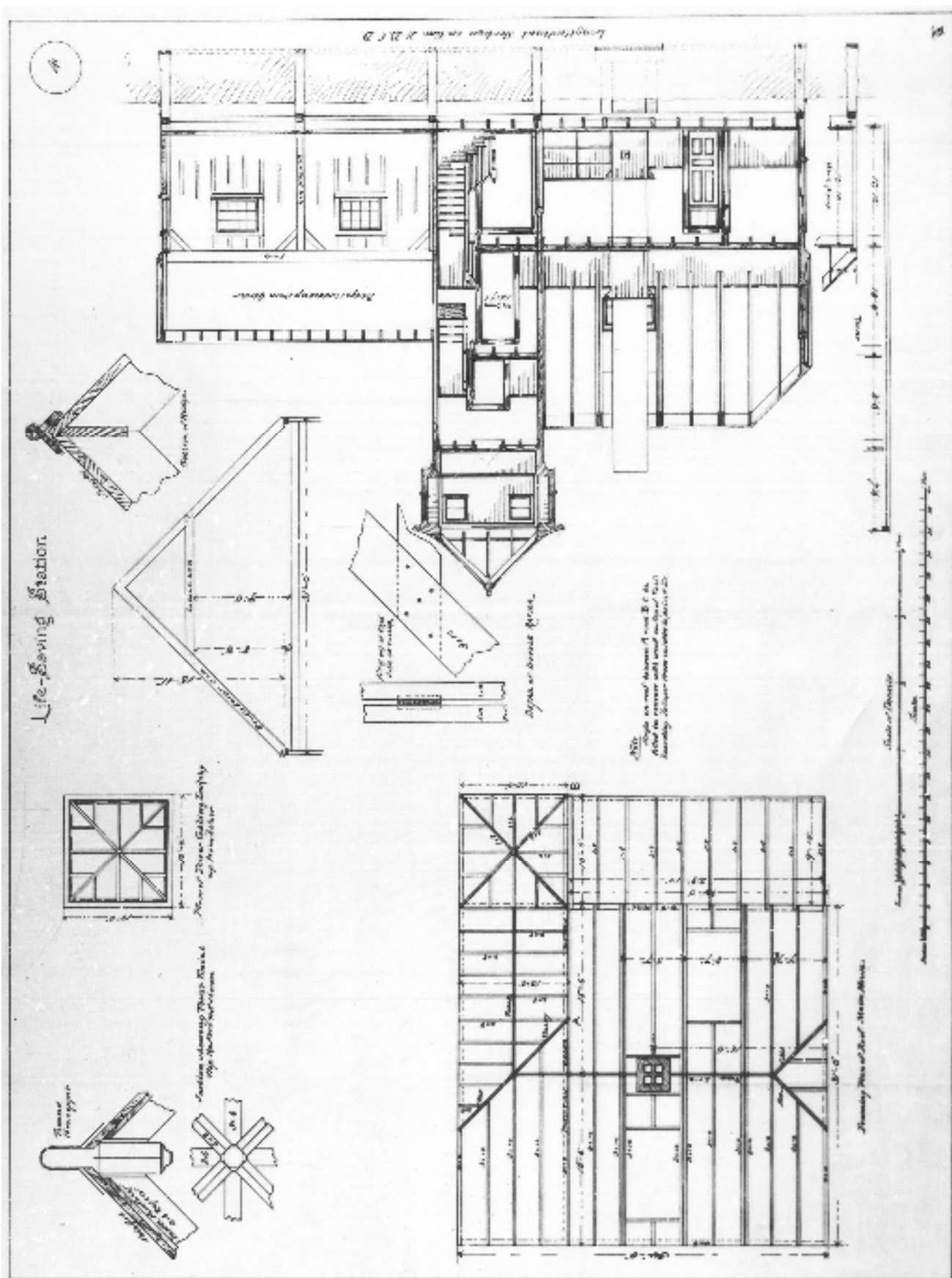


## ACKNOWLEDGMENTS



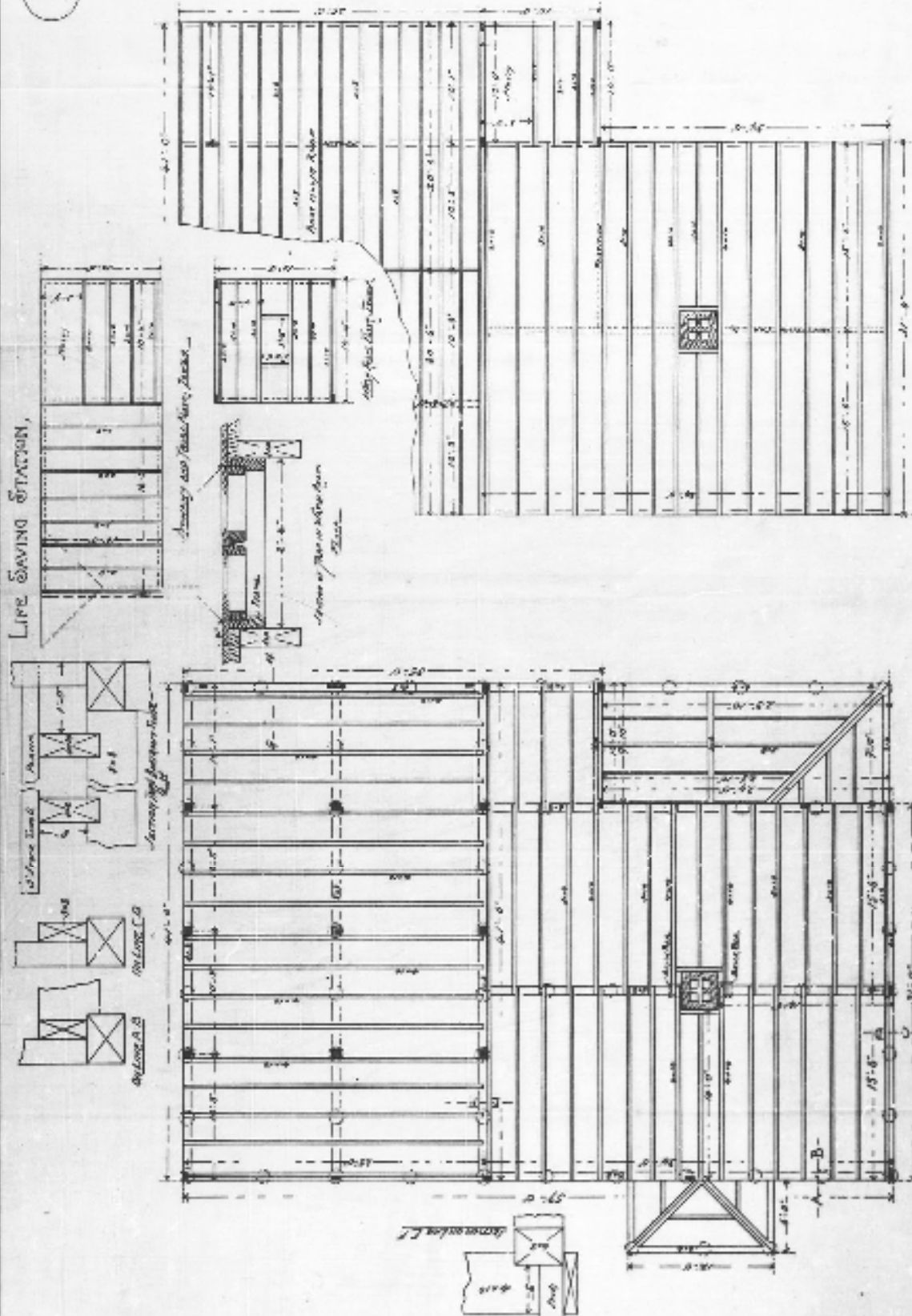
RESEARCH ARTICLE

May 12. 77. Same as before



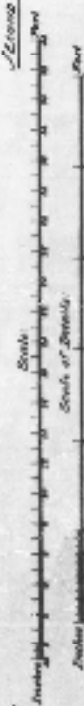
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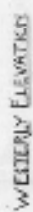
LIVE SAVING STATION,



Section A-B, Frame.

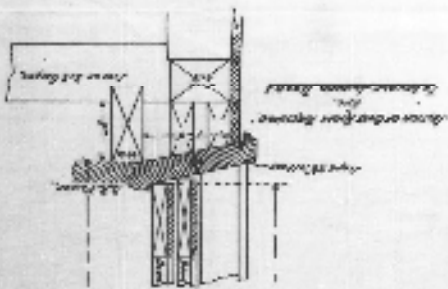
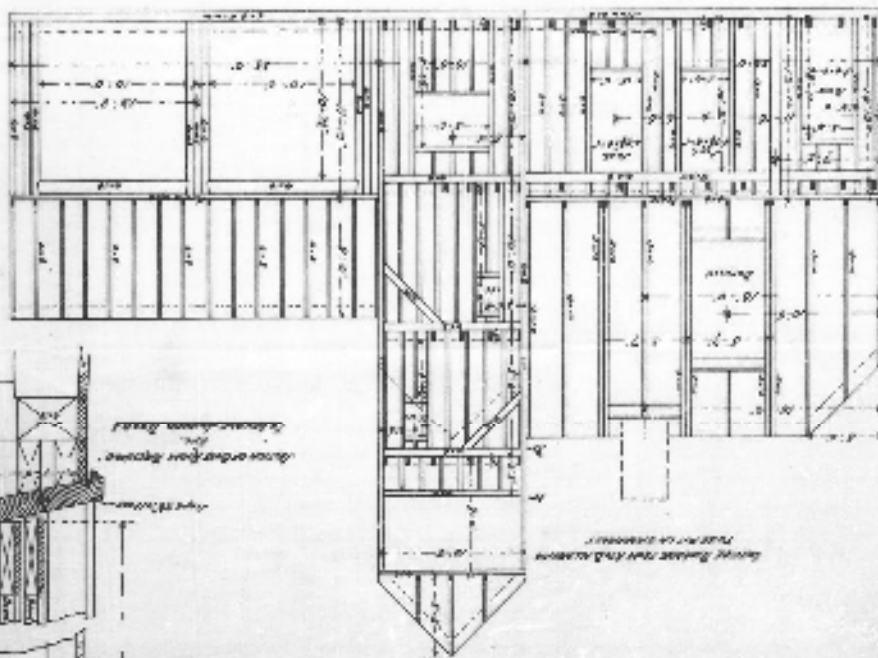
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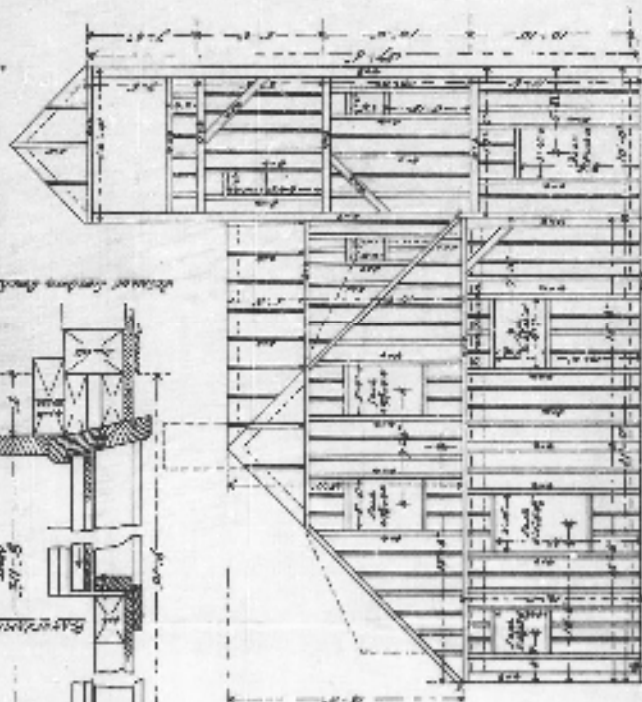


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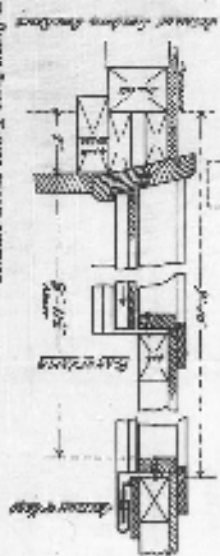
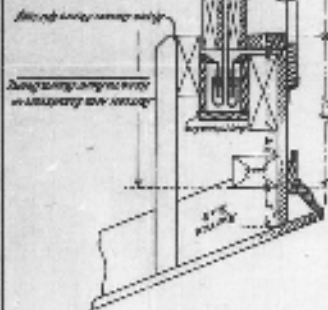
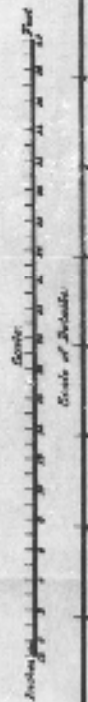
# NORTHERLY ELEVATION



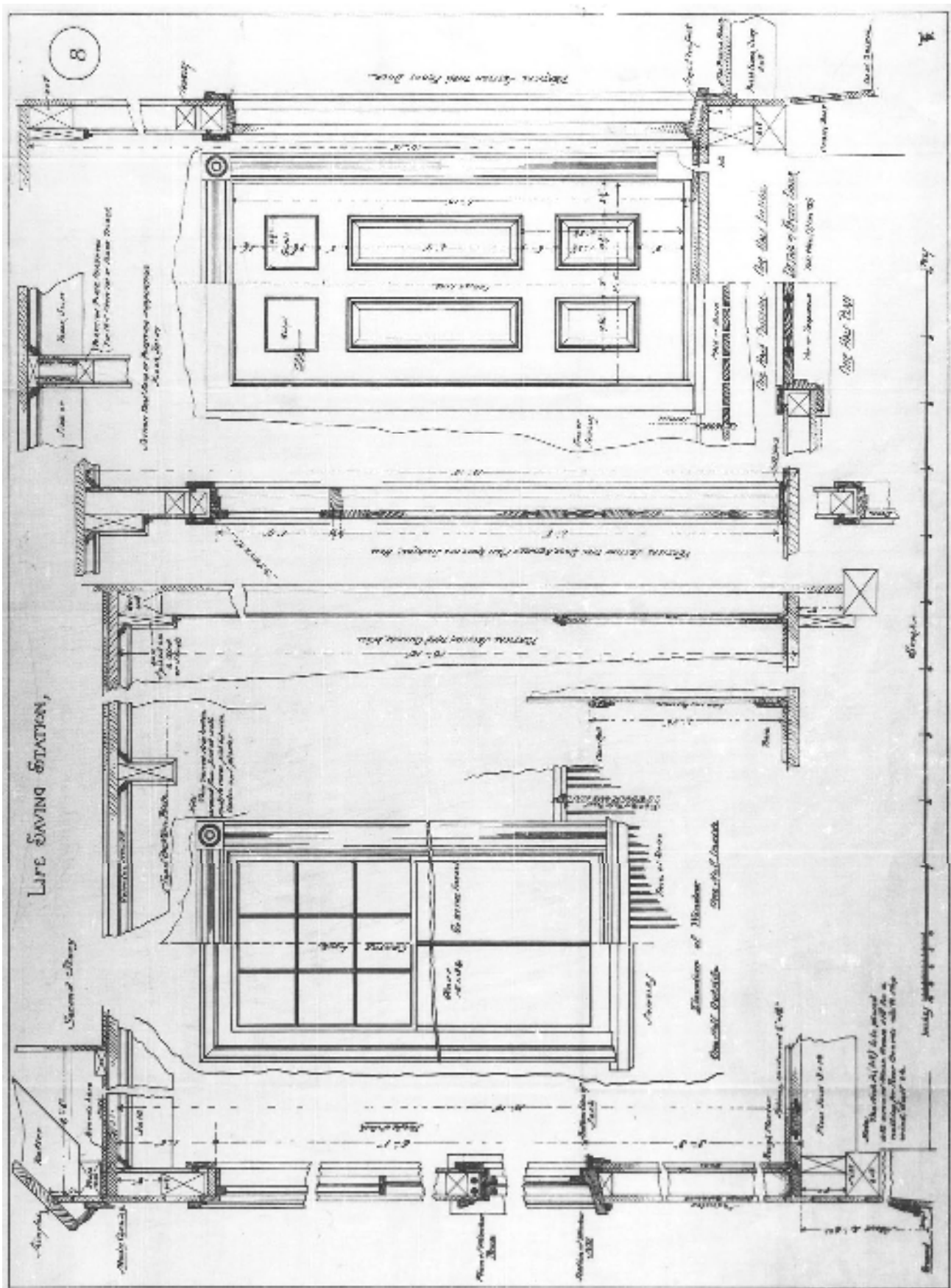
## LIFE SAVING STATION,



## EASTERLY ELEVATION





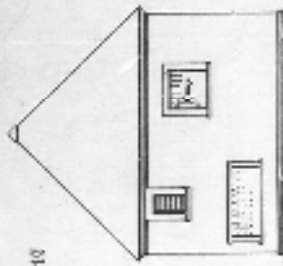
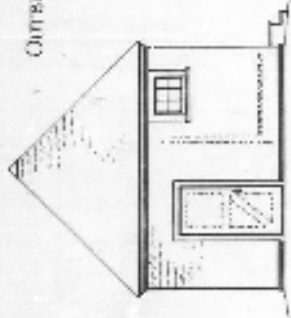




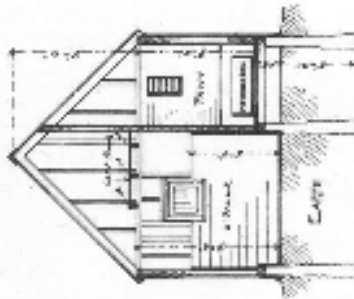
# LIFE SAVING STATION.

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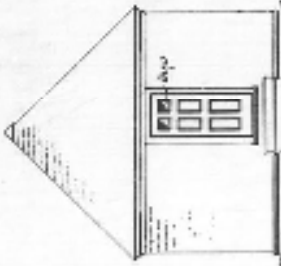
OUTBUILDING



Side Elevation

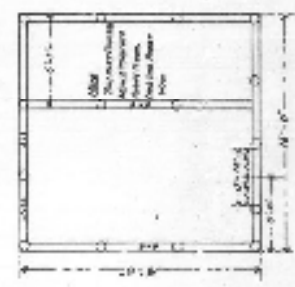
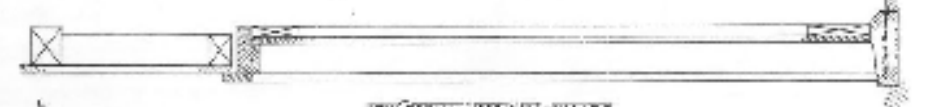
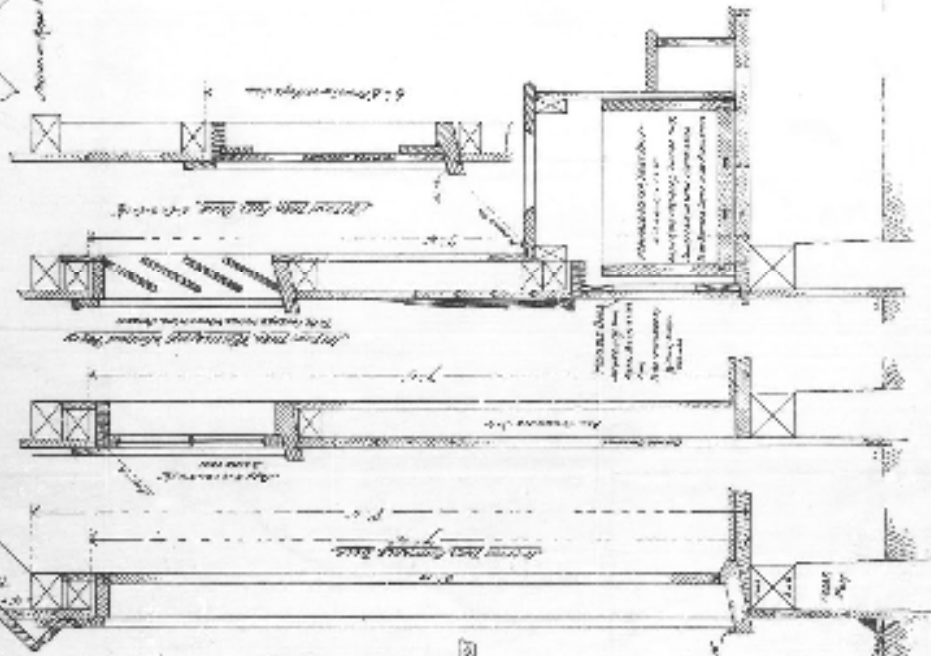


Back Elevation



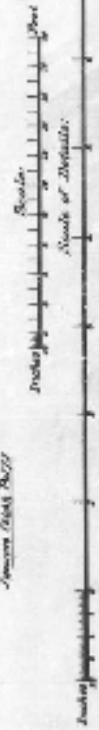
Rear Elevation

CUTTING LINE A-B



PLAN

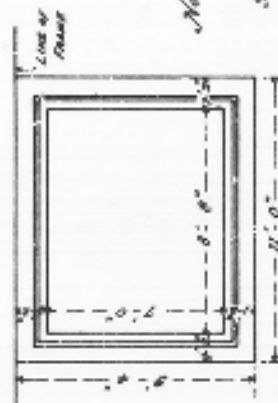
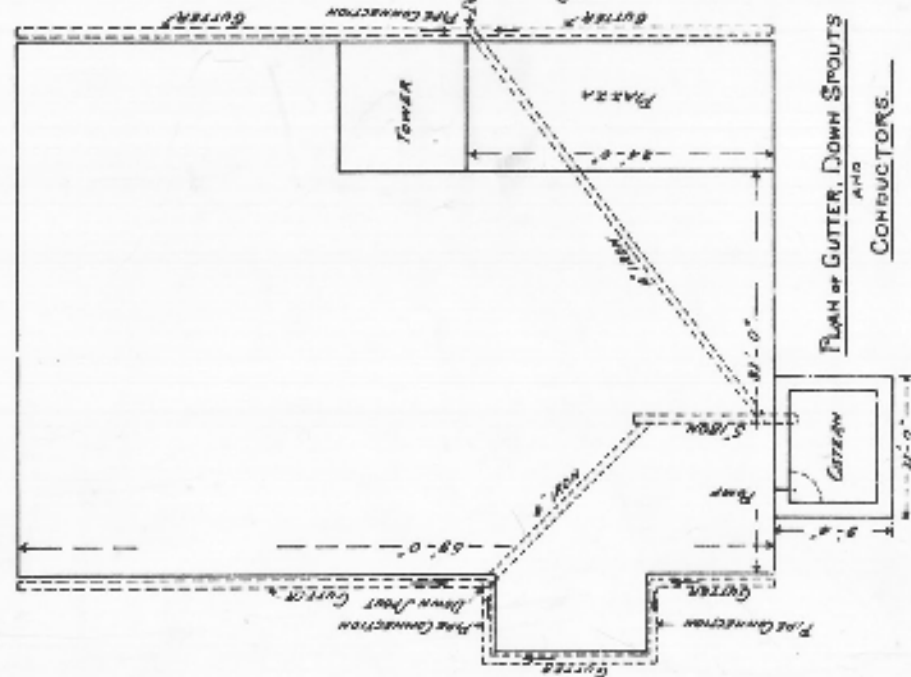
ALL PLAN  
SHOWS EXISTING



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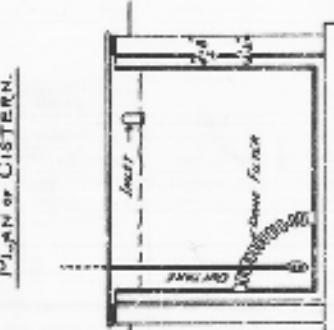


# CISTERN.

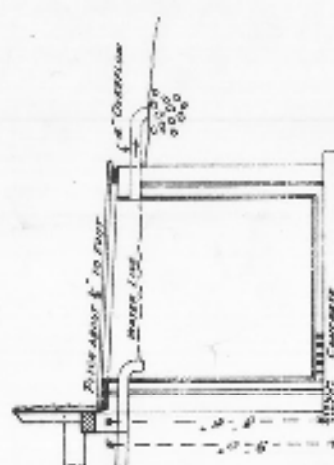


PLAN OF CISTERN.

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



LONGITUDINAL SECTION.



TRANSVERSE SECTION.

Scale for Plan  
Scale for Section  
Scale for Detail



# APPENDIX B

Original Specifications, Old Harbor Life-Saving Station, 1897<sup>72</sup>

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<sup>72</sup> These specifications were transcribed in Peggy Albee's *Old Harbor Life-Saving Station, HSR, Provincetown, Massachusetts*, Cape Cod National Seashore, S. Wellfleet, MA. (Boston, MA: U.S. DOI, NPS, NAR, CRC, BCB, June 1988) Appendix B, pp. 152 - 172.



SPECIFICATIONS AND DRAWINGS

For A

L I F E - S A V I N G S T A T I O N

At

Old Harbor (near Chatham), Mass.

2nd District

1897

## INFORMATION FOR BIDDERS

All proposals to be made on blank forms, which will be furnished with the specifications and drawings. The individual names of a firm must be signed in full to the proposal.

Bidders to state the time they will require to complete the buildings ready for occupancy.

Certified check.--Each bid must be accompanied by a certified check in the sum of \$100, drawn to "the Secretary of the Treasury or order," as security that the bidder will enter into contract without delay and give such bonds as security for the faithful performance thereof as may be required if his bid be accepted. Certified checks will be returned within two weeks to the unsuccessful bidders, and the check of the successful bidder will be returned after his contract, together with bond for the faithful performance of the terms thereof, shall be approved by the Secretary of the Treasury.

Forfeiture.--At the discretion of the Secretary of the Treasury, on failure of the successful bidder to enter into contract, his check shall be forfeited to the United States Government. Proposals must be inclosed in a sealed envelope, addressed to the General Superintendent Life-Saving Service, Washington, D.C. and the envelope indorsed "Proposals for the construction of a life-saving station at Old Harbor (near Chatham), Mass.

The right is reserved by the United States Government to reject any or all bids or to waive defects.

## SPECIFICATIONS

### General Conditions

The contractor is to provide at his own expense all the apparatus, materials, and labor, including transportation, necessary for the complete and substantial execution of everything described, shown or reasonably implied in the drawings and specifications.

He must give his personal superintendence to the work, keeping a competent foreman upon the premises, and see that everything is constructed in the most workmanlike manner, according to the true intent and meaning of the drawings and these specifications, all of which are attached to the contract and form a part thereof.

### Quality of Material and Workmanship

All materials and workmanship throughout to be the best of their several kinds, unless otherwise specified.

The drawings and specifications are intended to cooperate with each other, and anything shown upon one or stated in the other is to be done and performed as if set forth upon both. No advantage is to be taken by the contractor of any omission in the specifications or drawings, as full explanations and detail drawings will be given for any part of the work not sufficiently shown or understood.

Full size working drawings will be supplied to the contractor on application to the superintendents of construction of life-saving stations.

When figures are given on the drawings they will be the guide; otherwise scale dimensions are to be accurately followed.

Any permanent matter of construction essential to make the structure substantial and suitable, but which may have been omitted from the specifications and drawings, shall be supplied and put in place by the contractor at his own expense.

The building to be erected under the supervision and to the entire satisfaction of such person or persons as may be designated by the Government, who are to have at all times access to the works. The contractor shall substitute, at his own expense and without delay, satisfactory work and materials for such as may be rejected, and make good all other work that may be disturbed thereby.

Any damage to the building during its construction, by fire, water, or otherwise, must be made good by the contractor who will also give to the proper authorities all requisite notices relating to work in his charge, obtain official permits and licenses for temporary obstructions, and pay all proper fees for the same, and for use of

water for building, and entrance into sewers or drains, and is to be solely answerable for all damage, injury, or delay caused to other contractors, to neighboring premises, or to the persons or property of the public by himself or his men, or through any operations under his charge, whether in contract or extra work.

The contractor will protect the work and materials from damage during the progress of operations and will clear away from time to time, as may be necessary, all dirt and rubbish resulting from the work. On completion, he will thoroughly clean all floors and windows, remove all rubbish, and leave the premises in good order ready for occupancy and satisfactory in every respect to the superintending officer, to whom he will then deliver the keys.

#### GENERAL DESCRIPTION

The life saving station will consist of a main building, with tower and connecting boathouse.

The outbuilding and flagstaff will be separate structures.

#### Main Building and Tower

Main building.--Will be one and a half stories high, arranged for the accommodation of the keeper and crew.

The tower will be four stories high, the uppermost story to be the watch room.

The construction throughout is designed to make a tight and warm structure, avoiding inclosed air spaces, and relying upon increased thickness of nonconducting material to accomplish this result.

The outside covering to be heavy tongued plank, covered with felt, with a weather covering of shingles.

The floors to be treated the same way with felt between under and upper floor. Rough mortar to be filled in between the studs on the outside wall of first-story floor, also between main house and boat room, all as shown on the details. In main building and tower all the inside walls and partitions, excepting in watch room, will be plastered from the floor to the roof boarding, with a molding broken around in the ceiling angles where plaster comes against the woodwork.

The ceilings throughout, including under side of roof, will not be plastered. In second story the slope under roof to be sheathed vertically about 2 feet 6 inches in from line of frame to finish under corner window stool, as shown on drawings.

The watch room of tower will be sheathed as shown: no plastering.

All the exposed woodwork of ceilings throughout the main building and tower to be mill planed, with the angles between plastering and woodwork filled with a neat moulding, as shown on drawings.

The buildings to have a foundation of cedar posts and mudsills, as shown.



The boathouse will be arranged for boats, boat wagon, apparatus cart, etc. Excepting the walls of the closet, there will be no plastering of boathouse.

The frame, including the roof, will show, dressed.

The roof to be supported from below, as shown on framing drawings. The partition wall between main building and boat room to be treated as an outside wall, on the face toward boat room, to be hoarded, then clapboarded the full height.

The foundations to be similar to main building.

Outbuilding and flagstaff will be specified hereinafter.

#### Kind of Materials

Wherever any material specified herein can not be obtained in the locality of the proposed station, equally good material, common to the locality may be substituted, subject to the approval of the superintending Government officer.

#### Excavation and Grading, etc.

Excavate to the required depth for trenches, to receive mudsills posts, chimney, and drains.

Ram thoroughly or puddle with water all filling material every foot in height. Set proper batter boards and mark out the building accurately, under the direction of the superintending Government officer.

Drains.--To be 50 running feet of 4-inch "Akron" self-glazed drainpipe, with running trap and cleaning hand-hole.

The ground about the building will be filled, leveled, and graded to the grade line shown.

#### Chimney

Foundations.--To be of concrete, well rammed, 12 inches thick, made of good cement, clean, washed sand, and small broken stone, in the proportion of one cement, two sand, to five of stone. To measure 6 by 4 feet in plan. To be laid upon two courses of 2-inch chestnut rough plank: joints of the upper course to be laid at right angles to the lower.

Flues to be one brick square, carried separate the full height.

Outside walls one brick thick. Withes one-half brick, bonded in. To be of hard brick, good quality, laid in cement mortar in the proportion of one cement to two of lime, and proper proportion of sand, as far as the under side of roof boarding, above that point to be of selected brick laid in equal parts of cement and lime.

The top six courses to be laid in clear cement.

Piers.--To be two 1½-brick square piers, built into chimney, to receive the end of first floor girders, as shown. All bricks to be well washed, and laid wet, except in freezing weather, with joints

thoroughly flushed up with mortar, and all well bonded, joints left rough for plastering; where exposed to view above roof to be neatly struck to weather well. Exposed brickwork to be washed down with muriatic acid.

King's brick mortar.--Entire outside of chimney stack from first floor to under side of roof boarding to be plastered direct upon the brick with King's brick mortar; angles slightly rounded.

Thimbles.--Proper earthenware thimbles with metal movable covers to be built into chimney.

Flashings.--Four-pound lead cap flashings (to be built into chimney) turned down over 16-ounce zinc flashings, the latter to turn up 6 inches high at the lowest point, and to run 6 inches under shingles.

#### Carpenter Work

Except where otherwise specified, all timber used in the construction of the station to be well seasoned and of the best kind and quality used for similar purposes at or near the locality where the station is to be built, all subject to the approval of the superintending officer.

Foundations.--To be cedar posts not less than 10 inches at the butt, to be framed into house sills and spiked to mudsills, mudsills to be chestnut, 4 by 10 inches. Posts to be placed under all sills and cross sills, braced at angles and intersections from mudsills to sills by 4 by 6 inch braces spiked in.

Iron straps.--The sills to be secured to cedar posts by  $\frac{1}{2}$  by  $1\frac{1}{2}$  inch wrought-iron straps, running 12 inches on the posts, securely spiked on. To be eight straps in all.

Frame.--To be a full frame of pine or spruce properly tenoned, pinned, framed, and spiked together.

Long timbers to be halved, lapped, and bolted, not more than two equal lengths to a piece.

Sills halved on and spiked together. Posts framed into sills and plates and pinned. Girts framed into posts and pinned. Braces framed into posts and girts and pinned. Plates halved on and spiked together.

Floor Joist.--On the first floor to be shouldered 2 inches onto sills and cross sills.

On the second floor, the joist to be one length shouldered onto girts 2 inches and sized onto partition cap.

In tower, from second floor up, the joists to be shouldered onto girts 2 inches.

All joist to be spiked to studs and one another where practicable.

On the first floor, running all around the building, to be a 3 by 8 inch joist, spiked to studs and resting on sill, cutting in between where running perpendicular to them.

All joist exposed to view to be mill planed. All timber to be placed at least 1 inch from chimney.

Wall studs.--To be dressed, butt joints well spiked in.

Partition studs.--Where carrying floor joists to be 3 by 4 inches, set five nailings to a lath: others 2 by 4 inches, set four nailings to a lath.

All doubled over openings and trussed above.

All angles to be made solid.

Partitions over voids to be securely trussed.

Hard-wood cap.--Cap to partition carrying second floor joist to be hard wood.

Herringbone bridging.--Partition studs to be braced horizontally by one line of herringbone bridging, once in the middle height of each story.

Under floor not to be cut.--Partitions to rest direct upon the under floor, which, where practicable, is not to be cut through.

Rafters.--To be securely spiked to ridge and plate. Double rafters to have a 2-by-8 collar cut in between them, securely spiked.

On gable ends the studs to run up to a cap piece, thus supplying the place of a rafter.

All rafters exposed to view in main building and tower to be mill planed.

Boathouse roof.--To be supported by studs resting and spiked onto girders.

Girders to be supported by 4-by-8 posts framed in the regular way, stiffened by 4-by-8 posts spiked to them, stopping under girders, as shown.

To be a center 8-by-8 dressed oak post under each girder as shown.

Loft in boat room.--To be 12½ by 20 feet, as indicated by shaded area on first-floor plan.

Floor joists 3 by 8 inches, about 2 feet 6 inches on centers, notched 4 inches and resting on a 2 by 4 inch ledge piece, spiked flush with bottom of girders. All exposed work to be mill planed.

#### Outside Covering

The entire outside walls to be covered with 1 inch pine boards, ----- planed one side to an even thickness, not exceeding 8 inches wide, laid close, and through nailed. To be of approved quality, free from large or loose knots and other defects.

Roof boarding of main building to be 1-inch pine planks, not exceeding 6 inches wide, matched, single-beaded, planed one side to an even thickness, laid close-through nailed. To be of approved quality, free from large or loose knots and other defects.

Roofs of boathouse and tower to be covered with 1-inch----- boards, similar to outside covering, but not exceeding 6 inches wide, through nailed.

Roof filling.--The angle between roof of main building and tower to be filled in concave with boards properly flashed with 16-ounce zinc, "shingled in" and plugged with roofing cement where necessary, all to make a tight and workmanlike job. This is to give snow and water a good clearance and prevent backing up under shingles.

Sheathing paper.--Roof boarding throughout to be covered with two thicknesses of H. F. Watson's W. C. waterproof paper. An extra thickness at all angles. Outside wall of main building, including boathouse, to have one thickness of felt like that used between floors and specified elsewhere, to lap  $1\frac{1}{2}$  inches, secured by flat-headed tacks placed 14 inches on centers.

Shingles.--To be No. 1 quality cedar, all heart, laid in the best manner, secured by two galvanized-iron nails to each shingle, laid 5 inches to the weather on roof and 6 inches on walls. All the outside walls and roof to be shingled throughout, excepting partition wall between main building and boathouse, which is to be covered in best manner with pine clapboards laid up to boathouse roof boards.

Flashing zinc and lead.--Valleys and hips "shingled in" close with 16-ounce zinc, 10 by 10 inches, laid diagonally under each course of shingles. Especial care to be taken in flashing about dormer windows with zinc and lead. Flash about top of door, window, and other openings with 4-pound lead cap flashings to run under covering 4 inches and turn down over casings, securely tacked.

Roofing cement to be used where necessary.

Copper finish.--To be hammered copper secured by copper tacks (tower roof).

## Floors

First floor, main building, and tower to be 1-inch pine planks, -----, planed one side to an even thickness, not exceeding 6 inches wide. To be of approved quality, free from large or loose knots and other defects. -----

Second story and tower and all under floors of tower above to be selected 1-inch pine plank, matched, -----, planed one side to an even thickness, not exceeding 6 inches wide. To be of approved quality, free from large or loose knots and other defects. All to be through nailed. The under floors to cover the whole area from outside to outside up to boarding, and are not to be cut by the partitions.

Upper floors.--Throughout the main building and tower to be No. 1 quality 1-inch rift Southern pine boards, matched, planed to an even thickness, not exceeding three inches wide, blind nailed.

Boathouse floor.--To be single 3-inch pine plank, matched, planed one side to an even thickness, not exceeding 6 inches wide. To be of approved quality, free from large or loose knots and other defects. All to be through nailed and set.

Left in boat room.--To have a floor similar to under floors of 2-inch, matched, through-nailed plank.

Floor felt lining.--Between upper and under floors to be one thickness, 3-inch lap of H. F. Watson's (Erie, Pa.) insulating wool deafening felt, with the edges turned up under baseboard, dado, or sheathing, as shown.

Felt to be laid with care to stop all joint cracks.

#### Lath and Plaster

Wooden grounds and angle beads.--To be 1/8 by 3/4 inch grounds for plastering, placed as shown upon the drawings, with stout grounds to receive base, dado, and chair rail.

Wooden angle beads at all outer angles to receive plastering, which is to be done in the Eastern manner.

Laths.--To be green pine, free from large knots, bark, or stains, all laid not exceeding 1 inch apart, joints well broken.

Plaster.--To be King's Windsor Asbestos Cement Dry Mortar. To be laid two-coat work, with float and finish, to be floated with clear soft pine or cork-faced floats. Sufficient yellow ochre to be mixed with the sand coat to finish a light canary tint. The mortar to be applied, as directed, upon the packages properly tempered with water. Plastering in all cases to be carried to the under floor. All the walls and partitions of main building up to and including third-story tower to be lathed and plastered.

-----  
Jobbing rough mortar.--On the first floor, main building, between studs on top of under floor, fill in with rough mortar, as shown, to stop all joint cracks.

#### Inside Finish

Full-size drawings will be furnished the contractor when required, as before mentioned.

Where not otherwise specified, the finish to be of the best quality kiln-dried white pine, free from all defects, to be hand-smoothed, quirks, etc., worked out with sandpaper.

For contours of moldings the detail and full-size drawings to be strictly followed. To be generally 1-inch stuff.

Door and window trim.--Inside to be 5 inches wide, 1 1/8 inches thick, molded, with corner blocks, turned rosettes, and plinth blocks, all to be the same width and thickness as the trim. Outside to be as shown on drawings.

Molded base.--In main building where there is no dado to be a molded base 6 inches high, measured from the under floor.

Dado.--To be white pine, 1-inch, planed to an even thickness, matched, beaded, and reeded, not exceeding 3 inches wide, with a rabbeted cap, to finish flush with door and window trim.

Dado to run up the rake of all stairs. (See plans for rooms, etc., to have a dado.)

Chair rail.--To be 7/8 by 4 inches, molded, secured to stout grounds.

Windows and boxing.--To be double hung, sliding sash, 1½ inches thick, evenly balanced, pockets in stiles, pulley stiles Georgia pine, 1 full inch thick; round-bottomed, cast-iron weights, hung with best Samson braided sash cord, cherry stops, secured by blue iron round-headed screws, not exceeding 1½ inches on center.

Sills 2½-inch stock molded, as shown. All sills to pitch at least 2½ inches to 12 inches.

Swing windows.--To be 1½ and 1¼ inches thick, as shown, with 2½-inch molded sills. Six wide ones to be hung at the top, the others at the sides, all to swing out. Swing windows are marked S on plans.

Boathouse windows.--To be 1 3/4-inch sashes, sills like other windows, interior finish plain. (See drawings)

Outside doors.--To be 1 3/4-inch solid pine doors, laid up in white lead, molded and paneled, both sides, as shown, with heavy oak molded thresholds. Glass in upper two, small panels, molded door frames, the same thickness as doors. To be three in all.

Storm doors.--To be three well-braced, batten doors hung on outer rabbet of outside door frame to main building.

Interior doors.--To be solid pine, five paneled, beveled, and molded on the solid, both sides, 1½ inches thick.

All to have cherry or hard-wood 3/4-inch beveled thresholds.

Where "T" is marked upon the plans to be a swing transom sash, same thickness as door, hung at top.

Boathouse sliding doors.--To be 1 3/4 inches thick, stiles and rails tenoned and pinned, well braced, covered outside by 7/8-inch matched, beaded sheathing, not exceeding 4 inches wide.

Doors to slide by one another, hung with extra heavy "The Modern Antifriction Hanger," with 5-inch wheels, two to each door, hung at the top on a double-bracketed rail.

To have "stay rolls" at bottom of doors to prevent them blowing in.

All to be of the Terry Manufacturing Co.'s make, address Horseheads, Chemung County, N.Y.

To be proper hooks and lag screw eyebolts, to secure sliding doors shut; all galvanized iron.

Sliding door for apparatus wagon to be similar to above.

Stairs.--To have 3-by-12 stringers, stout carriages. Treads, risers, nose moldings, and balusters to be ash or oak; newel posts and hand rail cherry.

All to be blocked, fitted, glued and secured (using iron dogs where necessary) in the best workmanlike manner.

Treads to be 1 1/8 inch, with rounded nose, tongued into risers on face.

Risers 7/8 inch, tongued into under side of treads.

Balusters 1 inch round, let in full diameter into treads.

Gallery rail, 3 by 4 inches, molded, with a grooved channel to receive balusters.

Newel posts -inch stock turned.

Stair dado to scribe onto stairs in best manner.

Soffit of staircase to be lathed and plastered.

Tower stairs.--To be generally like principal stairs. (See drawing)

Watch-room stepladder.--Treads to be 1 1/4 inch thick, 19 inches long, 6 inches wide, stringers 1 1/4 x 8 inches, the proper length.

Treads mortised into stringers, edge rounded. Risers 12 inches high; all dressed, all pine.

Shelving.--To be 10 by 1 1/8 inches, dressed both sides, and where not supported by standards or ledges to have 8 by 10 bronzed iron brackets of approved pattern, not over 2 feet 6 inches on center.

Drawers.--To be strongly jointed, neatly set up, all to have hardwood running strips.

Pantry.--To have a counter shelf 2 feet wide and 3 feet high, cupboard under, of narrow, matched, and reeded sheathing, divided to receive flour and meal barrels, with swing doors below and lift lids above, butt hung.

Exposed faces of shelves to be neatly beaded.

China cupboard.--To be 8 feet high, 4 feet wide, the lower part to be 3 feet high, with counter shelf 2 feet deep.

To have 3 wide drawers and a side division with open shelves.

The upper portion to be 3 feet wide, 1 foot deep, with three shelves inclosed by two swinging glazed doors. (See drawings)

Crew's locker.--All to be of narrow, matched, beaded sheathing, agreeing with dado, in eight divisions, each, 7 feet high, 2 feet 1 inch wide in the clear, and 2 feet deep, with door to each, all securely put up; to have proper floor cleats. The top closed tight with sheathing, then covered with one thickness of oil carpeting.

A neat flush molding to be broken around the top to conceal the ends of sheathing.

Doors to be 5 feet 6 inches high, stayed on the back by two wooden, horizontal cleats, put on with screws. To be hung with stout brass flap butts and screws, secured by Yale rim spring lock, No. 510 S, with 7/8-inch nose, right hand, two keys, eight changes, small wooden knobs, one side screwed on.

Doors to be set 6 inches above the floor, leaving a space 6 by 24 inches open below and under for ventilation.

Wall plaster will form the back of lockers. To be two shelves in each division, about 2 feet long and 10 inches wide, placed where directed, strongly secured.

Mantels.--To be 1 3/8 inches thick, 8 inches wide, edges beaded, of dressed pine.

Supported by bronzed iron brackets of approved pattern.

Shelves beside mantel in mess room to be similar, with wooden ledges and standards, beaded where exposed, all neatly put up.

Dado sheathing to be carried behind and the full height of shelves.

Hanging strips.--To be 72 running feet, of 7/8 by 4 inch, beaded hanging strip, placed where shown upon the plans (or as may be directed) in main building, also 36 running feet of plain hanging strips in boathouse.

Flap table.--To be in kitchen, laid up of narrow pieces doweled and glued together, to be 1 1/8 inches thick with stout butt-hung braces.

Watch-room trapdoor.--To be as shown on drawings, of 2 by 4 inch dressed pine, covered with matched 7/8-inch pine, hung in stout rabbeted frame, with flush pull rings, stout strap hinges, secured by carriage bolts, nuts, and washers.

Watch-room finish.--To be sheathed, etc. (See drawings) No plastering in watch room.

Towel roller.--To be put up near sink.

Weather strips.--To be patent rubber weather strips to three outside doors, main building, also door from staircase hall to boathouse.

Piazza and porch (see drawing).--Floor to be 1 1/4-inch, No. 1 pine, placed to an even thickness, jointed, not exceeding 4 inches wide, laid open joint, through nailed.

Sills to be bolted into house sills.

Floor to pitch 1 inch, all round, from the building.

Top of sill 3 inches above house sill.

Below sill to be filled in with the basket-work lattice, to be carried behind steps.

Outside steps.--To have stout 2 inch stock, well planed, pine stringers, with 1 3/8-inch pine treads, open risers, all well planed, strongly secured to piazza.

Boathouse runways.--One to be 25 by 15 feet, the other 10 by 12 feet on frame.

To slope from floor level to ground.

To be cedar posts at ground end, framed into a 6-by-8 sill, on this to rest 6-by-8 floor joist, notched and secured at both ends to sills, where exposed to be well planed, covered with 3-inch rough pine plank, jointed, laid open joint of 1 3/4 inches, not exceeding 6 inches wide.

All to be strongly secured and supported.

The gradient of the platforms will be determined by the superintendent, and under his direction to be so arranged as to give an easy run for boat and apparatus wagons.



## Miscellaneous

Inscription tablet.--To be laid up with marine glue of 2-inch wide diagonal, reversed, pine strips of two equal thicknesses, with one thickness of stout canvas or copper between.

A rabbeted molding to be broken all around outer edges.

Tablet to be secured to roof by four stout wrought-iron standards, and two 3/4-inch wrought-iron stay braces, running back and secured to roof.

Background to be painted a light Colonial yellow, letters to be 8 inches high, painted black, molding a French gray.

Back of sign to be painted.

Ladder.--To be a 16-foot ladder of hard wood, strongly and neatly made. To be left at the station on completion of the work.

Plank walk.--To be 3 feet wide, of 2-inch rough pine plank, with proper sleepers, extending from outbuilding to keeper's entrance.

Window and door screens.--To be covered with brass gauze No. 16 mesh, No. 28 wire, to lap on outside, covered with a neat wooden bead.

Frames for windows to be 1 3/4 by 7/8 inches, the size of the lower sash only, the stiles grooved to receive and slide up and down upon stout brass screw eyes, the latter screwed into the edge of outer casings to window boxing.

Frames for doors, three in all, to be full height, stiles 1 1/8 by 3 inches: top, middle, and bottom rail 3, 4, and 5 inches about, hung by two 5-inch No. 5 brass spring bolts of Scoville Manufacturing Company's make, to swing one way--outward; proper small knob on outside.

All frames of hardwood, tongued together, braced at angles, and well secured.

Sink.--To be a Columbus wrought-steel galvanized sink, 18 by 30 by 6 inches, of H. & B. Douglas' make, fig. 393, with brass screw, complete, supported by a strong frame or brackets, with a wooden grooved draining shelf, as shown.

All to be left open below and neatly finished.

To be a heavy 1 1/2-inch lead waste pipe from sink, properly trapped, connecting with drainpipe, 8 feet outside the building.

## Hardware

Butts.--All doors not otherwise specified to have loose-joint steel washers, Boston finish, 4 by 4 inch butts, three to each outside door.

Doorknobs, etc.--All doors not otherwise specified to have 2 1/2-inch cherry wood polished doorknobs, No. 116, Yale & Towne Manufacturing Company make, with wooden shark, rose, and threaded spindle cherry key plates, No. 13.

Cherry hand-turned and polished base, door stops, with hard-rubber bunters, No. 330.

Knobs to closet doors 1 3/4 inches diameter, same make.

Pantry door to have knobs both sides.

Entrance doors.--Three in all, to have each a standard Y. & T. make-lift latch with handles, No. 1070. And Yale rim night latch No. complete, crew's doors to have eight keys, other doors two keys each.

Storm doors.--Three storm outside doors to have plain japanned iron handles and lift latches complete, with galvanized iron lag-screw eyebolts and hooks, to secure them open and shut.

Knob-latches.--The following doors to have Standard, easy spring, mortise knob latches, No. 1020: Two in kitchen, one in keeper's room, two in mess room, and two in second story.

Knob locks.--The following to have Standard, easy spring, mortise knob locks, No. 1620, with two keys each: One in kitchen, two in keeper's room, one in hall leading to boat room, and one to boat-room closet.

Window hardware.--Sliding sashes to have Y. & T. No. 1391 P. real bronze, natural-color, sash pulleys, complete.

Sash fasteners.--Sliding sashes to have Y. & T. No. 1372 P. self-locking, sash fasts, complete.

Sash lifts.--Two to each sliding window, plain bronze, No. 1341 P. hook sash lifts, complete.

Swing windows.--To have stout flap butts and screws, all brass.

Each window hung at the top to have two galvanized stout long hooks and screw eyebolts to hold them open at an angle of  $45^{\circ}$ , except lookout windows which will open  $90^{\circ}$ . Windows hung at the sides to have hooks and sockets working from the sill to hold them open at different angles and secure them in position; all metal work galvanized. Also proper brass hooks, and eyebolts, two to each window, to secure them shut.

All to be of an approved pattern.

Transom sashes.--To have japanned butts and bronzed iron patent-lever arms, to work from below, to hold them open and shut.

Pantry hardware.--To have Yale & Towne, No. 1082 P. bronze, cupboard catch, brass butts and screws, to chime cupboard.

Plain bronzed iron drawer pulls, six in all.

Brass butts and screws to lift lids and cupboard doors, and brass cupboard catch to cupboard doors of barrel division.

Drawer pulls.--Elsewhere to be plain bronzed iron, two to each drawer.

Flap table.--To have stout brass butts and screws, complete.

Harness and hanging hooks.--The contractor is to provide three dozen 6-inch harness hooks, and six dozen black japanned hanging hooks, of an approved pattern, all with brass screws complete, and leave them in the building on the completion of the same.

#### Flagstaff

The flagstaff to be in two parts, lower mast with crosstrees and topmast. The lower mast to be of white pine, 46 feet long, 12 inches

diameter at heel and 7 inches at head; topmast of spruce, to be 25 feet long, 6 inches diameter at heel and  $3\frac{1}{2}$  inches at head.

A 6-inch lignum-vitae truck, two sheaves and halyards, wooden cleats on lower mast for climbing to masthead, and iron cleats for belaying halyards to be furnished. The lower mast to bury 6 feet, stepped and mortised into 4 by 12 inch mdsills, 12 feet long, crossing each other at right angles.

The braces and butt of staff to receive a thorough coating of hot coal tar.

From the end of mdsills 4 by 6 inch braces will extend to the lower mast above the surface of the ground, and be properly framed in and secured.

The flagstaff to be erected and fitted up ready for use of signals, All as may be directed by the superintending Government officer.

#### Paint and Glazing

All woodwork for painting and oiling to be prepared by properly rubbing down, puttying up, etc.

All knots properly killed with shellac, nails set, and work oiled before puttying up.

All paint work to be of the best material, with a mixed white lead and zinc base, using a large proportion of oil, and the smallest practicable portion of spirit or drier.

Only pure linseed oil to be used.

Shingles not to be painted or stained.

Outside work.--All the outside work usually painted to be painted three coats.

The following to be painted a French gray: Cornices, trimmings, moldings, casings, piazza, and porch posts, railings, steps, and the ceilings of piazza and porch. Outside of all window sashes to be blue black.

The remainder of the outside work, including doors, to be a light Colonial yellow.

Pulley stiles oiled three coats, not painted. Cherry window stops oiled two coats and varnished.

Inside work.--All work usually painted to have three coats.

The following are to be French gray: Boards and exposed timber of first-story ceilings.

The following a light olive tint: Doors, sashes, all standing finish, casings, dado, base, chair rail, sheathing, pantry, cupboard, shelves, under side of stowaway floor and timbers, under side of roof and timbers, second-story ceiling and timber of tower, third story and watch room of tower, including walls, ceilings, and exposed timbers, sheathing, stepladder, string casings, and exposed woodwork of all stairs (excepting the hard-wood work, which will be oiled two coats and rubbed down), crew's lockers, mantels, standing finish. All

upper hard-wood floors, including piazza, to be oiled two coats in the proportion 1 turpentine to 8 raw oil.

Boat-room paint.--In boat room, doors both sides, sashes (inside), and trimmings about them to be painted a light olive.

Excepting as above specified, there will be no paint work inside boat room. Plank to platform and runways will not be painted.

Outbuilding paint.--All the outside work usually painted, including both sides of entrance door, sashes, and the casings about them, to be done in harmony with the main building.

Flagstaff.--To be painted three coats Colonial yellow.

Glass.--Watch-room windows to be No. 1 double-thick-American glass.

Elsewhere to be No. 2 double-thick-American glass.

All set in the best manner.

### Outbuilding

To contain wood and coal rooms, oil room and privy. (See drawings.)

Foundations.--To be fifteen cedar posts, 6 feet long, placed 5 feet in the ground, as shown on drawings. To be 8 inches at the butt.

Sills to be strapped, with wrought iron straps  $1\frac{1}{2}$  by  $\frac{3}{4}$  by 18 inches, to each cornerpost, securely spiked on.

Frame.--To be full frame, timbers in one length of pine or spruce, properly tenoned, pinned, framed, and spiked together.

Sills, 6 by 6, halved on and pinned.

Posts, 4 by 6, tenoned into sills and plate.

Studs, 3 by 4, spiked into sills and plate set four nailings to a lat.

Plate, 4 by 5, halved on and pinned.

Rafters, 3 by 6, spiked on.

Hips, 3 by 8, spiked on.

Collars, 3 by 6, sized onto plate, spiked to rafters.

Covering.--Outer walls and roof to be covered with No. 2 matched, planed one side to an even thickness 1-inch boards, not exceeding 8 inches wide.

Covered, one thickness on walls and two on roofs, with Watson's W. C. waterproof paper, properly lapped and tacked, a double thickness about openings.

Weather covering.--Roof and walls shingled with No. 1 quality cedar shingles, same as main building.

Where the shingles come against casings, nail at the side next casing with two nails and use narrow widths.

Floors.--There will be no floor joist.

Oil room, entry, and privy to have an under floor of 2-inch pine planks matched, planed one side to an even thickness, not exceeding 8 inches wide. To be of approved quality, free from large or loose knots and other defects, laid the short way, and spiked to sill and cross sill.

Under floor to be covered with 1-inch pine boards, jointed, planed one side to an even thickness, not exceeding 4 inches wide. To be of approved quality, free from large or loose knots and other defects.

One lapped thickness of sheathing paper between floors.

Floor of coal bin to be 1-inch rough boards, laid close, not nailed.

Sheathing.--Privy, oil room, and entry to be sheathed up to the plate.

Sheathed partitions between them carried to the same height.

The longitudinal partition to be studded and sheathed to the roof boarding on one side only. Sheathing to be 1-inch pine boards, matched, beaded, planed one side to an even thickness not exceeding 4 inches wide. To be of approved quality, free from large or loose knots and other defects.

Coal bin to be sheathed 6 feet high, with 2-inch rough plank, jointed, not exceeding 10 inches wide, securely spiked. The front planks to be movable between studs, divided into three sections, as shown.

Studs strongly secured at top and bottom.

Walls of wood shed to be sheathed 6 feet high, with rough, jointed, 1-inch plank.

Privy.--To be as shown on drawings. Seat to be hung with stout brass flap butts and screws. Seat and bottom of movable box to be splined together and glued up, of narrow widths.

Entrance door.--To be 1½-inch pine, six panels, molded on the solid, tenoned together, joints laid up with white lead.

Glass in two small upper panels.

Rabbeted plank frame, heavy molded hard-wood thresholds.

Hung with stout, loose joint, japan butts. Galvanized-iron hasp and staple secured by No. 843 Yale spring padlock, three keys.

To have a galvanized-iron lift latch complete.

Wood-shed door.--To be 1½-inch frame, tenoned and pinned together, covered outside with one thickness, matched beaded 7/8 sheathing, not exceeding 4 inches wide. Hung with stout, galvanized-iron plate hinges, hasp and staple secured by No. 843 Yale spring padlock, three keys.

Interior doors.--To be 1½-inch, 5-panel, stock door, hung with loose joint butts. All with black enamel lift latches, complete.

Oil-room door to have a black enamel rim lock, three keys.

Privy door to have a 4-inch brass, square case bolt.

Fuel door.--To have a braced board frame, covered on outside with sheathing like wood-shed door. Hung with galvanized-iron plate hinges, hooks, and lag-screw eyebolts to secure it open and shut.

Swing window.--To be molded sash 1½ inches thick, glazed with No. 2 American glass, plank, molded, frames, and sills. To be hung at top with stout galvanized-iron butts, hooks, and lag-screw eyebolts to secure them open and shut.

## Cistern

The cistern to be built on well-ramped concrete, 6 inches thick, made of good Rosendale cement, clean sand, and broken stone, in the proportion of 1 cement to 2 sand to 5 stone.

The outer walls to be laid with a 2-inch space left in the middle, and to be properly bonded across the same; this space to be filled with grout made of best Portland cement; mixed with extra fine sand, in the proportion of 1 to 1. The floor to be one thickness of brick edgewise, laid dry, with open joints  $\frac{1}{4}$  inch each; the open joints to be filled with grout, the same as just described for the 2-inch space in outer walls.

The cistern to be built with best hard-burnt brick and Rosendale-cement mortar; the brickwork to be well bonded and laid solid with joints not exceeding  $\frac{1}{4}$  inch in thickness. The bricks to be soaked in water before laying; the outer faces of joints struck smooth.

The inside of cistern, except filter, to receive three coats of Portland-cement mortar, the last coat being of cement only. In the work on the cistern none but fresh water and washed sand to be used.

Openings for the down spouts, pump connections, and overflow to be left in the brick walls. The overflow pipe to be a 4-inch cast-iron pipe, with elbow. The cast-iron pipe to be coated with asphaltum. The cistern to be covered by a 3 x 8 inch plate, with a strongly framed, and battened lid of white pine, in two sections, hung by galvanized-iron plate hinges.

To be a porous brick dome filter, removable, built inside cistern.

Flash properly with zinc; double flashings where covering of cistern meets outside wall of house.

Pump.--To be a patent revolving stand Premium pump, fig. 1, No. 2 of W. & B. Douglas's make (Middletown, Conn). To have 3 inch bore, 5 inch stroke, and 1 $\frac{1}{4}$ -inch galvanized-iron suction pipe, iron couplings, brass thread screw; all properly connected with cistern.

Gutters.--To be No. 26 galvanized-iron, 10-inch birth, semicircular secured by 1 by 1 inch galvanized-iron gutter straps the proper length, running up on and nailed to roof boarding, placed not exceeding 2 feet 6 inches on centers.

To be two 4-inch corrugated down spouts, with proper elbows, secured by proper tinued-iron gutter hooks.

Iron conductors.--To be 1-inch iron, with lead joints, with all proper connections and bonds to connect down spouts with cistern, passing under building as shown, an iron elbow to connect the down spouts with iron conductor pipes. The iron conductor pipes are to be kept up as high as possible after passing under sill, cutting the

joist where necessary, so as to give a good pitch toward cistern, to prevent freezing. Pipe to be covered with asphaltum paint. The bottom of inlet pipe will enter cistern at grade. The top of the overflow pipe to be on a line with bottom of inlet pipe, to prevent backing up.

To be a blind drum or some similar contrivance for overflow pipe to waste into.

Painting.--Exposed metal work painted in harmony with trimmings of main building.



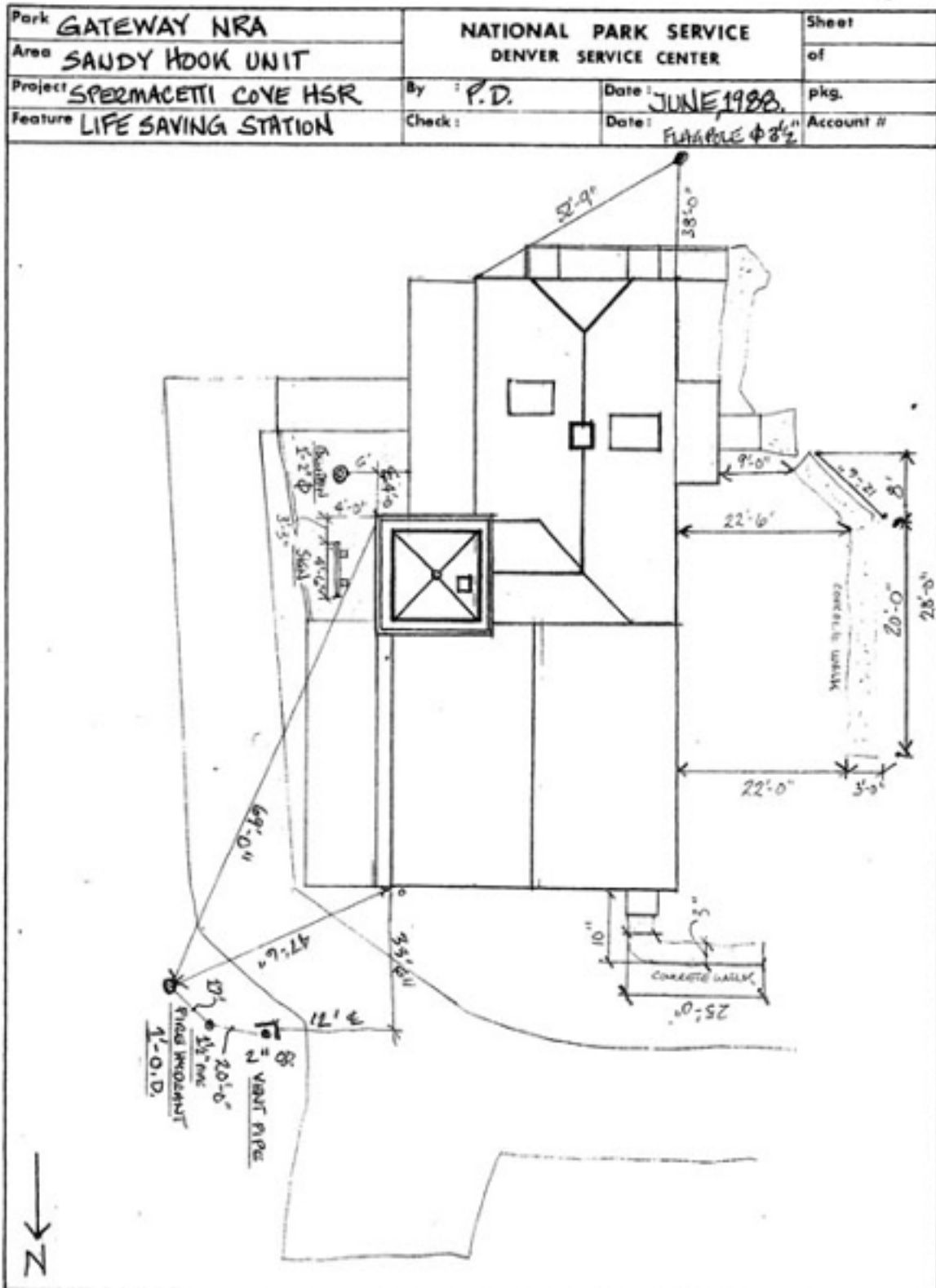


# APPENDIX C

FIELD NOTES: MEASUREMENTS  
Spermaceti Cove Life-Saving Station,  
Sandy Hook Unit; Gateway National Recreation Area  
Richard Wells and Peter Dessauer  
NPS, Denver Services Center, 1988





SITEPLAN. SKETCH 1

SITEPLAN. SKETCH 2

Park <b>GATEWAY NRA</b>	<b>NATIONAL PARK SERVICE</b>		Sheet
Area <b>SANDY HOOK UNIT</b>	<b>DENVER SERVICE CENTER</b>		of
Project <b>SPERMACEITI COVE HSR</b>	By : <b>P.D.</b>	Date : <b>JUNE, 1988.</b>	pkg.
Feature <b>LIFE SAVING STATION</b>	Check :	Date :	Account #

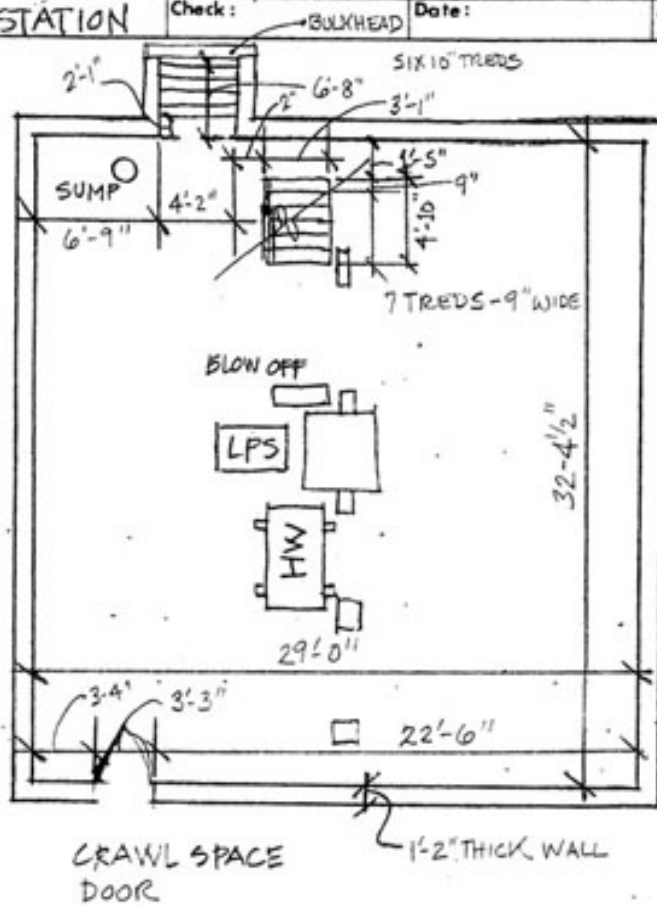
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## CELLAR PLAN 2

Park	GATEWAY NRA		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERMACETI COVE HSR	By: RW	Date: JUNE 1980	pkg.
Feature	LIFE SAVING STATION	Check: BULKHEAD	Date:	Account #

EAST

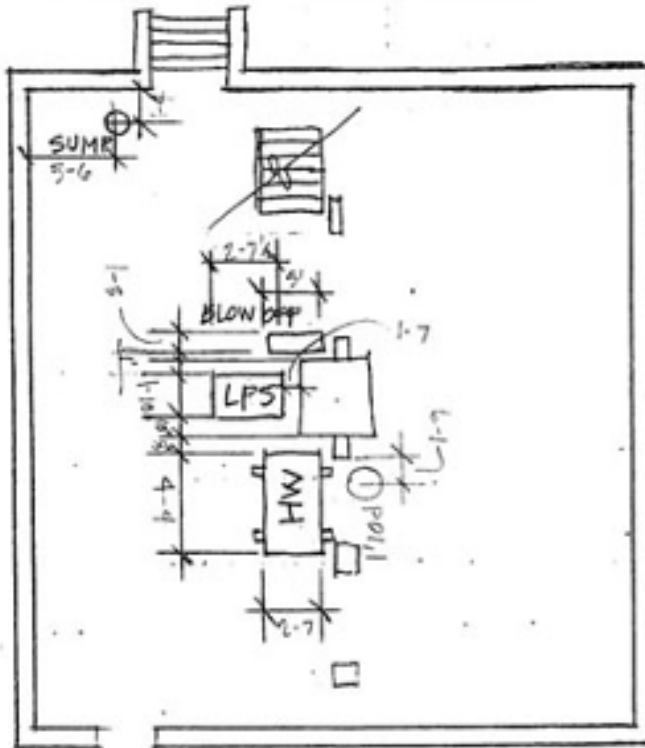


NORTH

## CELLAR PLAN 3

Park	GATEWAY NRA		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERMACETI COVE HSR	By : RW	Date : JUNE 1980	pkg.
Feature	LIFE SAVING STATION	Check :	Date :	Account #

EAST



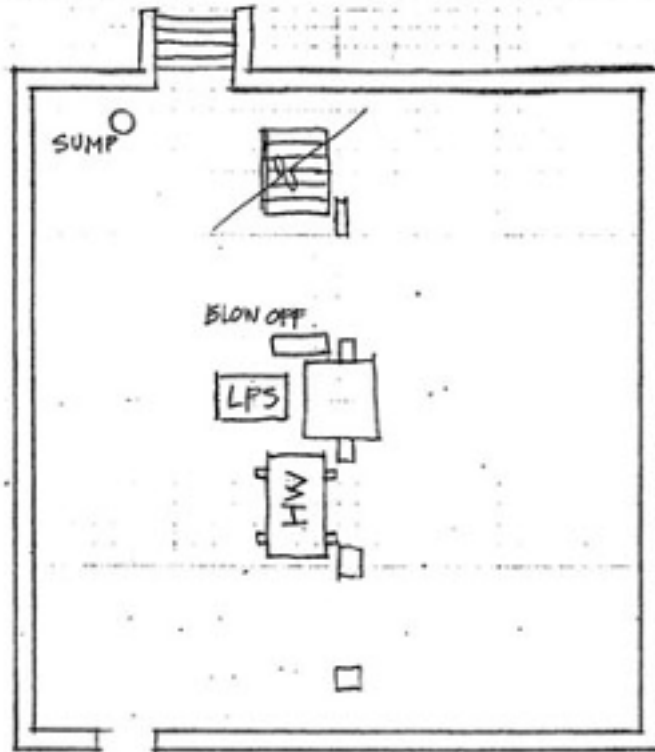
CRAWL SPACE

NORTH

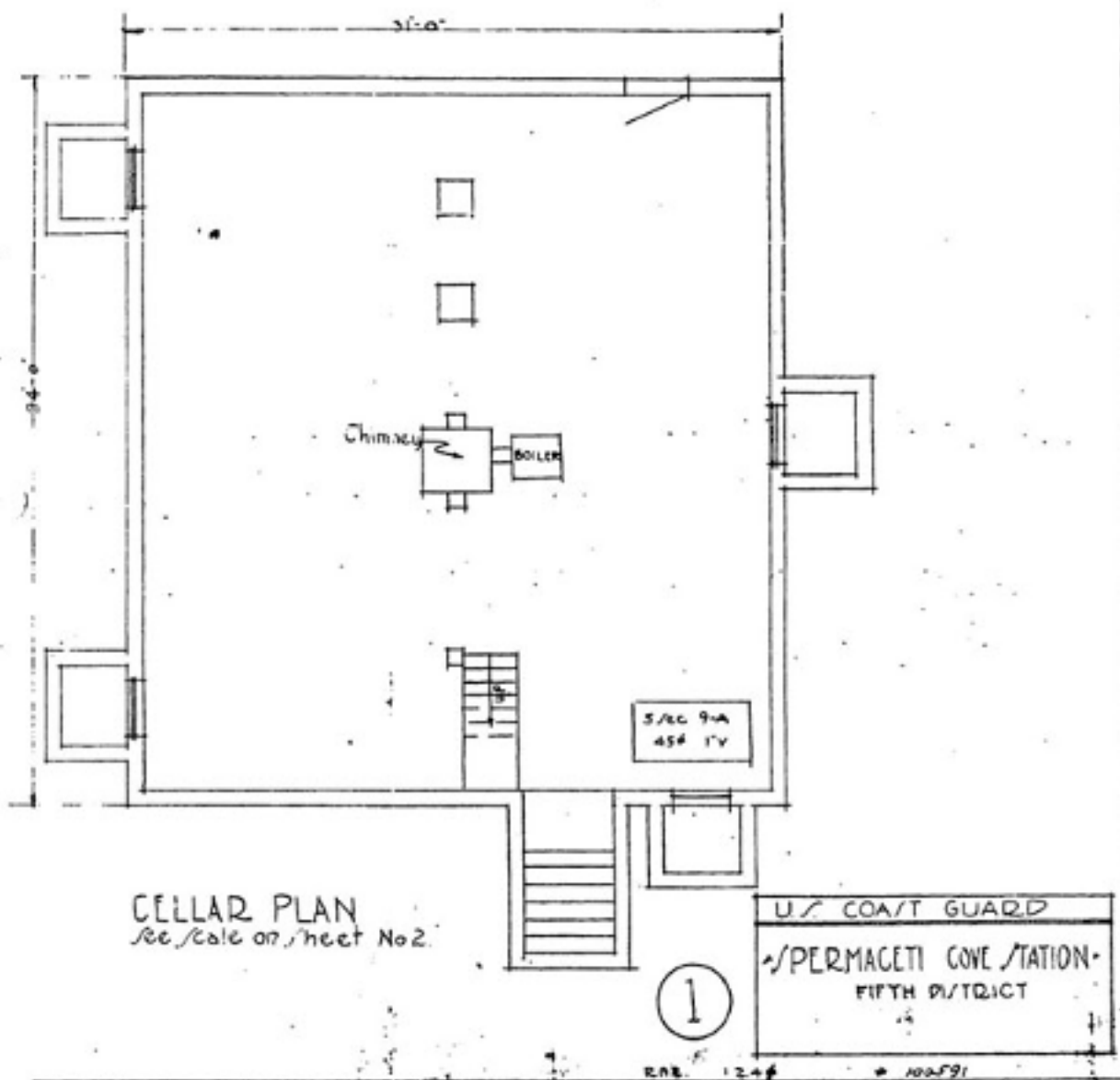


## CELLAR PLAN 4

Park	GATEWAY NRA		NATIONAL PARK SERVICE	Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER	of
Project	SPERMACEY COVE HSR	By: RW	Date: JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check:	Date:	Account #

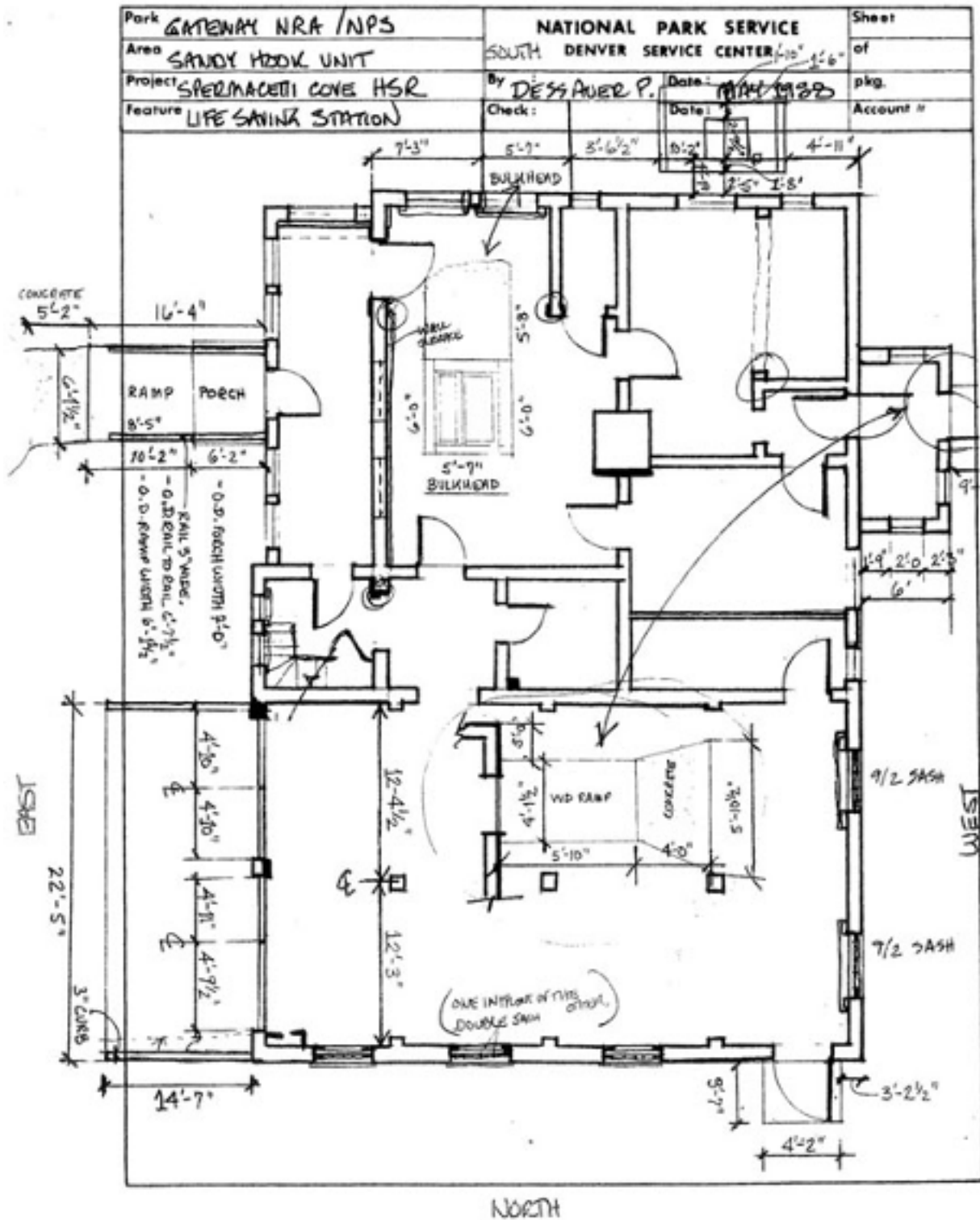


CRAWL SPACE

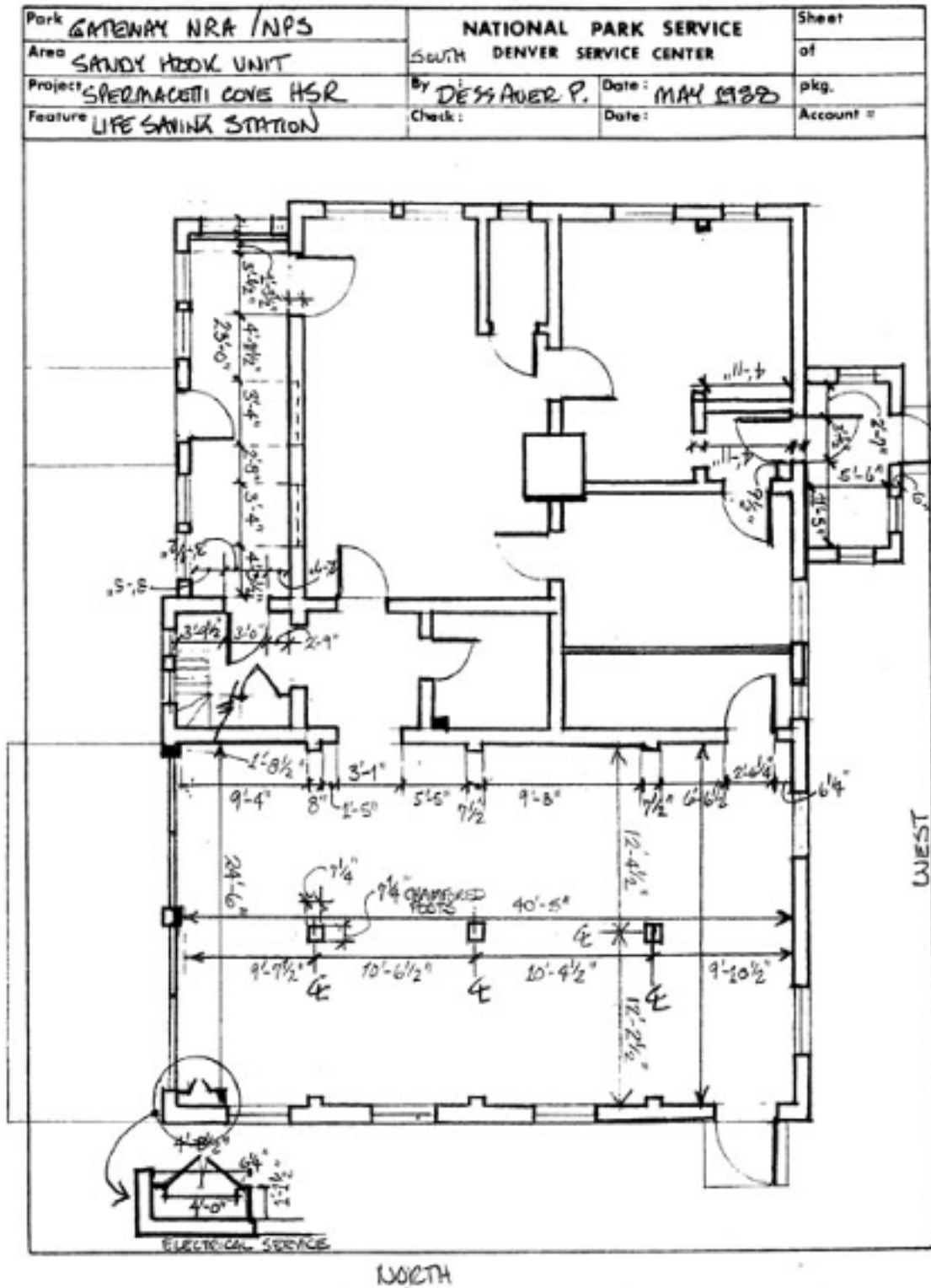


Plan of Spermaceti Cove Life-Saving Station, Fifth District, U. S. Coast Guard, April 24, 1928. Courtesy U. S. Coast Guard.



FIRST FLOOR PLAN SKETCH<sup>2</sup>

## FIRST FLOOR PLAN SKETCH 3







FIRST FLOOR PLAN SKETCH <sup>6</sup>

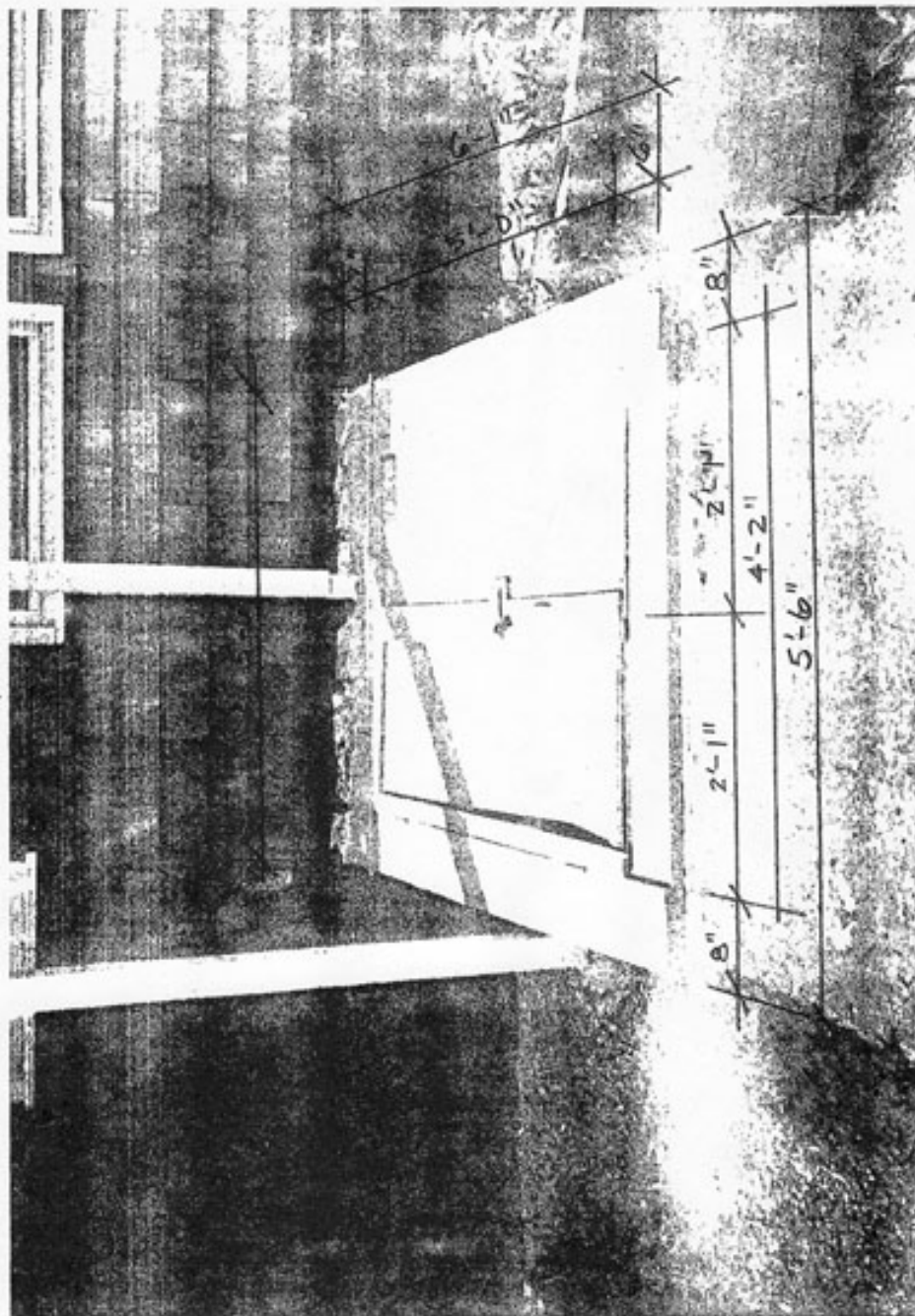
Park	GATEWAY NRA /NPS		NATIONAL PARK SERVICE	Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER	of
Project	SPELMACETTI COVE HSR	By	DESSAVER P.	Date: MAY 1988
Feature	LIFE SAVING STATION	Check:	Date:	Account:

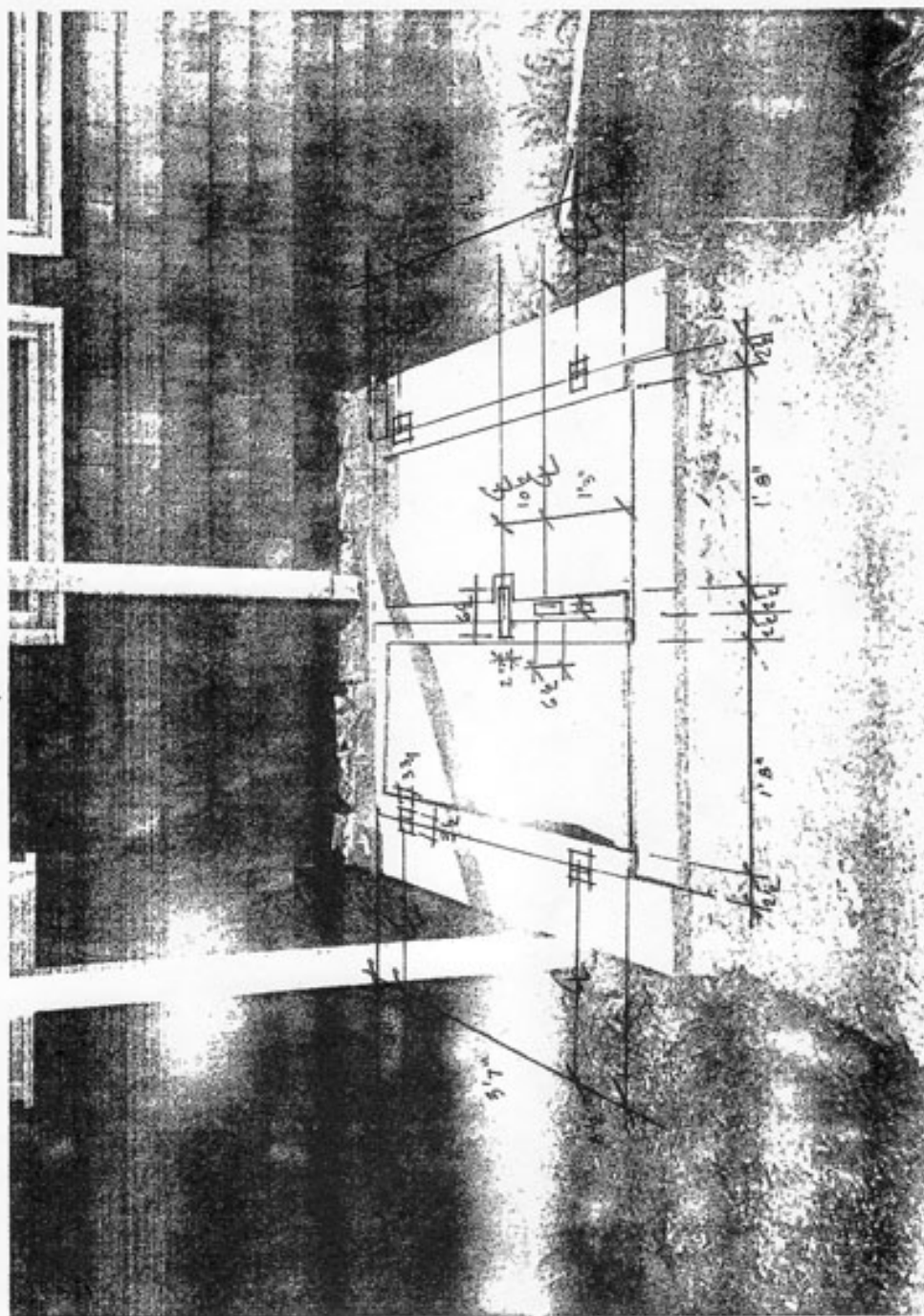
STAIR WIDTH 2'-10"  
(W/ANSICOM WALL  
TO O.D. OF TREADS  
INCLUDING NOSE.)



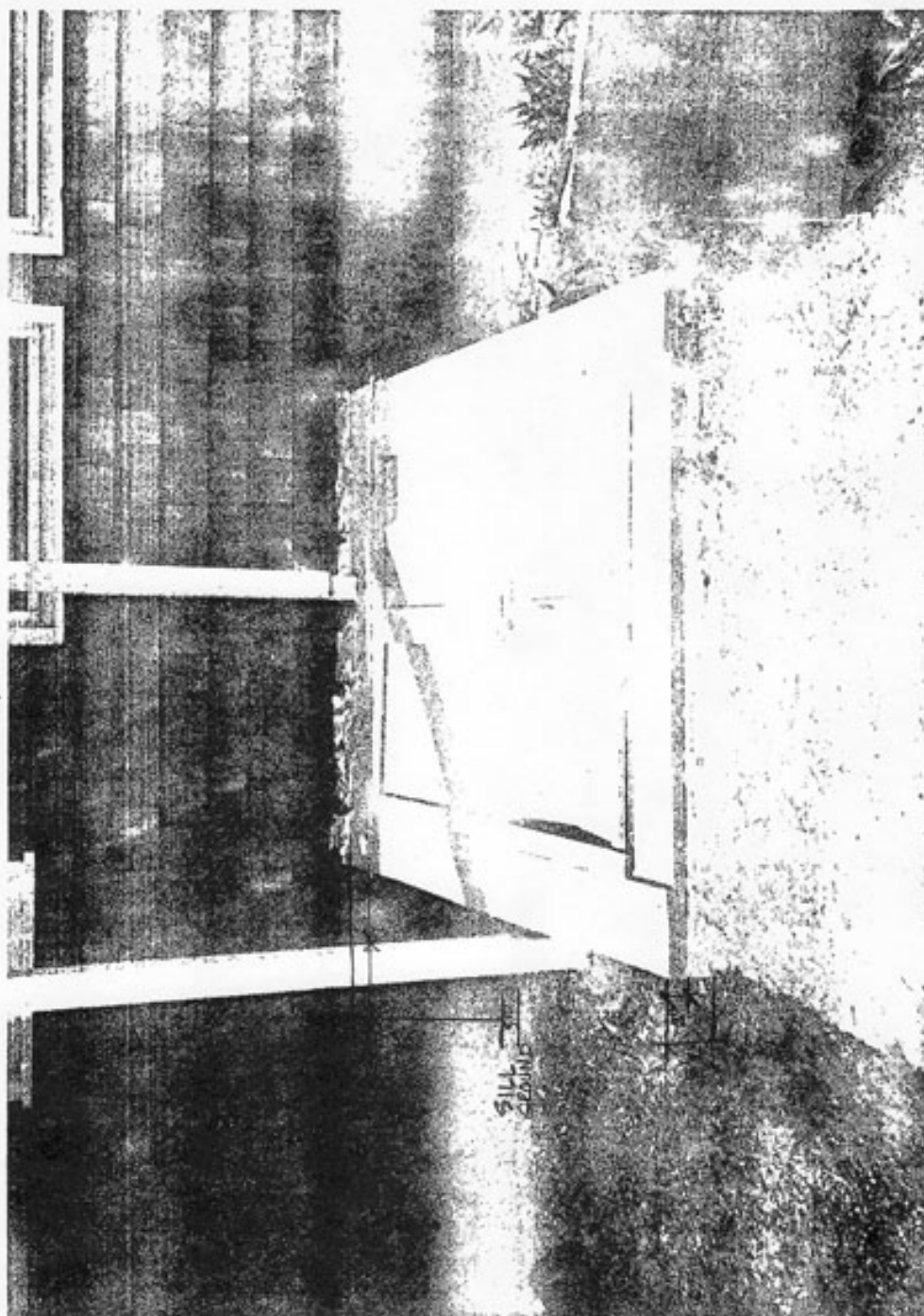




EXTERIOR BASEMENT DOORS - SOUTH ELEVATION  
 LIFESAVING STATION - SPERMACEY COVE  
 SANDY HOOK UNIT/NPS - GNRA.



EXTERIOR BASEMENT DOORS - SOUTH ELEVATION  
 LIFESAVING STATION, SPERMACEITI COVE  
 SANDY HOOK UNIT, NPS/GINRA.

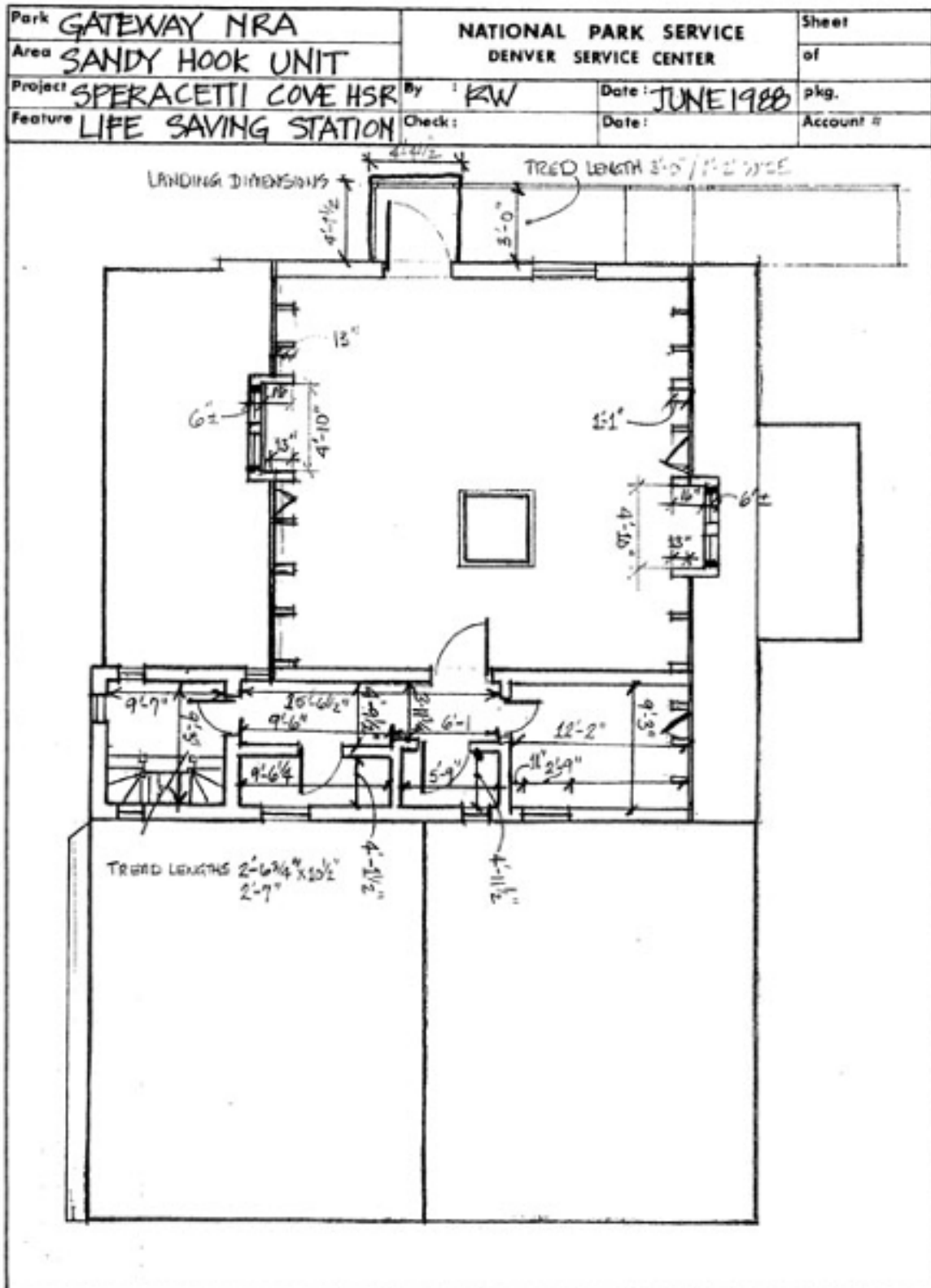


EXTERIOR BASEMENT DOORS- SOUTH ELEVATION  
LIFESAIVING STATION, SPERMACEETI COVE  
SANDY HOOK UNIT, NPS/ENRA.





## SECOND FLOOR PLAN SKETCH 3









## SECOND FLOOR PLAN SKETCH 5

Park	GATEWAY NRA		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERACETTI COVE HSR	By : KW	Date : JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check :	Date :	Account #

## SECOND FLOOR PLAN SKETCH 6

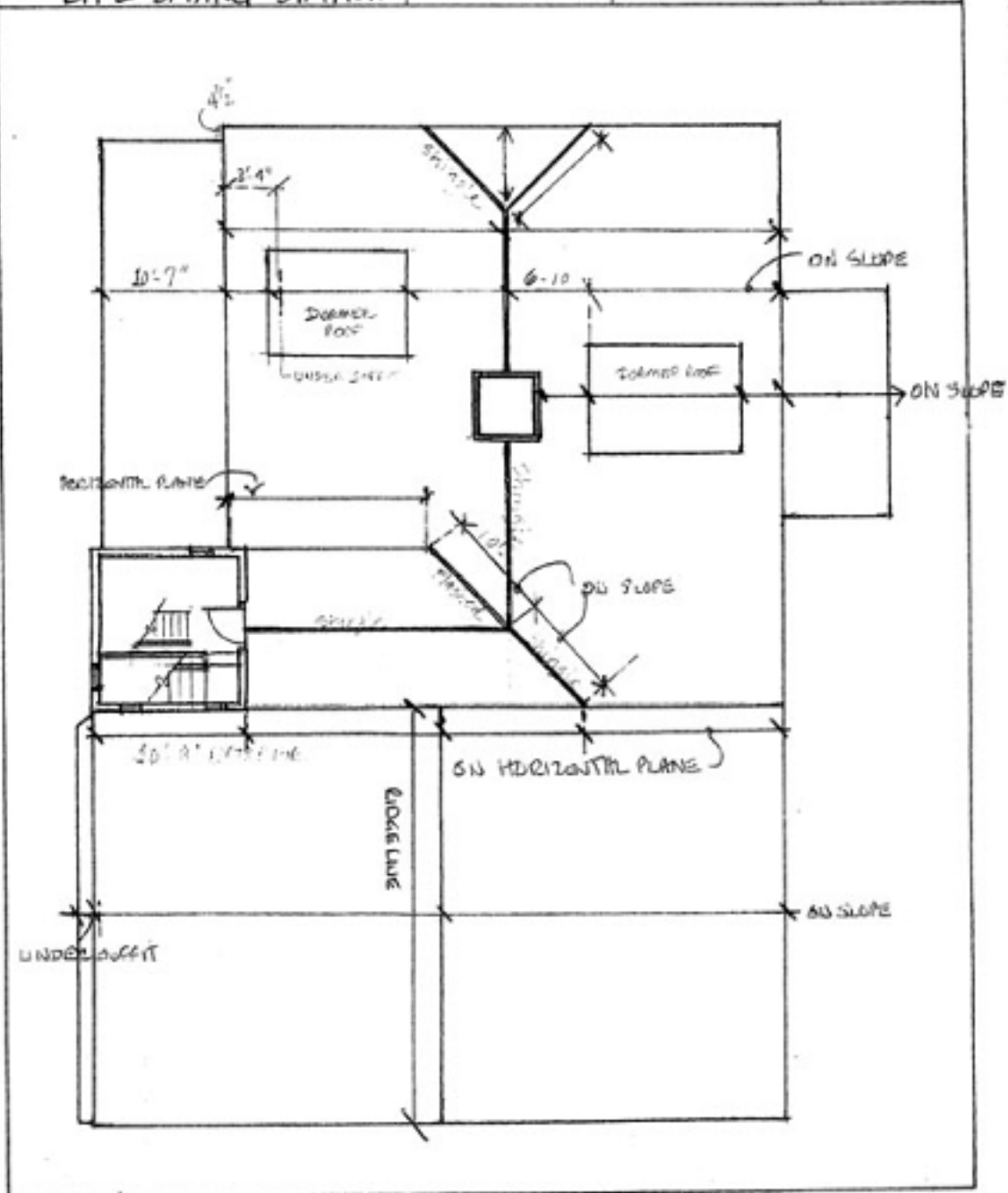
Park	GATEWAY NRA		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERACETTI COVE HSR	By : KW	Date : JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check :	Date :	Account #

Hand-drawn second floor plan sketch of a life-saving station. The plan shows a large rectangular room with a central square opening. On the left, there is a staircase labeled "FIN TUBES". On the right, there is a long narrow corridor or room labeled "FIN TUBES". At the bottom left, there is a circular area with a staircase labeled "FIN TUBES". The plan includes various structural details like walls, doors, and windows. Dimensions are noted: "9'-0\"", "6'-0\"", and "6'-0\"".

## ROOF PLAN 1

Park	GATEWAY NRA		NATIONAL PARK SERVICE	Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER	of
Project	SPERMACETTI COVE	By: RW	Date: JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check:	Date:	Account #

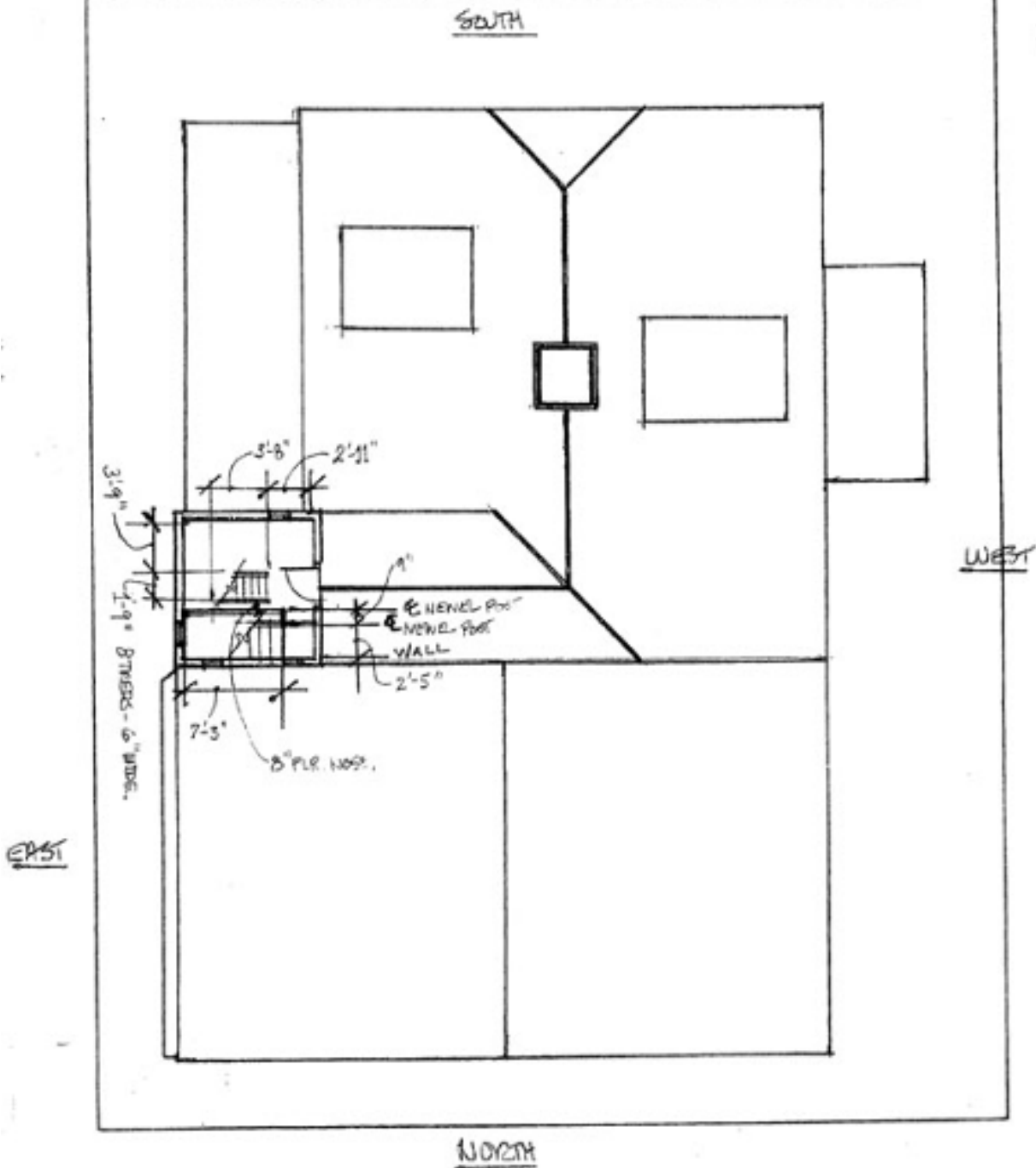






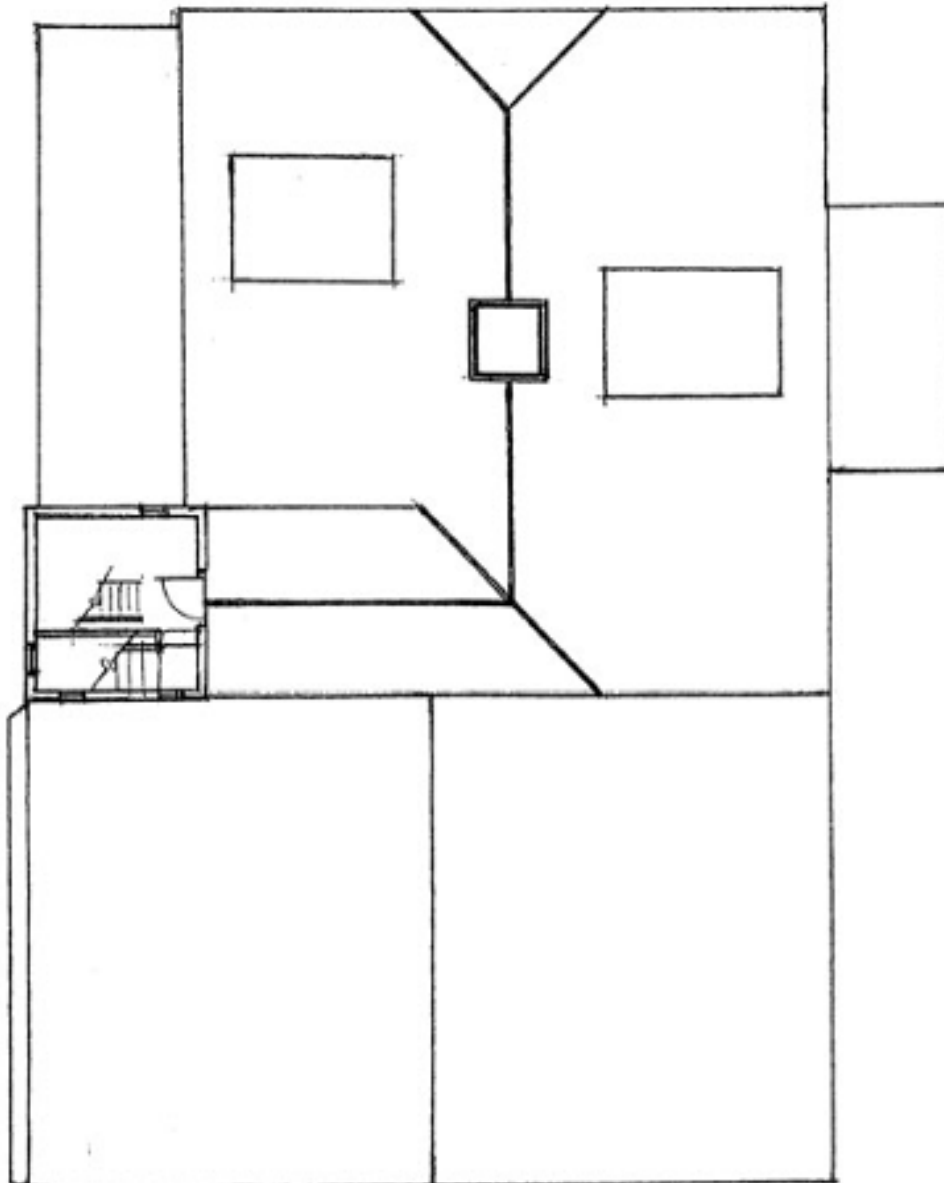
## ROOF PLAN 4

Park	GATEWAY NRA		NATIONAL PARK SERVICE	Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER	of
Project	SPERMACEITI COVE	By : RW	Date : JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check :	Date :	Account #



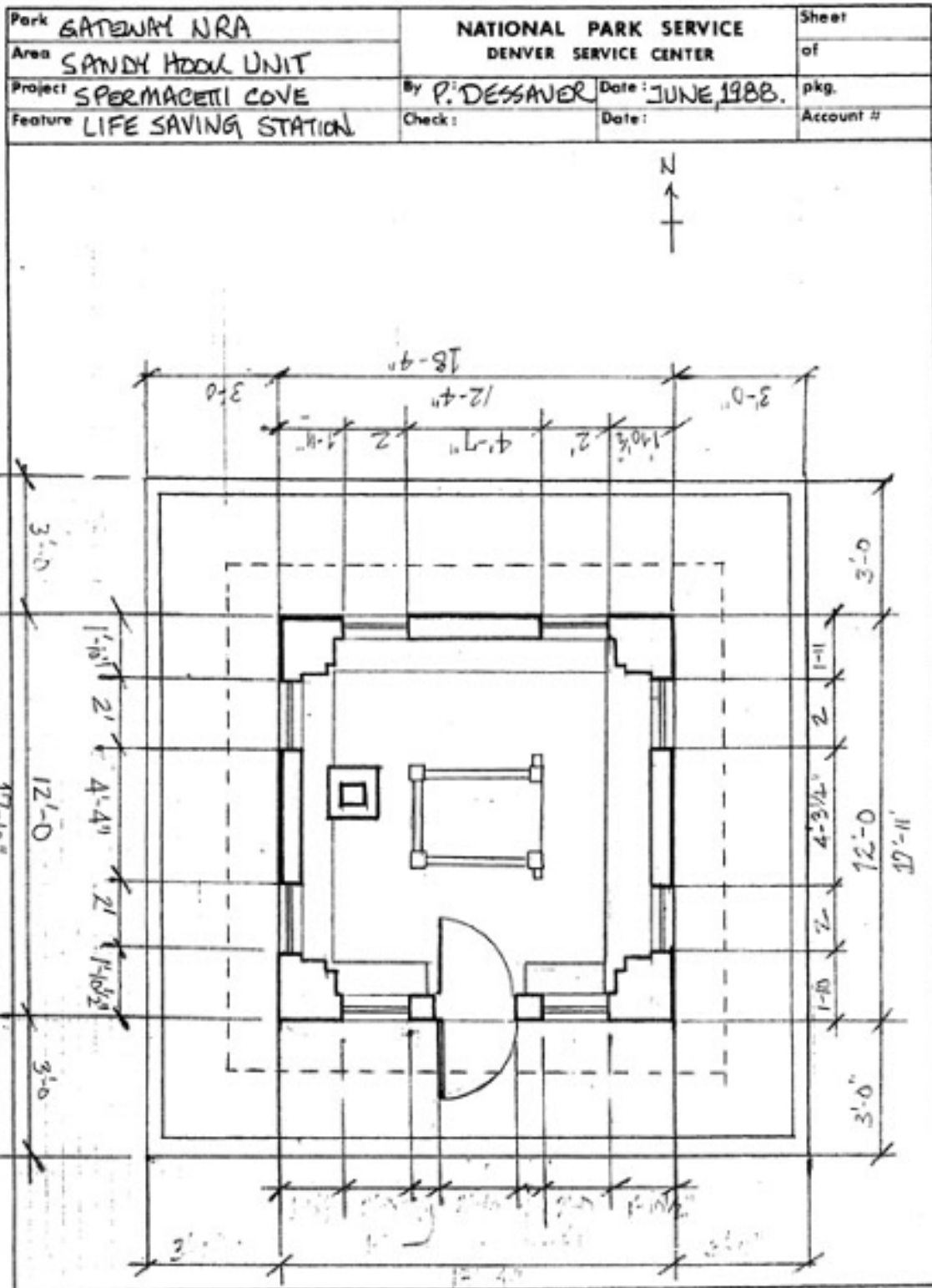
## ROOF PLAN 5

Park	GATEWAY NRA		NATIONAL PARK SERVICE	Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER	of
Project	SPERMACEITI COVE	By : PW	Date : JUNE 1988	pkg.
Feature	LIFE SAVING STATION	Check :	Date :	Account #



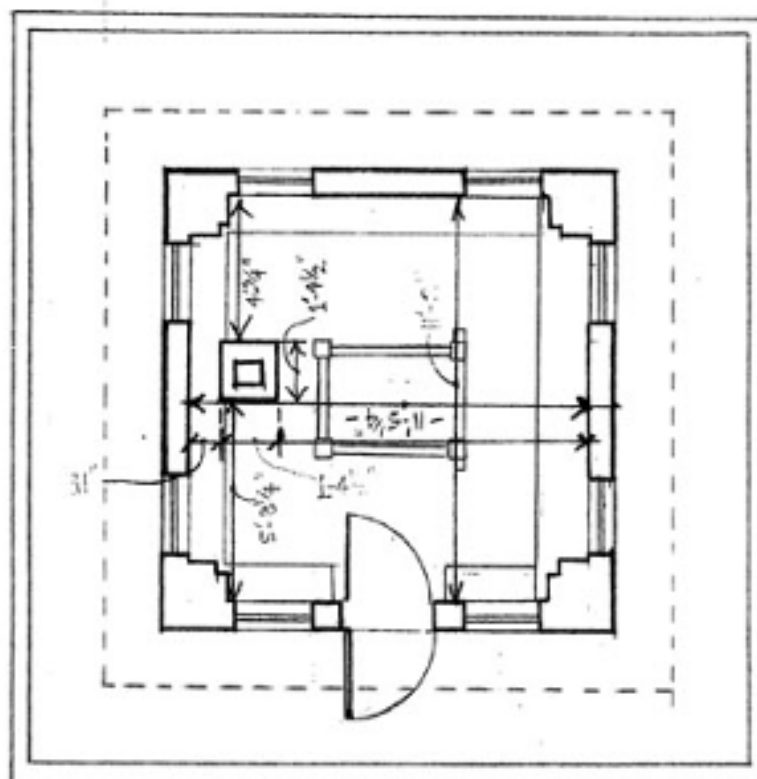




TOWER PLAN 2

TOWER PLAN 3

Park <b>GATEWAY NRA</b>	<b>NATIONAL PARK SERVICE</b>		Sheet
Area <b>SANDY HOOK UNIT</b>	<b>DENVER SERVICE CENTER</b>		of
Project <b>SPERMACEITI COVE</b>	By <b>P. DESSAUER</b>	Date: <b>JUNE, 1988.</b>	pkg.
Feature <b>LIFE SAVING STATION</b>	Check:	Date:	Account #

SOUTH

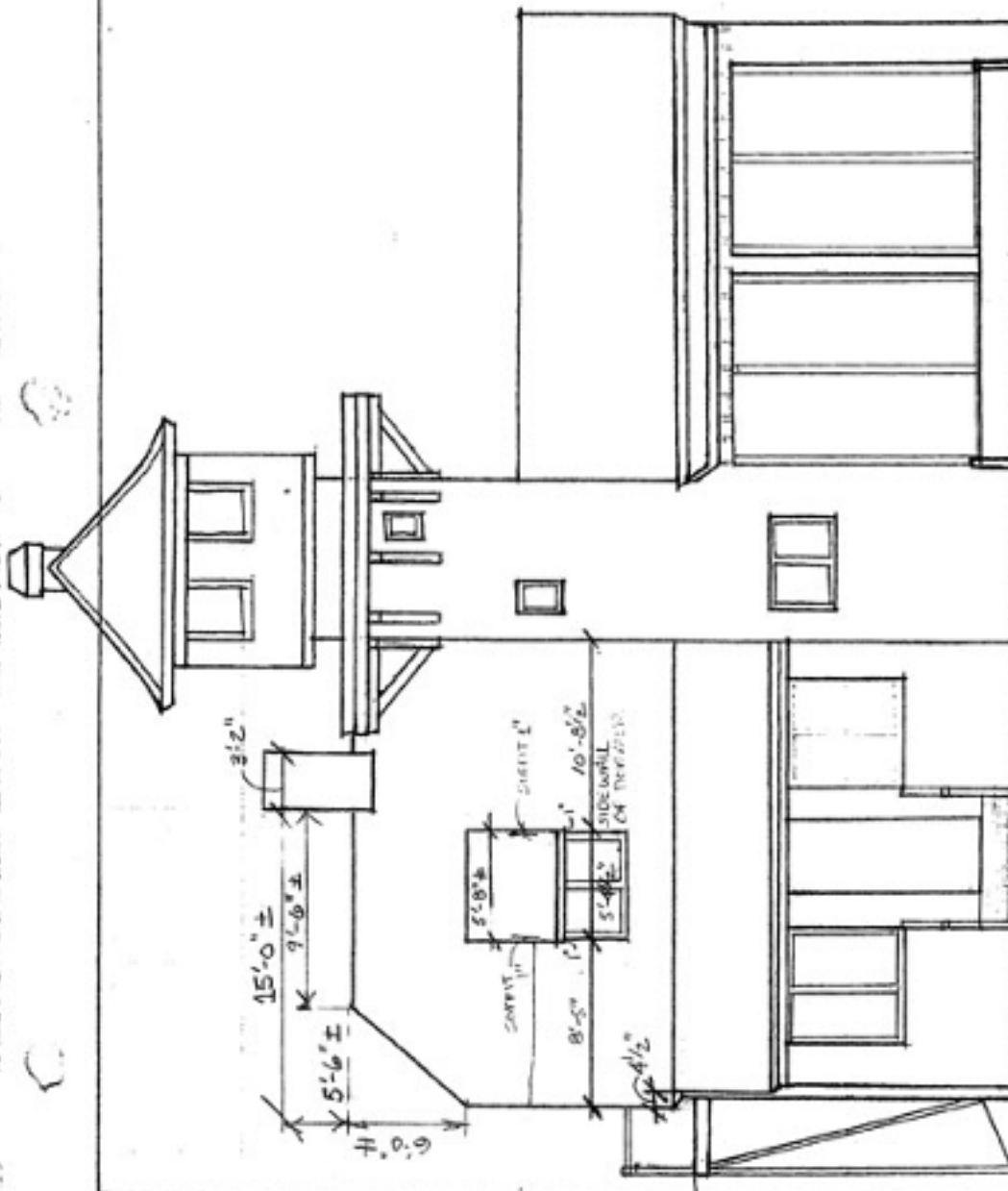






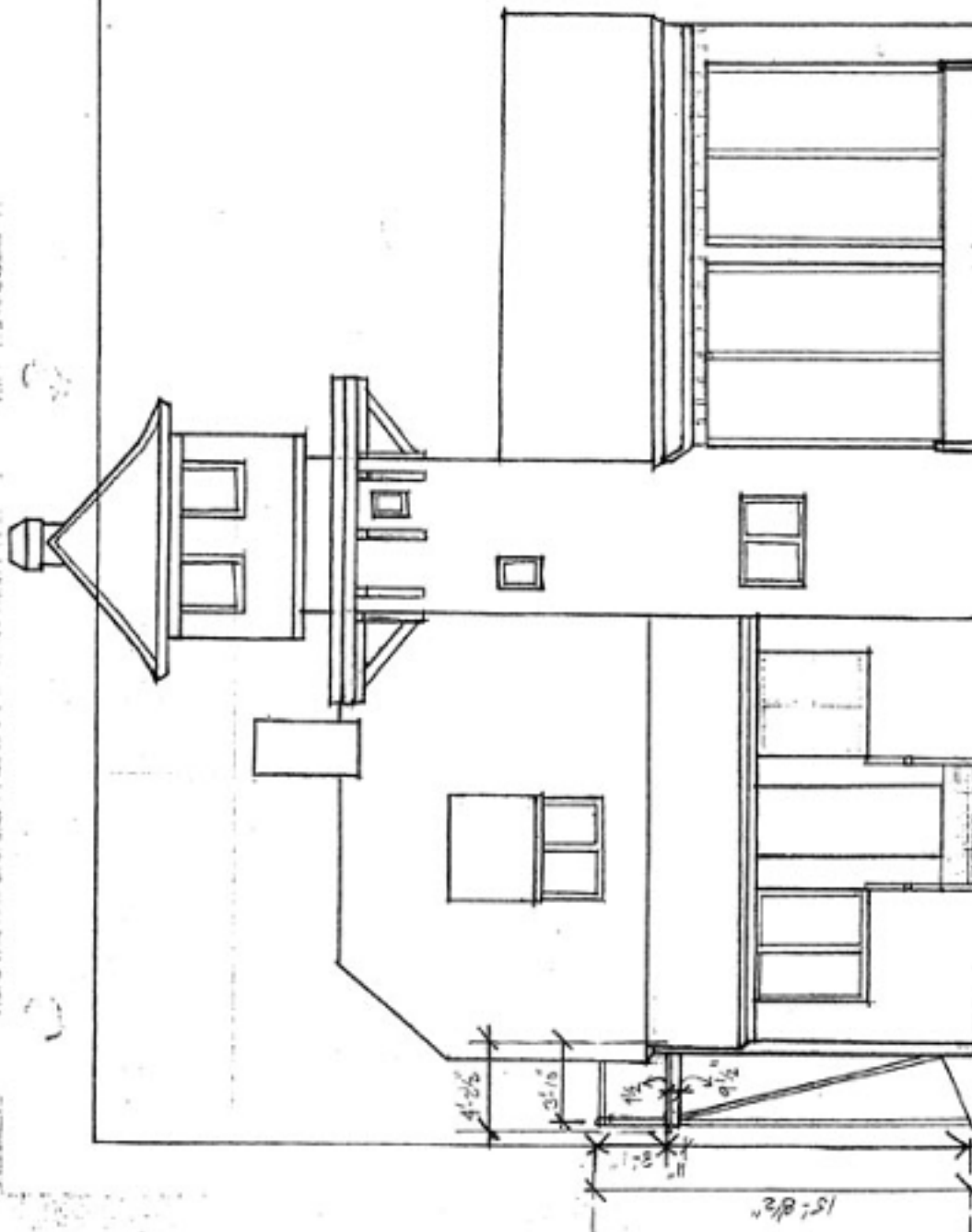
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Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet	
Area	SANDY HOOK UNIT			of	
Project	SPERMACEITI COVE HSR	By	WELLS, R.	Date	JUNE, 1988
Feature	LIFE SAVING STATION	Check:		Date:	
				pkg.	
				Account #	



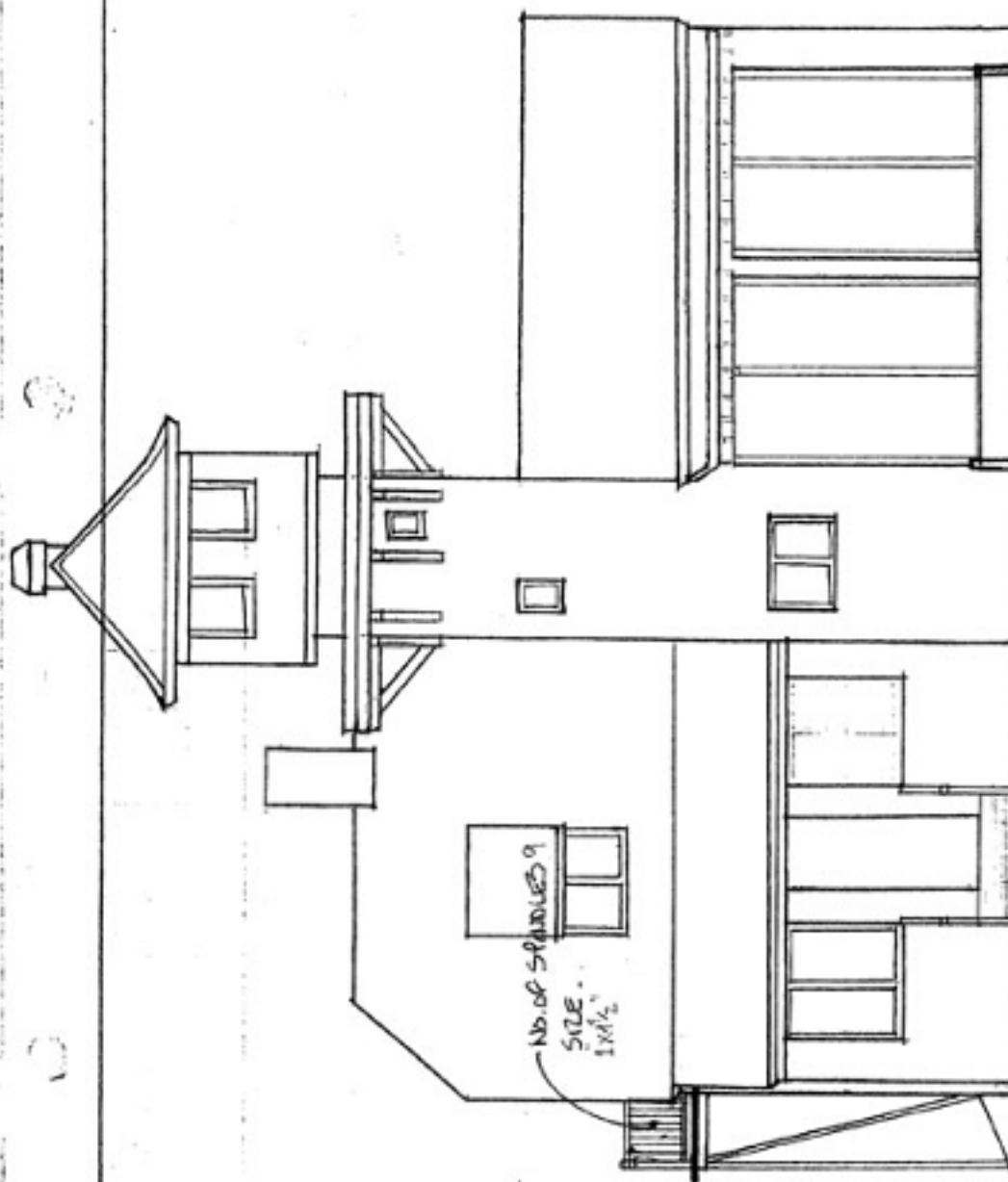
## EAST FACADE - FRONT ELEVATION 3

Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet	
Area	SANDY HOOK UNIT			of	
Project	SPERMACEITI COVE HSR	By	WELLS, R.	Date	JUNE, 1988
Feature	LIFE SAVING STATION	Check		Date	
				pkg.	
				Account #	



## EAST FACADE - FRONT ELEVATION 4

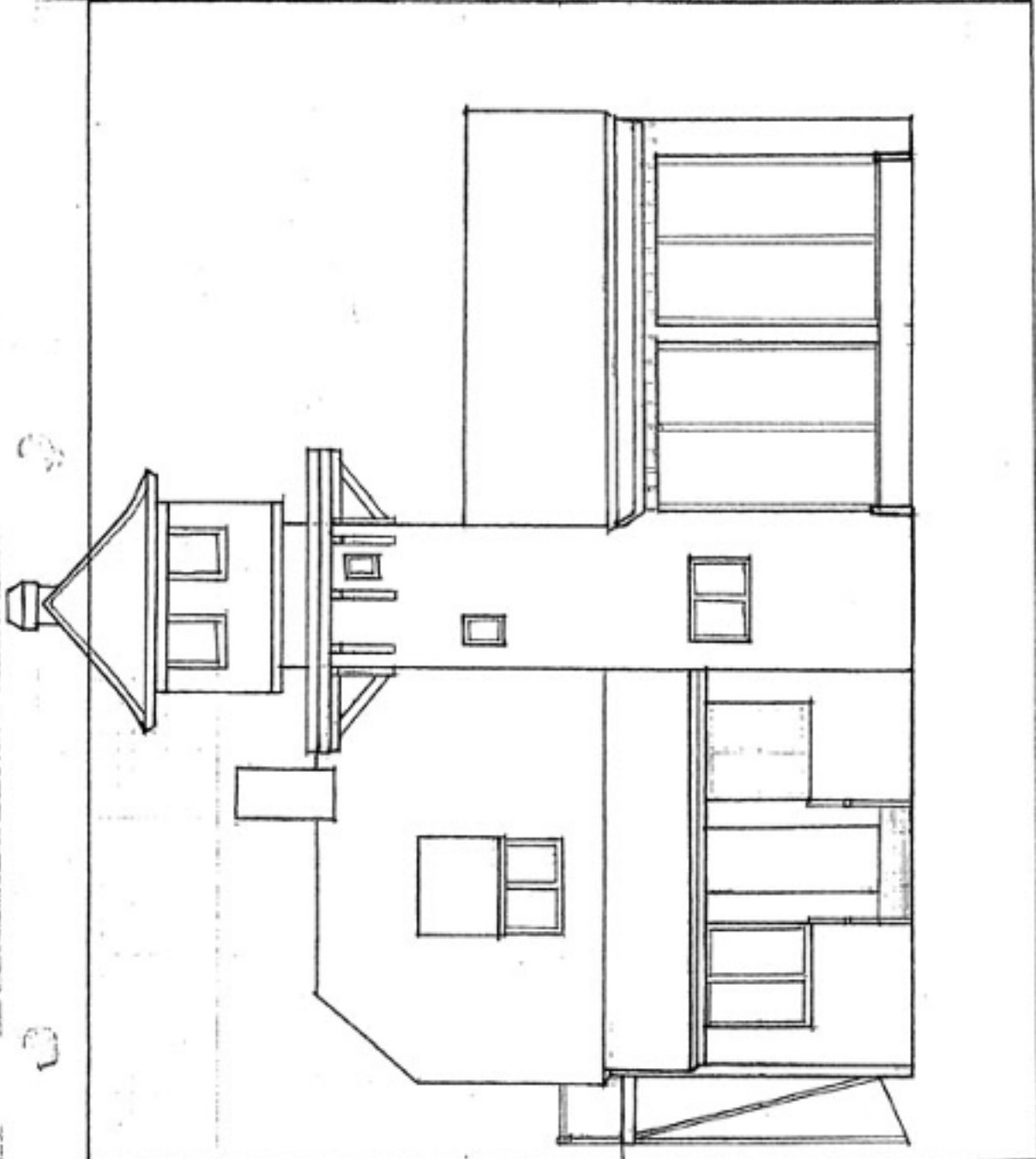
Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERMACEITI COVE HSR	By WELLS, R.	Date: JUNE, 1988	pkg.
Feature	LIFE SAVING STATION	Check:	Date:	Account #





## EAST FACADE - FRONT ELEVATION

Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT			of
Project	SPERMACEITI COVE HSR	By WELLS, R.	Date: JUNE, 1988	pkg.
Feature	LIFE SAVING STATION	Check:	Date:	Account #









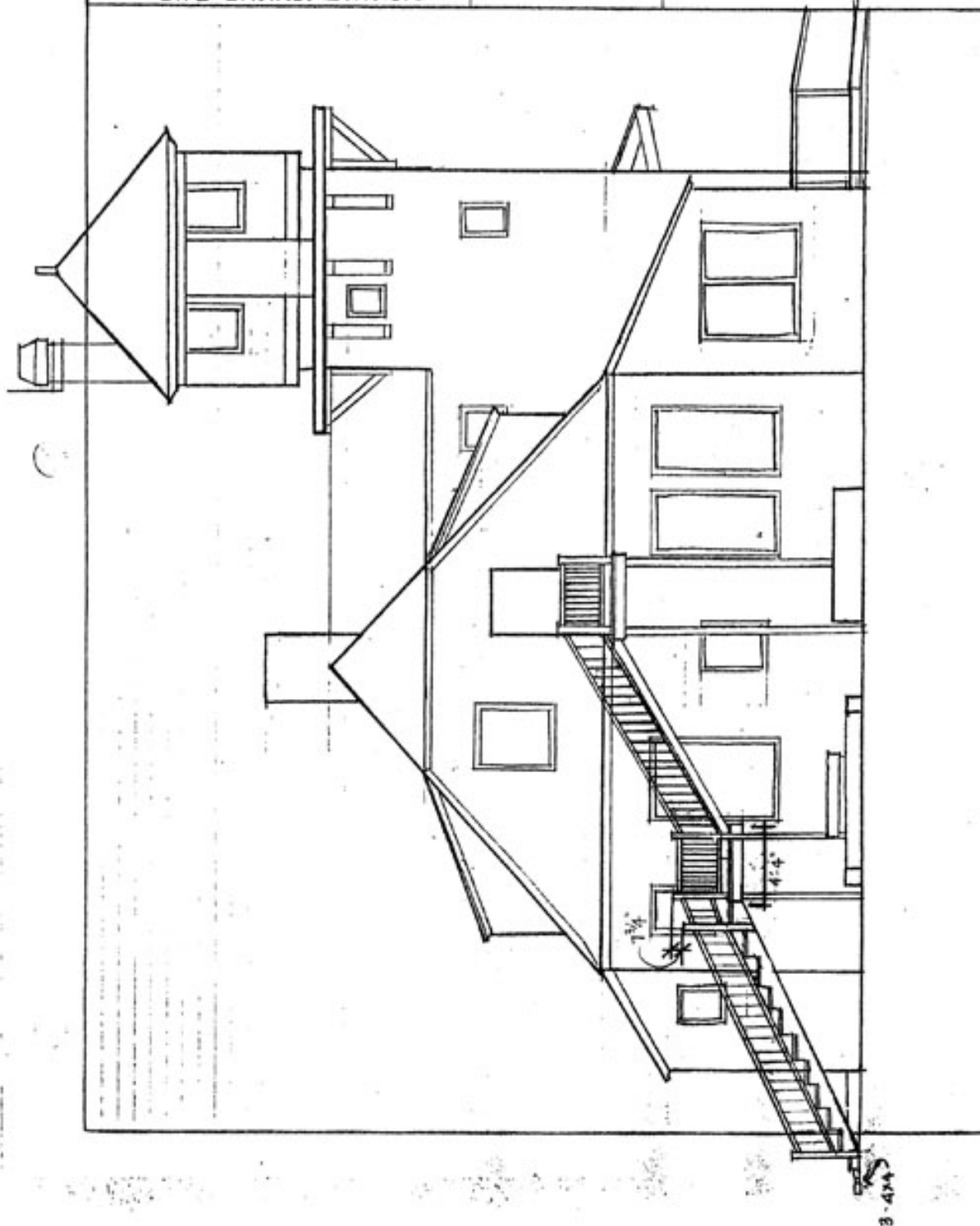






## SOUTH FACADE-ELEVATION 7

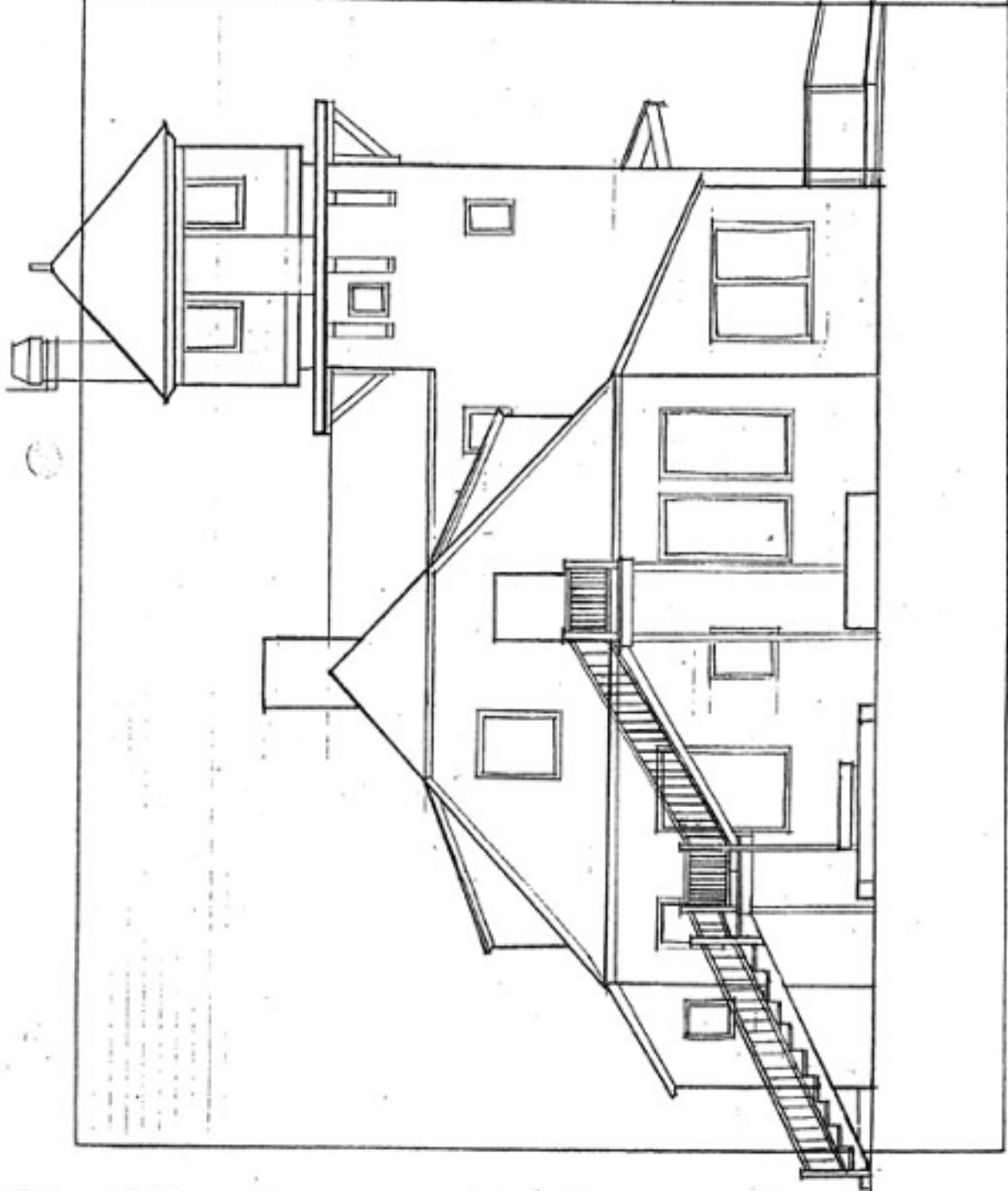
Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet	
Area	SANDY HOOK UNIT			of	
Project	SPORMACETTI COVE HSR	By	DESSNER, P.	Date	JUNE 1988
Feature	LIPE SAVING STATION	Check:		Date:	
				pkg.	
				Account #	





## SOUTH FACADE - ELEVATION

Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet	
Area	SANDY HOOK UNIT			of	
Project	SPERMACEITI COVE HSR	By	DESSNER, P.	Date	JUNE, 1988
Feature	LIFE SAVING STATION	Check:		Date:	
				pkg.	
				Account #	





# NORTH FACADE - ELEVATION 2

Park	GATEWAY NRA / NPS	NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT		NT
Project	SPERMACEITI COVE HSR		NT
Feature	LIFE SAVING STATION		NT
		By: DESSAUER, P.	
		Check:	

Architectural drawing of the North Facade - Elevation 2 of a building. The drawing shows a complex structure with multiple levels, a prominent gabled roof section on the left, and a series of rectangular windows and doors. A small structure with a gabled roof is attached to the main building. The drawing is a line sketch with some dimensions indicated at the bottom left.

## NORTH FACADE - ELEVATION 3

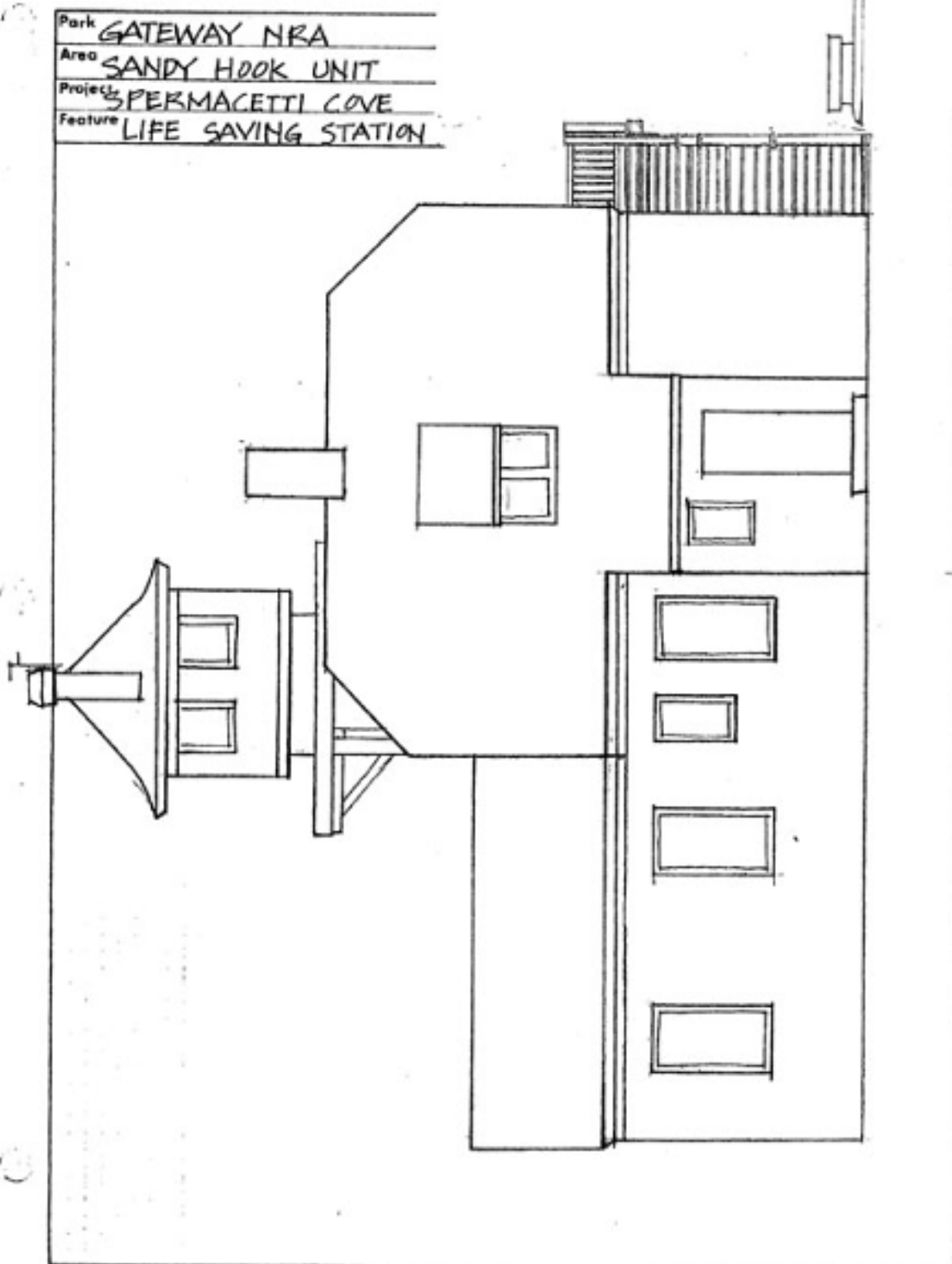
Park	GATEWAY NRA / NPS	NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT		
Project	SPERMACEITI COVE HSR		By DESSAVER, P.
Feature	LIFE SAVING STATION		Check:
			nt #

PORCH SLOPE  
3-0  
 14'-1"  
 12'-4"  
 10"  
 9 BRACKETS  
10 1/2 - 11" APART  
 LAYOUT OF ARCHITECTURE  
CIVIL ENGINEER'S OFFICE

# NORTH FACADE - ELEVATION

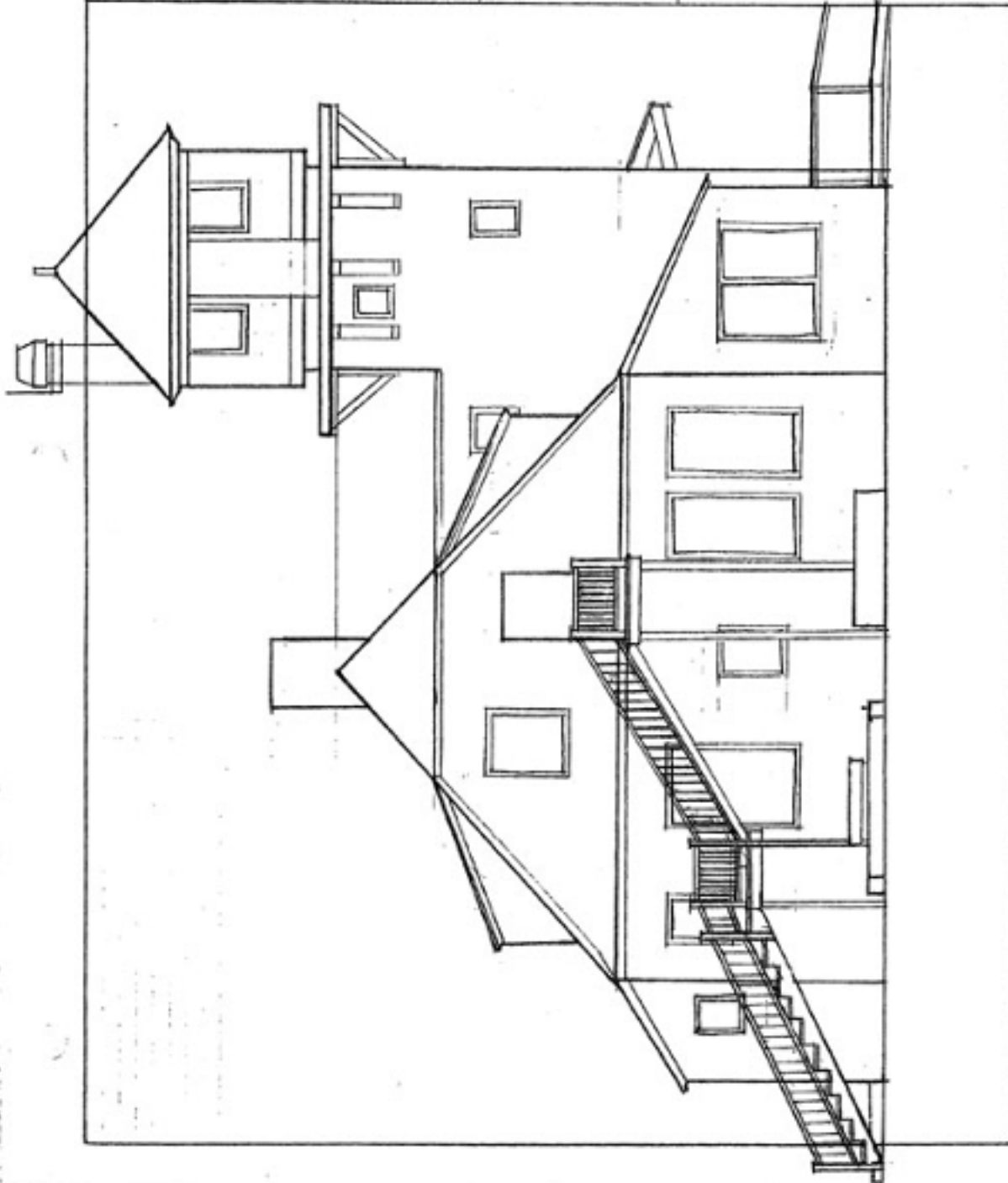
Park	GATEWAY NRA / NPS	NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet
Area	SANDY HOOK UNIT		nt
Project	SPERMACEITI COVE HSR		nt
Feature	LIFE SAVING STATION		nt II
		By	DESSAVER, P.
		Check	

# WEST FACADE - ELEVATION




## SOUTH FACADE - ELEVATION

Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE DENVER SERVICE CENTER	Sheet	
Area	SANDY HOOK UNIT			of	
Project	SPERMACEY COVE HSR	By	DESSNER, P.	Date	JUNE 1988
Feature	LIPE SAVING STATION	Check		Date	
				pkg.	
				Account #	



Park	GATEWAY NRA/NPS		NATIONAL PARK SERVICE		Sheet
Area	SANDY HOOK UNIT		DENVER SERVICE CENTER		of
Project	SPERMACEITI COVE HSR	By	R. WELLS	Date:	pkg.
Feature	TOWER BRACKET PROFILE	Check:		Date: JUNE 17, 1988	Account //

3 3/4



## APPENDIX D

Specifications for work of repairs and improvements  
at the Spermaceti Cove Life-Saving Station, Fifth District, December 1908<sup>73</sup>

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<sup>73</sup> These specifications were transcribed in Edwin C. Bearss, *Spermaceti Cove Life-Saving Station Historic Resources Study and Historic Structure Report* (Denver: U.S. Department of the Interior, National Park Service, January 1983) Appendix C, pp. 318 - 323.



Specifications for work of repairs and improvements  
at the Spermaceti Cove Life-Saving Station,  
Fifth District.

P.J.L.

**New Foundation:** Level up station building, remove present post and mudsill foundation, excavate for and place new concrete foundation; the material thus removed to be deposited in the holes at the E. & W. side of the Reservation, as directed; Under the living part of the house, about 31½ feet x 34 feet excavate for cellar, giving 73 inches clearance from top of finished cellar floor to bottom of floor joist; the four walls around the cellar to be of concrete 12" thick, on a footing on concrete 8" thick and 20" wide, the top of the footing to be placed 1" below top of the finished cellar floor; cellar floor to be of concrete piers, on concrete 4" thick, level with top of footing course and with a top dressing of 1" cement plaster running to walls. The foundation walls to have a ½" thick skim coat of cement plaster on inside cellar and for two feet below ground on outside. Girders in cellar to be supported by 15" square concrete piers, on concrete footing 12" thick and 22" square, placed not more than 6 feet on centers. Chimney in cellar to be carried on concrete footing course 12" thick and 44" square, with chimney extension of brick, and with two of the flues carried to within 2 feet of cellar floor, with clean-outs; two 8" diameter T. C. thimbles set in flues about 4' above cellar floor.

Set in foundation wall four cellar windows, sash 2'-7" x 1'-4", 1 3/8" W. P. glazed in 3 light, with 1½" cypress plank rebated frames; sash hung at top with 3" x 5" galv. iron, L. P. butts, brass pins & brass screws, with 3" brass hooks & eyes to hold open and brass button to secure (two windows on the S. side, one on E. side and one on the W. side), windows to have screens the full size of opening, 1½" x 1 3/4" W. P. frame, covered with 16 mesh rustless wire cloth and with ½" mesh heavy galv. iron wire cloth, secured in place with 2" brass hooks & eyes.

A six inch thick concrete wall from 6" below window sill to 4" above the grade, to be placed around sash window opening, to be 12" longer than the window opening and 24" wide in the clear; this is made necessary on account of the grade around the building.

Make an outside entrance to cellar on the S. side of station, just east of the cistern; opening to be 4' wide in clear, with 8" thick concrete cheeks & end wall, end wall to be 2" above grade and top to have at least 12" pitch away from building; top covered with 1½" cypress plank frame, with W. P. or cypress 1 1/8" batten door, laid up in white lead and countersunk brass screws, hung on 12" galv. iron T, hinges, brass pins & brass screws, with galv. iron hasp & staple, and brass pad lock, complete; steps of 1½" spruce plank; floor same as cellar bottom out to foot of steps, under steps to be sand bottom.

Make an inside entrance to cellar through east wall of kitchen, door 2'-6" x 6'-6", 1 3/8" W. P., 5 panel, O. G., same as present doors, hung with 4" x 4" L. P. copper finish steel butts, easy spring mort. lock with cherry knobs; opening cased to match present trim; run 1 1/8" M. & B., N. C. pine partition across west end of storm-clothes-room, giving 3' in clear, ceiling to run from bottom of floor joist to ceiling, no pieces, put on vertically; cut out floor and head the joist to form well hole, place 1½" spruce plank steps with 2" x 12" carriages leading to cellar and with platform step at top; 2" x 4" spruce sds. for hand rail on one side of steps.

Put a casement window in outside wall of station building, at head of cellar steps; sash 24" x 36", 1 3/8" W. P. glazed in 2 light, D. S. glass; hung to swing outward & upward with 3" x 3" galv. iron, L. P. butts, brass pins & brass screws, secured with two 3" brass hooks & eyes; frame of 1 3/8" cypress rebated, sill of 1 3/4" cypress rebated; outside casing of cypress to correspond with present trim; inside trim of W. P. to correspond with present trim; 3 pound sheet lead cap flashing over outside head casing, to run up 4 inches under wall shingles; furnish with screen full sizes of opening, 1" x 1 3/8" W. P. frame, covered with 16 mesh, rustless wire cloth, to fit on inside rebate of casing and held in place with two small brass buttons.

Around the balance of the building, except under the tower, excavate and place 8" concrete walls, 3 feet deep, set on a concrete footing 6" deep and 14" wide; piers under this part of the building to be 12" x 12", three feet deep and on concrete footing 8" deep and 16" square. Under the tower place 10" thick concrete walls 3 1/2 feet deep set on concrete footing 8" deep and 16" wide. Set four 6" x 6" ventilating boxes, 7/8" cypress, in foundation wall, covered with 1/4" mesh heavy galv. iron wire cloth; leave opening 3' x 3' in north cellar wall, for access under boat-room, fill in with 1 1/2" spruce plank frame and 7/8" M. & B., batten door, hung on 6" galv. iron T, hinges, brass pins & screws, and brass button to secure same.

The rotten and damaged portion of the moulded water-table around the entire building to be repaired or renewed, of W. P. or cypress similar to present one; this water-table around the building is placed about 5" below bottom of sill, and if it can be secured at that point with the new concrete foundation all right, otherwise it must be raised about one course of shingles or high enough to break joint of sill and foundation wall.

The panels of lattice work around the porches to be repaired and rotten parts renewed with W. P. or cypress material.

New Sills: Repair the rotten portions of house sills, at S.E. and S.W. corners of building, allow for a total length of 32 linear feet of 6" x 8" spruce to be used, scarfs of 12" halved and lapped and with 1" diam. W. O. pins: SHOULD ANY MORE OF THE HOUSE OR THE PORCH SILL BE FOUND DEFECTIVE, THEY WILL BE REPAIRED BY THE CONTRACTOR, AT A COST TO THE GOVERNMENT OF THE ACTUAL COST OF THE MATERIAL AND LABOR PLUS 20%.

Inclines: Saw off the ends of the joist where they enter on the house sills and support the ends of these joist on a 6" x 6" spruce cap piece, supported on 4 concrete piers 8" x 10", three feet deep and set on concrete footings 6" thick and 12" square; do the same on the small incline using 3 concrete piers.

Porches: place for E. porch supports 6 concrete piers 8" x 8" and 30" deep on concrete footings 6" thick & 12" square; and for the W. porch supports 5 concrete piers, similar to above.

Repair leak in E. dormer in crews quarters, remove shingles in front and if necessary reflash under sill with 3 lb. sheet lead, and reshingle.

Repair the "sign", with new mould and frame of W. P. or cypress, same dimension.

Repair gutters; renew conductor pipe across lower, with 4" diam. #24 gauge galv. corrugated iron; place two new #24 gauge galv. iron cut offs on supply pipe to cistern; paint inside of gutters with two coats Princess Metallic paint.

Top out chimney; remove bricks down to roof and relay with new bricks and portland cement mortar, and top out with an 8" thick blue stone cap; lining top with 8" x 8" T. C. flue lining; remove shingles around chimney and reflash with sheet zinc 10" x 10" one for each course of shingles, and counter flash with 3 lb. sheet lead built in and turned down and soldered; use new shingles and galv. iron nails.

Place new W. O. threshold at W. entrance door of building.

Place new 1½" lead S. trap on sink, in kitchen, and connect to sewer pipe with same diameter lead pipe. Place new board on sink, 1½" x 20" and 5'-3" long, W. P. or cypress, grooved at one end, with 7/8" x 6" cypress apron all round; place a piece of sheet zinc from 2" below sink board to under wainscot cap along side and end.

Lay new floor in mess-room, kitchen, pantry and entry, of 7/8" x 2½" face, matched, best grade heart rift sawed long leaf yellow pine; shim up on top of old floor where necessary; break 7/8" quarter round around; dress and oil floor after laying, raw linseed oil applied hot 2 coats.

Overhaul the hardware on doors throughout the building, replacing any lost parts; put a small rim dead lock on closet door in keepers room; put two new D. S. glass in window of tower, and one D. S. glass in window in crews-quarters,

Repairs to Out-building: Place new moulded water-table around the entire building, of W. P. or cypress, similar to present moulded one. Place new 7/8" matched & beaded, W. P. or cypress, from watertable to 6" below grade.

All new woodwork to be painted or oiled, three coats, pure white lead paint, colors to correspond with present work. All material to be of good quality and free from defects impairing strength and durability. All nails for outside use to be of proper size and galvanized.

Should the large doors in boat-room drag, the rollers at top to be loosened up and readjusted.

All old material is the property of the Government, and it will be placed on the reservation, in neat piles, by the contractor.

The reservation will be put in good order by the contractor, cleaning up all trash in and around the buildings.

The pipes leading to the cistern and to the sewer, to be properly adjusted and set to the new conditions, caused by construction of cellar and the concrete foundation walls.

Concrete to be thoroughly mixed, placed in forms and thoroughly tamped, to fill all voids: proportions one part fresh-Portland cement (Atlas or equal) clean sharp sand three parts, crushed or broken stone (to pass through 1 1/2" diam. ring) five parts. Cement and sand mixed dry, spread out, stone placed thereon, dampened, the whole mass turned three times.

Cement plaster and mortar: of one part fresh Portland cement and two parts clean sharp sand.

Brick to be of good quality, hard burned, red.



# **APPENDIX E**

## **Paint Analysis**



# **Introduction**

## ***Project Scope***

The exterior and interior of the 1894 Spermaceti Cove Life-Saving Station will be rehabilitated to reflect the stations historic appearance. This report describes the findings of the exterior and interior paint analysis conducted on the historic building elements of the life-saving station. The historic paint finishes are described in the following tables, with selected layers matched to a standardized color-notation system for the periods of interpretive interest.<sup>74</sup> The exterior and interior paint colors were matched to early paint applications that date from the construction of the station through 1915 when the Life-Saving Service was merged with the Revenue Cutter Service to form the U.S. Coast Guard.

The information in this report can be used to recreate the historic finishes of the exterior and interior of the 1894 Spermaceti Cove Life-Saving Station for the periods specified.

## ***Methodology***

A total of two-hundred fifteen exterior and interior paint samples were taken during site visits to the Sandy Hook Unit, Gateway NRA in November 2007 and January 2008 (see “Paint Sample Locations”). Paint samples were taken from accessible building elements using an Xacto knife and are included in the list of “Paint Sample Locations.” In the laboratory at the Historic Architecture Program (HAP) in Lowell, MA, all samples were examined with a Bausch and Lomb “Sterozoom 7” microscope under 10 to 70 times magnification, illuminated by tungsten fiber-optic light. Some samples were also examined under ultraviolet light to help determine the sequence and composition of paint layers. Representative samples were mounted in wax-filled Petri-dishes to better examine their finish sequences. All samples taken from the 1894 Spermaceti Cove Life-Saving Station will be stored at the HAP laboratory in Lowell, MA, and will be available for future research.

Limited chemical testing was also preformed in conjunction with the paint analysis. Paints containing lead were identified by spot testing with a solution of sodium sulfide and water. The presence of shellac was determined by testing with denatured alcohol.

The chronological finish stratigraphy from each sample was recorded in chart form; these sequences were correlated to one another through their common layers. These “chromo-chronologies” are given in the subsequent tables; each horizontal row represents the elements’ finishes at one period in time. Drawing upon the documentary and physical research, dates were assigned to some of the rows to illustrate the finishes during certain periods.

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<sup>74</sup> The Munsell Color Notation System is an internationally recognized standard of color measurement that identifies color in terms of three attributes, hue (color), value (lightness/darkness, or degree of white/black mixed in to the color) and chroma (saturation, or intensity of the color).

Color matches were performed under the HAP microscope to the finish layer determined to be representative of the periods described above. The layers were matched to Munsell System color cards, glossy finish, and are included with this report. Photomicrographs of selected paint samples are included with this report and provide representative examples of the paint finishes applied to the exterior and interior elements of the life-saving station.

All color names are subjective designations intended to distinguish between paint layers and provide a general color notation. The Munsell color notations provide a standard method of color description, but are approximations not exact matches of the historic paint colors. In addition, paints (particularly oil-based) can darken or yellow over time, and certain pigments fade. It should also be noted that color is only one factor affecting a coatings' appearance; sheen, opacity, texture, and application techniques also play a role.

## **Exterior Paint Analysis**

Forty-seven paint samples were taken from exterior building elements of the Spermaceti Cove Life-Saving Station that were representative of the station's original materials. The present Spermaceti Cove Life-Saving Station was constructed 1894 (see "Original Appearance"). Exterior paint samples were taken to identify historic paint colors and also for a means of comparing various exterior elements. Through examination of the paint evidence it was possible to discern which elements were original and which were later alterations. That helped gain a better understanding of the original structure and the evolution of the station. Selected samples from exterior building materials are listed in Tables I, II, and III which illustrate the exterior paint colors of the 1894 Spermaceti Cove Life-Saving Station from the earliest paint application to the most recent.

Examination of the exterior paint samples and station documentation, including historic photographs, helped establish the earliest paint schemes. Photographic documentation indicated that the exterior wall shingles were originally unpainted, and were probably not painted until circa 1930. Other exterior elements including the trim, cornices, doorway elements, and window opening elements were originally painted. The earliest paint colors found on those elements at Spermaceti Cove were similar to the paint colors used on the exterior of the Old Harbor Life-Saving Station<sup>75</sup> and specified for the Duluth-type life-saving station.

As previously discussed, it appeared that the specifications for the Duluth-type life-saving station were general specifications that were adapted to the individual stations. The specifications for the Old Harbor Life-Saving Station incorporated a section entitled "Paint and Glazing" with the following general guide lines and specific instructions for the exterior work:

All woodwork for painting and oiling to be prepared by properly rubbing down, puttying up, etc.

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<sup>75</sup> Andrea Gilmore, *Old Harbor Life Saving Station Paint Study* (Boston, MA: NPS, NARO, BCB, CRC 1979); included as "Appendix N. Finishes Analysis," Albee pp. 288 – 332. It should be noted that the Paint Study for the Old Harbor Life-Saving Station focused on the interior paint colors. The determination of the exterior paint colors was based on the specifications for that station.

All knots properly killed with shellac, nails set, and work oiled before puttying up.

All paint work to be of the best material, with a mixed white lead and zinc base, using a large portion of oil, and the smallest practicable portion of spirit or drier.

Only pure linseed oil to be used.

Shingles not to be painted or stained

Outside work. – All the outside work usually painted to be painted three coats.

The following to be painted a French gray: Cornices, trimmings, moldings, casings, piazza, and porch posts, railings, steps, and the ceilings of piazza and porch. Outside of all window sashes to be blue black.

The remainder of the outside work, including doors, to be light Colonial yellow.

Pulley stiles oiled three coats, not painted. Cherry window stops oiled two coats and varnished.<sup>76</sup>

The specifications also called for the following exterior finishes for the Boat Room:

Boat-room paint. – In boat room, doors both sides, sashes (inside), and trimmings about them to be painted a light olive.<sup>77</sup>

The fact that the exterior wall shingles were originally unpainted was corroborated through historic photographs and the station specifications. In addition the specification noted that the shingles were not stained. The extant wall shingles, with the exception of those within the west elevation enclosed porch, were replaced by the NPS in 1987 - 1988. It also seems likely that the shingles within the enclosed porch were replaced in circa 1918 when the station was reshingled. However, the documentation leaves no doubt that the shingles were historically left unfinished.

The earliest paint color on the trim elements, including the cornices, raked moldings, Tower brackets, front and back porch elements, and doorway and window opening surrounds was an off-white primer followed by a light gray finish color. It appeared that these paints were applied soon after the station was completed. This was especially evident on certain samples that had layers of dirt between paint applications but none between the wood and the first two paint colors. The medium gray paint color matches both the “French gray” specification and the paint color used at Old Harbor. The medium gray color was matched to Munsell Color Notation System 10YR 5/1.

Other exterior elements of the station appeared to be finished as described in the specifications. However, in many cases the extant exterior elements have been rehabilitated and the earlier finishes removed. The most reliable exterior sash sample was taken from W109, which was an original opening with original sashes. The lower sash (sample P105) had an off-white primer with a black finish that was similar to the “blue black” color specified for the exterior of the sashes. The black sash color was matched to Munsell Color Notation System N 0.5/0.6%, which is a neutral black.

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<sup>76</sup> Albee p. 167. See Appendix B of this report.

<sup>77</sup> Ibid.

The west elevation entry doorway (D103) provided the best paint sample for the exterior door color. The earliest paint color on that door was a tan, which was also evident on the door for D101. The tan color could also be described as yellow ochre, which appears to have been the “Colonial yellow” color specified for the doors. The tan paint color was matched to Munsell Color Notation System 10YR 7/6.

Though the Boat Room doors have been replaced, the specifications cited above indicated that they were painted the same olive green as some of the interior elements (see “Interior Paint Analysis”). The olive green color matched to the interior elements of the Spermaceti Cove station was Munsell Color Notation System 7.5Y 4/4.

The records of the Life-Saving Service documented the painting of the exterior, which provided a basis for determining the time periods for certain color applications. The log books recorded that in May 1903 the crew of the Spermaceti Cove Life-Saving Station painted the exterior of the station. This project was undertaken soon after a standardized paint color was established for the U.S. Life-Saving Service Fifth District stations.<sup>78</sup> The paint evidence indicated that during this exterior paint application the same color was applied to the exterior trim elements, window opening elements and doorway elements, with the possible exception of the Boat Room doors. The paint layer above the earlier medium gray was a yellowish tan color that appeared to coincide with the 1903 paint project. The same yellowish tan paint color was applied to the exterior trim, cornices, porch elements, doorways and doors, window openings and sashes. The yellowish tan paint color was matched to Munsell Color Notation System 2.5Y 9/4.

The next documented paint application to the exterior of the life-saving station was in May 1908; five years after the previous painting project. At that time the crew painted the exterior of the station, the storehouse, and the flagstaff. The records indicated that they used 100 pounds of white lead, 15 pounds of blind green, 4½ gallons of raw linseed oil, 1 quart of japan dryer, ½ gallon of turpentine, and 10 pounds of putty.<sup>79</sup> The paint evidence indicated that some of the exterior elements were again painted with a yellowish tan color but that the color of certain elements was changed. A second application of yellowish tan was found on the cornice trim, rake moldings, porch elements, and doorway and window opening surrounds. However, the doors and window sashes appeared to have been painted green. The use of the green paint on those elements during the 1908 paint application was supported by the list of materials that included “blind green.” It is not known whether the Boat Room doors were kept olive green or painted the darker green to match the other doors and window sashes at the time. For the 1908 paint application the yellowish tan trim paint was the same as the previous application (2.5Y 9/4) and the green paint was matched to Munsell Color Notation System 7.5G 2/6.

As previously discussed, the first significant alterations to the station occurred in 1909 when the basement, the south elevation bulkhead, and the window opening for the basement stairway (W106) were added. Since this work occurred soon after the exterior painting in 1908 the new elements were presumably primed and painted to match the existing building.

The exterior of the Spermaceti Cove station was painted again in April 1912. The paint evidence indicated that at that time the trim color was changed to off-white, while the doors

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<sup>78</sup> Bearss, p. 255.

<sup>79</sup> Ibid, p. 266.

and window sashes remained green. Since there are overall fewer paint layers on the doors and sashes it appeared possible that they were not painted at the time, since it was only four years since the previous paint application. The paint samples from the porch rafters and ceiling indicated that they were painted a mint-green color at this time, while the other porch elements were painted off-white. The off-white paint color used in this paint application was matched to Munsell Color Notation System 5Y 8/2 and the mint-green was matched to Munsell Color Notation System 7.5G 8/2.

Of the documentation reviewed, the 1912 paint application was the last documented exterior paint project during the tenure of the Life-Saving Service and the Coast Guard. The paint evidence indicated that the exterior of the station was painted several times during the use by the Coast Guard. Those paint applications appeared to continue the use of off-white or white trim, with green doors and sashes. The paint evidence also showed that the porch rafters and ceilings were painted green during most of that period. Historic photographs from circa 1916 indicated that the Boat Room doors were painted a dark color which matched the window sash paint. Thus the white and green color scheme continued through the Coast Guards use of the station. The only anomaly appeared to be the paint colors on the elements of the front porch some time after circa 1916. Paint samples from the extant half-post indicated that it and most likely other posts and railings were paint an olive-tan color. The front porch rafter sample indicated that the rafters were painted gray at that same time. These colors were not found on samples from the back porch and are not consistent with earlier paint colors or the later colors.

The exterior wall shingles were also painted during the Coast Guard tenure at Spermaceti Cove. A paint sample from the wall shingles enclosed by the west porch indicated that the walls were painted white until 1987 when the old shingles were removed and replaced with unpainted shingles. This appearance of the exterior wall shingles is appropriate for the stations appearance prior to circa 1930.

The paint colors matched for the exterior of the Spermaceti Cove Life-Saving Station date from the original construction in 1894, the 1908 paint application and the 1912 paint application. The station was altered in 1909 and those alterations will not be removed during future rehabilitation. The original paint colors are useful in the interpretation of the Spermaceti Cove station and the Duluth-type station but would not be representative of the structure after the 1909 alterations. It is therefore recommended that the exterior be painted to match either the 1908 or the 1912 paint colors. The use of either of those period paint colors would be representative of how the station historically appeared.

**TABLE I. Exterior Elements**

SAMPLE	P087	P115, P119	P089, P090	P113, P114
ELEMENT	East/front porch northeast post at Tower.	West/back porch cased beam & southeast post	East/front porch rafter	West/back porch rafter & ceiling board
SUBSTRATE	Wood	Wood	Wood	Wood
1894	off-white medium gray	off-white medium gray	off-white medium gray	off-white medium gray
1903	yellowish tan	yellowish tan	yellowish tan	yellowish tan
1908	yellowish tan	yellowish tan	yellowish tan	
1912	off-white	off-white	mint green	mint green
ca. 1916	off-white	off-white		
	olive/tan	off-white	off-white gray	
	white	off-white	green	green
ca. 1930	white	off-white	green	green
	white white	white		
	off-white	white	dark green	dark green
	white	white	porch enclosed & ceiling/rafters	green
ca. 1962	off-white	off-white	covered ca. 1962 thru 2004,	light blue/gray
	gray			gray
	gray	white		gray
1979		white		white
	white		white white	





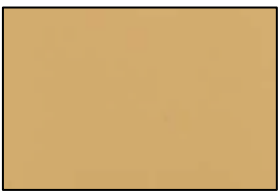

**TABLE II. Exterior Elements**

SAMPLE	P103	P106	P104	P105
ELEMENT	West elevation W111 window opening casing	West elevation W109 & north elevation W114 window casings	West elevation W112 lower sash	West elevation W109 lower sash
SUBSTRATE	Wood	Wood	Wood	Wood
1894		medium gray		off-white black
1903		yellowish tan		yellowish tan
1908		yellowish tan		green
1912		off-white		
ca. 1916		off-white off-white		green
		off-white (grayed)		green
		off-white		
ca. 1930	off-white	off-white	off-white dark green	dark green
	white	white		
	white	white	green	green
	green	green		
ca. 1962	light blue/gray	light blue/gray	light blue/gray	light blue/gray
	gray	gray	gray	gray
	medium gray		medium gray	medium gray
1979	off-white	off-white	off-white	off-white
	white	white	white	white
	white	white	white	white

**TABLE III. Exterior Elements**


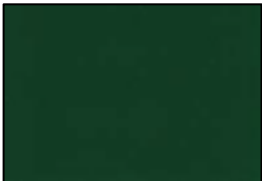
SAMPLE	P097, P099	P084	P122	P126
ELEMENT	South elevation belt course, & west elevation cornice	South elevation of Tower D101	West elevation D103 (within enclosed porch was exterior)	West elevation W207 & W208 north window casing
SUBSTRATE	Wood	Wood	Wood	Wood
1894	off-white medium gray	tan	tan	medium gray
1903	yellowish tan	yellowish tan	yellowish tan	yellowish tan
1908	yellowish tan	green	green	yellowish tan
1912	off-white	green	green	off-white
ca. 1916	off-white	dark green	dark green	off-white off-white
	off-white	green	green	off-white
	white			white
ca. 1930	white		green	white
	white	white		white
	white		light gray	white
	white	white		white
				green
ca. 1962	white	off-white	light blue/gray	light blue/gray
			gray	gray
1979	white	white		white
	white	white		white
				white

**Table IV. Exterior Elements**  
**Munsell Color Notation System Number & Swatch<sup>80</sup>**

Exterior Elements circa 1894	Munsell Color Number & Swatch
Cornices, Raked Moldings, Tower Brackets, Front and Back Porch Elements, Doorway and Window Opening Surrounds	10YR 5/1 (medium gray) 
Exterior Elements circa 1894	Munsell Color Number & Swatch
Window Sashes	N 0.5/0.6% (black) 
Exterior Elements circa 1894	Munsell Color Number & Swatch
Exterior Doors of Main Block and Tower (D101, D102, D103)	10YR 7/6 (tan) 
Exterior Elements circa 1894	Munsell Color Number & Swatch
Boat Room Doors (since there was no physical evidence of the olive green color on the extant doors, the color is based on the interior samples and the specifications for the Duluth-type station)	7.5Y 4/4 (olive green) 

<sup>80</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.




**Table V. Exterior Elements  
Munsell Color Notation System Number & Swatch<sup>81</sup>**

Exterior Elements circa 1908	Munsell Color Number & Swatch
Cornices, Raked Moldings, Tower Brackets, Front and Back Porch Elements, Doorway and Window Opening Surrounds	<div>  </div> <div>2.5Y 9/4 (yellowish tan)</div>
Exterior Elements circa 1908	Munsell Color Number & Swatch
Window Sashes Exterior Doors (D101, D102, D103) (the color of the Boat Room Doors is unknown for this period)	<div>  </div> <div>7.5G 2/6 (blind green)</div>

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<sup>81</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.

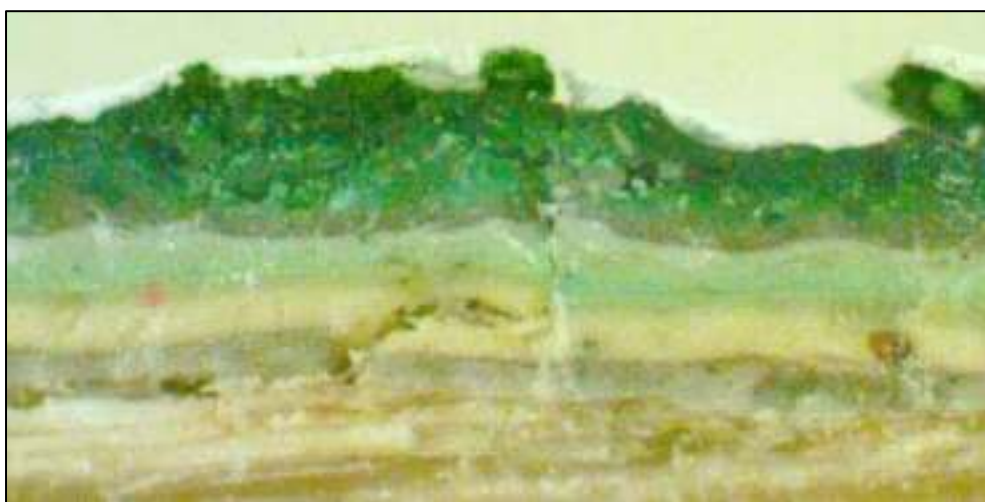
**Table VI. Exterior Elements  
Munsell Color Notation System Number & Swatch<sup>82</sup>**

Exterior Elements circa 1912	Munsell Color Number & Swatch
Cornices, Raked Moldings, Tower Brackets, Front and Back Porch Posts, Railings, & , Doorway and Window Opening Surrounds	5Y 8/2 (off-white) 
Exterior Elements circa 1912	Munsell Color Number & Swatch
Window Sashes Exterior Doors (D101, D102, D103) (the color of the Boat Room Doors is unknown for this period, but historic photographs depict the doors matching the sash color in circa 1916)	7.5G 2/6 (blind green) 
Exterior Elements circa 1912	Munsell Color Number & Swatch
Front and Back Porch Rafters and Ceilings	7.5G 8/2 (mint-green) 

<sup>82</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.



**Figure 65.** Spermaceti Cove Life-Saving Station, sample P087 taken from the East/Front Porch original northeast half-post.



**Figure 66.** Spermaceti Cove Life-Saving Station, sample P089 taken from verge board and rafter on East/Front Porch.

# Interior Paint Analysis

One-hundred sixty-eight paint samples were taken from interior building elements of the 1894 Spermaceti Cove Life-Saving Station. Interior paint samples were taken to identify historic paint colors and also for a means of comparing various elements and determining which elements were alterations. Through analysis of the paint evidence it was possible to gain a better understanding of the original structure and the evolution of the station. As with the exterior paint projects the log books of the Spermaceti Cove Life-Saving Station documented when the crew painted the interior of the station. That information provided a basis for determining when certain paint colors were applied. Selected samples from interior building materials are listed in Tables VII through XV which illustrate the interior paint colors of the 1894 Spermaceti Cove Life-Saving Station from the earliest paint application to the most recent.

## *Original Paint Colors*

The earliest paint colors on the interior elements at Spermaceti Cove were similar the paint colors found on the interior of the Old Harbor Life-Saving Station<sup>83</sup> and specified for the Duluth-type life-saving station. As previously discussed, the specifications for the Old Harbor Life-Saving Station incorporated a section entitled “Paint and Glazing,” which included the following instructions for the interior work:

Inside work. – All work usually painted to have three coats.

The following are to be French gray: Boards and exposed timber of first-story ceilings.

The following a light olive tint: Doors, sashes, all standing finish, casings, dado, base, chair rail, sheathing, pantry, cupboards, shelves, underside of stowaway floor and timbers, underside of roof and timbers, second-story ceiling and timber of tower, third story and watch room of tower, including walls, ceilings, and exposed timbers, sheathing, stepladder, string casings, and exposed woodwork of all stairs (excepting the hard-wood work, which will be oiled two coats and rubbed down), crew’s lockers, mantels, standing finish. All upper hard-wood floors, including piazza, to be oiled two coats in the proportion 1 turpentine to 8 raw oil.

Boat-room paint. – In boat room, doors both sides, sashes (inside), and trimmings about them to be painted a light olive.

Excepting as above specified, there will be no paint work inside boat room. Plank to platform and runways will not be painted.<sup>84</sup>

The interior paint samples indicated that the woodwork at the 1894 Spermaceti Cove Life-Saving Station was painted according to the specifications. Of the extant original materials sampled in the Main Block and Tower an olive green paint color was the first finish layer on the first-story wainscoting, doorway surrounds, doors, window opening surrounds, and sashes; the second-story wainscoting, baseboard (Room 205), doorway surrounds, doors,

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<sup>83</sup> Gilmore, see Albee pp. 288 – 332.

<sup>84</sup> Albee p. 167. See Appendix B of this report.

transom (D205), window opening surrounds, sashes, exposed rafters and roof sheathing/ceiling boards, raked molding, and narrow molding at the juncture of the rafters and walls; the third-story doorway surrounds, window surrounds, exposed rafters and roof sheathing/ceiling boards (Room 302), and stepladder stringers (the third-story wainscoting appeared to be replaced, and the sashes were either stripped of their finishes or replaced); the fourth-story original woodwork including wainscoting, cornice molding, corner post casing, window seat soffits, and window opening surrounds (the sashes were not original). The olive green color matched to the interior elements of the Spermaceti Cove station was Munsell Color Notation System 7.5Y 4/4. The only anomaly appeared to be the wainscoting in the back entry hall (Room 106) which appeared to have been originally shellacked and not painted until after the Life-Saving Service period.

As stated in the specifications, some of the exceptions to the painted interior woodwork were the hardwood elements of the staircase. Samples taken from the newel posts, railing, balusters, risers, and treads indicated that these were originally unpainted. In addition, the log books for the station documented that the staircase elements were oiled.<sup>85</sup>

The specifications noted that the interior wall plaster should be made with “sufficient yellow ochre to be mixed with the sand coat to finish a light canary tint.”<sup>86</sup> This indicated that the interior plaster walls were originally intended to be unpainted. The absence of a paint color specification for the walls in the specifications further supports this conclusion. Paint samples from the extant plaster walls exhibited a tinted plaster that would have had a tan appearance, as well as subsequent paint layers.

In the first story the exposed joists and boards on the ceilings were to be painted “French gray.” The only original exposed ceiling elements on the first story were in the basement staircase closet (Room 104a). However, the ceiling was inaccessible and was not sampled during this project. Since other first story rooms were painted as specified, it seems likely that the ceilings were also painted as specified. Also some of the exterior elements were painted medium gray including the porch ceiling elements. Presumably that exterior gray was “French gray” since that was specified for the exterior too. If additional ceiling elements are uncovered during the rehabilitation of the station, they should be examined for paint evidence. The medium gray color on the exterior elements was matched to Munsell Color Notation System 10YR 5/1.

Paint samples from the Boat Room (Room 109) indicated that it was also originally painted to specification. In this case the walls and exposed timbers were left unpainted and the doorway surrounds, doors, window opening surrounds, and sashes were painted olive green.

Though most of the wood flooring on the first story is currently covered, the log books documented that the Spermaceti Cove station crew oiled the floors prior to moving into the station. The log books also recorded that the floors were periodically oiled throughout the Life-Saving Service tenure at Spermaceti Cove.

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<sup>85</sup> Bearss, p. 153.

<sup>86</sup> Albee p. 161. See Appendix B of this report.



## *Subsequent Paint Colors*

The station log books recorded that the Kitchen and Mess Room were painted in 1897.<sup>87</sup> The documentation suggested that this was the first paint application to the wall plaster. The woodwork elements in those rooms may have been painted at the same time. However, there was no historic wall material extant in either of the rooms for paint sampling.

The next recorded interior paint application was in April 1902. At that time the crew painted the Mess Room, Keeper's Room and other rooms.<sup>88</sup> The quantity of materials used was less than one-sixth of the quantities used for future interior painting projects, which suggested that only a few rooms were painted. The paint evidence suggested that the plaster walls of the Back Entry Hall (Room 106) were also painted at that time, which seems likely given its proximity to the Keeper's Room. Of the first-story rooms sampled it appeared the Room 106 was the only room with intact original materials that showed evidence of the 1902 paint application. As previously described, all original building materials were removed from the mess room and most are not extant in the Keeper's Room.

What appeared to be the first extensive interior paint project since the original application was in April and May of 1906.<sup>89</sup> Both the documentary evidence and the paint evidence suggested that most of the rooms were painted at that time. Analysis of the paint evidence suggests that the woodwork on the first story of the station was painted a light gray at that time. The light gray paint color did have an olive cast to it as well. Of the extant materials tested only the wainscoting in the back entry hall did not exhibit the light gray. The light gray paint color was also applied to the woodwork on the second story, third story, and fourth story, including the staircase wainscoting. The light gray color was matched to Munsell Color Notation System 10Y 7/1.

Paint samples from the extant original plaster indicated that the plaster walls were painted tan during the 1906 paint application. The tan color used was similar to the original tan finish of the unpainted plaster. The same color was used on the first, second, and third-story rooms with the exception of Room 205 and Room 302, in which the plaster was left unpainted. The tan paint color was matched to Munsell Color Notation System 2.5Y 8/4.

The interior of the station was painted again in the spring of 1912 but when the crew ran out of supplies it was continued in May of the following year.<sup>90</sup> The records documented that the materials used included the same natural lead tints as in 1906, which suggested that the paint colors in 1912 and 1913 would be similar to those used in 1906. The paint samples indicated that the plaster was painted tan during this period but woodwork was painted a light gray-tan color, which was different from the light gray used on the woodwork in 1906. The light gray-tan paint color was matched to Munsell Color Notation System 2.5Y 7/2.

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<sup>87</sup> Bearss, p. 152.

<sup>88</sup> Bearss, p. 254.

<sup>89</sup> Bearss, p. 264.

<sup>90</sup> Bearss, pp. 278 & 279.

On the first story the basement staircase closet (Room 104a) that was created in 1909 was not painted in 1912 but retained the paint colors that were applied to the original elements of the Storm Clothes Room in 1906 (those same colors were applied to the tongue-and-groove board partition wall and the new window opening when they were installed in 1909).

The paint evidence indicated that the plaster walls and the doorway trim in the back entry hallway were painted in 1912 but that the wainscoting in that room remained unpainted until a later date.

The paint samples from the second-story elements indicated that the primary spaces including the Staircase Hallway, Locker Room, and Crew's Quarters were all painted in 1912. However, the Spare Room (Room 205) was not painted at that time and retained the 1906 paint colors.

On the third-story examination of the paint evidence determined that only the plaster walls in the Staircase Hallway were painted in 1912. The woodwork in that room retained the light gray color of the previous paint scheme and the elements in the Stowaway (Room 302) retained their original finish.

Likewise, the woodwork in the fourth-story Watch Room retained the 1906 light gray paint color. However, the paint samples indicated that this room received an additional application of the light gray paint color. It is not known whether that second application of light gray occurred in 1912 or prior to that, but a layer of oil between the two gray layers does suggest that they were applied at different times.

As with the previous paint application, the Boat Room walls and exposed framing remained unpainted and the window opening elements were painted to match other woodwork in the station.

The documentation for the 1894 Spermaceti Cove Life-Saving Station does not discuss painting projects beyond the 1912 and 1913 paint applications. The paint evidence demonstrated that the interior woodwork and plaster walls were painted numerous times during the occupancy by the U.S. Coast Guard, the N.J. State Parks Department, and the NPS. Two unique paint colors appeared to be applied during the Life-Saving Service tenure. In Rooms 106, 107, and 201 there was evidence of a yellowish-green paint directly after the 1912 paint colors. In Room 106 that color was on both the plaster and the woodwork and helped delineate the paint stratigraphy for that space. Another color that coincided with the yellowish green was a deep purple found on the woodwork in the Tower Watch Room. This color appeared after the second application of light gray, which was most likely after 1912.

A paint scheme that was applied numerous times to the interior of the station consisted of an orange-tan paint color on the plaster and an off-white paint color on the woodwork. The occurrence of these colors in the paint stratigraphy on practically every interior paint sample indicated that they were applied during the years the station was used by the U.S. Coast Guard. The orange-tan paint color used in this paint application was matched to Munsell Color Notation System 7.5YR 6/8 and the off-white was matched to Munsell Color Notation System 5Y 9/1. The paint applications also helped date certain alterations to the building to the U.S. Coast Guard period.

Subsequent paint schemes included off-white woodwork and plaster; light blue woodwork and off-white plaster (the staircase was first painted with this color); and more recently some rooms were painted off-white and others with combinations of gray woodwork and white plaster/wall board and ceilings, as well as gray below the chair rail level and white on the upper wall sections in the Boat Room.

Since the station was altered in 1909 and those alterations will not be removed during future rehabilitation, it is recommended that the interior be painted to match either the 1906 or the 1912 paint colors. The original paint colors are useful in the interpretation of the Spermaceti Cove station and the Duluth-type station but would not be representative of the structure after the 1909 alterations. The use of paint colors from either of the 1908 or 1912 periods would be representative of how the station historically appeared.

**TABLE VII. Interior Elements**

SAMPLE	P002, P010	P004,	P006,	P072, P075
ELEMENT	Room 101, D101 architrave	Room 101, west wall wainscoting	Room 101a, north wall wainscoting	Room 101, stair newels, and stringer
SUBSTRATE	Wood	Wood	Wood	Wood
ca. 1894	brown olive green	tan/brown olive green	brown olive green	built up layers of oil
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	light gray	light gray light gray	light gray	
1912-1913	light gray-tan	light gray-tan	light gray-tan	
	off-white	off-white	white	
	off-white	off-white	off-white	
	off-white	off-white	off-white (wall enclosing Room 101a was installed)	
	light blue	light blue	light blue	
	light blue	light blue	light blue	light blue
	light blue	light blue		light blue
	mint green			light gray
	red-brown	red-brown		red-brown
	light gray	light gray		gray
	medium gray	medium gray		medium gray
	gray	gray		
	dark gray	gray		gray

**TABLE VIII. Interior Elements**

SAMPLE	P014	P015, P016	P017	P010
ELEMENT	Room 102, south wall plaster	Room 102, cornice molding and frame of ceiling coffer	Room 102, panel of ceiling coffer	Room 102, D110 architrave
SUBSTRATE	Plaster	Wood	Wood	Wood
1894	finish coat pigmented with yellow ocher			brown olive green
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	tan			light gray
1912-1913	tan			light gray-tan
	orange-tan			
	orange-tan			
	orange-tan			off-white
	orange-tan	off-white	tan orange-tan	off-white
	orange-tan	off-white	orange-tan	
	white	off-white	off-white	light blue
	off-white	off-white		light blue
	mint green		(trace of mint between layers)	mint green
	off-white			red-brown
	off-white	white	white	light gray
	white			medium gray
	white white	white	white	gray

**TABLE IX. Interior Elements**

SAMPLE	P023, P027	P024	P028	P026, P206
ELEMENT	Room 104a, south wall wainscoting, and west wall wainscoting	Room 104a, east partition wall (1909) tongue-and-groove boards	Room 104a, north wall cornice molding	Room 104a, west and north wall plaster
SUBSTRATE	Wood	Wood	Wood	Plaster
1894	brown olive green		tan olive green	finish coat pigmented with yellow ocher
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	light gray	light blue-gray light gray (1909)	light gray	off-white tan
1912-1913				
	white off-white	white	off-white	orange-tan
	off-white	off-white	orange-tan	orange-tan
	off-white/beige	white	orange-tan	orange-tan
	off-white	off-white	orange-tan	orange-tan orange-tan
	off-white	off-white	white	white
	white	white		
	off-white	off-white		
	off-white	white		
	off-white	white		
	off-white	white		
	off-white	white		

**TABLE X. Interior Elements**

SAMPLE	P038	P039	P041	P212
ELEMENT	Room 106, east wall wainscoting	Room 106, north wall plaster	Room 106, D114 surround	Room 107, D114 lower left panel of door
SUBSTRATE	Wood	Plaster	Wood	Wood
1894	resinous layer tested positive for shellac	finish coat pigmented with yellow ocher	olive green	olive green
1902		tan		
1906		tan	off-white	light gray
1912-1913		tan	off-white	light gray-tan
		yellowish green	yellowish green	yellowish green
	off-white	orange-tan	off-white	off-white
	white	orange-tan	off-white	off-white
		orange-tan	white	off-white
	medium gray	orange-tan	off-white	off-white
	blue gray	white	white	off-white
	gray	off-white		white
	medium gray	mint green	mint green	mint green
	medium gray	off-white	off-white off-white	
	gray	off-white	off-white	off-white
	blue gray	white	white	beige/peach
	off-white	white white	off-white	beige/off-white

**TABLE XI. Interior Elements**

SAMPLE	P055	P056, P060	P059	P061
ELEMENT	Room 109, south wall clapboards (below chair rail level)	Room 109, west and north wall tongue-and-groove boards (below chair rail level)	Room 109, W112 bottom sash	Room 109, W113 window opening surround
SUBSTRATE	Wood	Wood	Wood	Wood
1894	unpainted	walls open to framing		olive green
1902				
1906				light gray light gray
1912-1913				light gray-tan
				cream
		↓		
	tan orange-tan	tan orange-tan		off-white
	dark gray	gray	white	white
	light gray	dark gray	off-white	off-white
		white	green	white
		light green	light green	off-white
	light gray	light gray	light gray	off-white
	white	white	off-white off-white	off-white
	gray	medium gray	gray	light gray
	dark gray	dark gray	dark gray	dark gray
			medium gray	medium gray
	gray	gray	gray	gray



**TABLE XII. Interior Elements**

SAMPLE	P131	P132	P140	P143
ELEMENT	Room 201, W201 lintel trim	Room 201, south wall wainscoting	Room 202, D204 architrave	Room 202, west wall plaster
SUBSTRATE	Wood	Wood	Wood	Plaster
1894	olive green	olive green	olive green	finish coat pigmented with yellow ocher
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	light gray	light gray	light gray	tan
1912-1913	light gray-tan	light gray-tan	light gray-tan	
		yellowish green		
	off-white	orange tan	white	orange-tan
	off-white	white		orange-tan
	off-white	off-white off-white	white	orange-tan
	off-white	off-white		orange-tan
	off-white	white		white
	off-white	off-white	off-white	
	off-white	off-white		off-white
	off-white	off-white		
	light blue blue	light blue blue	light blue	white
	light blue	light blue	light blue	
	light blue-green	light blue-green	light blue-green	white
	gray	gray	gray	

**TABLE XIII. Interior Elements**

SAMPLE	P155	P152, P153, P176, P177	P150	P175
ELEMENT	Room 205, north wall plaster	Room 205 and Room 206, rafters and ceiling boards	Room 206, south wall wainscoting	Room 206, south wall plaster
SUBSTRATE	Plaster	Wood	Wood	Plaster
1894	finish coat pigmented with yellow ocher	off-white olive green	brown olive green	finish coat pigmented with yellow ocher
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906		light gray	light gray	tan
1912			off-white/tan	tan
			off-white	dark tan
	orange-tan	orange-tan	off-white	orange tan
	orange-tan		off-white	orange tan
	orange-tan	white	off-white	white
	white	white	white	white
			gray	off-white
	white	white	white light blue	off-white
	white	white	light blue	white
		white (Room 206 only)	gray	




**TABLE XIV. Interior Elements**

SAMPLE	P183, P187	P186	P191	P192, P193
ELEMENT	Room 301, east and west plaster walls	Room 301, W304 architrave	Room 302, south wall plaster	Room 302, rafters and ceiling boards
SUBSTRATE	Plaster	Wood	Plaster	Wood
1894	finish coat pigmented with yellow ocher	brown olive green		off-white olive green
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	tan	light gray		
1912	tan			
	orange-tan	off-white	orange-tan	white
	orange-tan orange-tan	off-white		
	orange-tan	off-white	orange-tan	white
	orange-tan	off-white		
	white	off-white		
		off-white		
	white	off-white		
	white	light blue		
		blue		
	white	light blue		

**TABLE XV. Interior Elements**




SAMPLE	P195, P196, P197	P198	P194	P201
ELEMENT	Room 401, east wall wainscoting, cornice, soffit	Room 401, W407 lintel trim	Room 401, coffered ceiling panel	Room 401, painted brick chimney (added in 1926)
SUBSTRATE	Wood	Wood	Wood	Brick
1894	brown olive green	olive green		
1902	Documentation indicated that only a few rooms were painted in 1902.			
1906	light gray	light gray		
1912-1913	light gray	light gray		
	deep purple	deep purple		
	tan	tan		
	orange-tan	orange-tan		
	tan (orange hue)	tan(orange hue)		
	tan (orange hue)	tan(orange hue)		
	orange-tan	orange-tan	tan orange tan	orange-tan
	orange-tan	orange-tan	orange-tan	orange-tan
	orange-tan	orange-tan	light blue	orange-tan
	orange-tan	orange-tan	white green	orange-tan
	orange-tan	white	white light blue	orange-tan
	orange-tan	off-white	off-white	orange-tan
	white	white	off-white	white
	light blue	light blue	off-white	light blue
	white	white	white	

**Table XVI. Interior Elements**  
**Munsell Color Notation System Number & Swatch<sup>91</sup>**

Interior Elements circa 1894	Munsell Color Number & Swatch
Woodwork including wainscoting, doorway and window opening trim on all stories, as well as ceiling elements on upper stories and all woodwork in Watch Room.	7.5Y 4/4 (olive green) 
Interior Elements circa 1894	Munsell Color Number & Swatch
Ceiling elements on first story as specified (color matched to “French gray” exterior color that was also specified for the first-story ceilings).	10YR 5/1 (medium gray) 
Interior Elements circa 1894	Munsell Color Number & Swatch
Plaster (the color approximates the tinted color of the plaster walls; the plaster was not painted during this period).	2.5Y 8/4 (tan) 

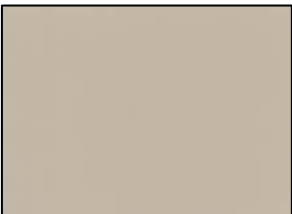

<sup>91</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.

**Table XVII. Interior Elements**  
**Munsell Color Notation System Number & Swatch<sup>92</sup>**

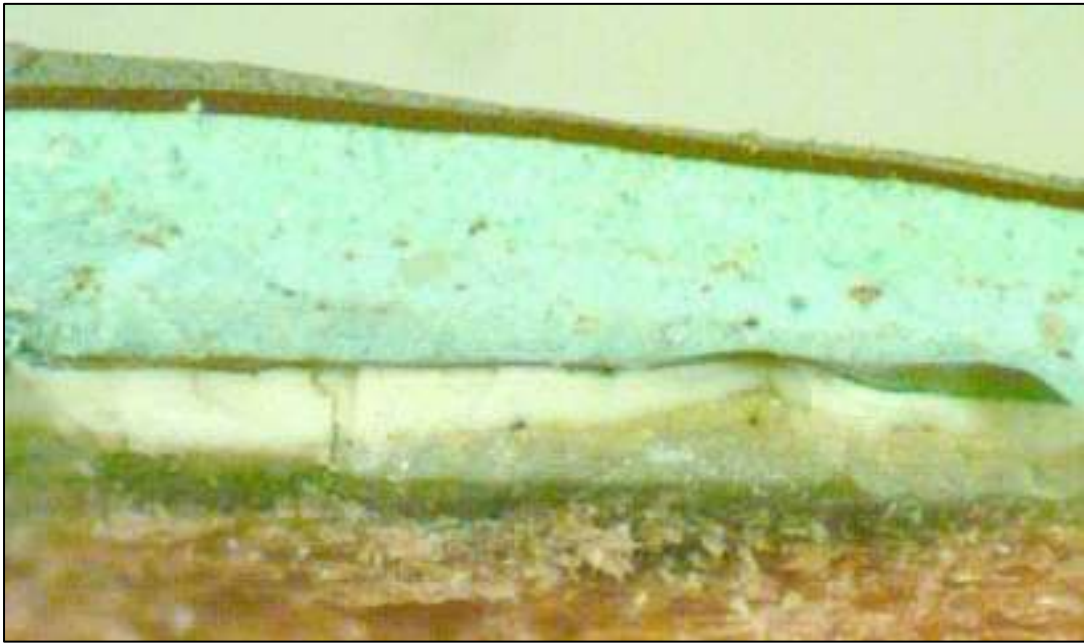
Interior Elements circa 1906	Munsell Color Number & Swatch
Woodwork including wainscoting, doorway and window opening trim on all stories, as well as ceiling elements on upper stories and all woodwork in Watch Room.	10Y 7/1 (light gray) 
Interior Elements circa 1906	Munsell Color Number & Swatch
Ceiling elements on first story as specified (the documents indicated that the walls were painted; the ceilings were probably not painted at that time; color matched to “French gray”).	10YR 5/1 (gray) 
Interior Elements circa 1906	Munsell Color Number & Swatch
Plaster (first paint application).	2.5Y 8/4 (tan) 

<sup>92</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.

**Table XVII. Interior Elements**  
**Munsell Color Notation System Number & Swatch<sup>93</sup>**

Interior Elements circa 1912	Munsell Color Number & Swatch
Woodwork including wainscoting, doorway and window opening trim on all stories, as well as ceiling elements on upper stories. Paint evidence suggests that all woodwork in Watch Room remained light gray.	2.5Y 7/2 (light gray-tan) 
Interior Elements circa 1912	Munsell Color Number & Swatch
Plaster	2.5Y 8/4 (tan) 

<sup>93</sup> The color swatches on this page are reproduced from digital images. For the accurate color matches see the Munsell color swatches attached to the HSR.

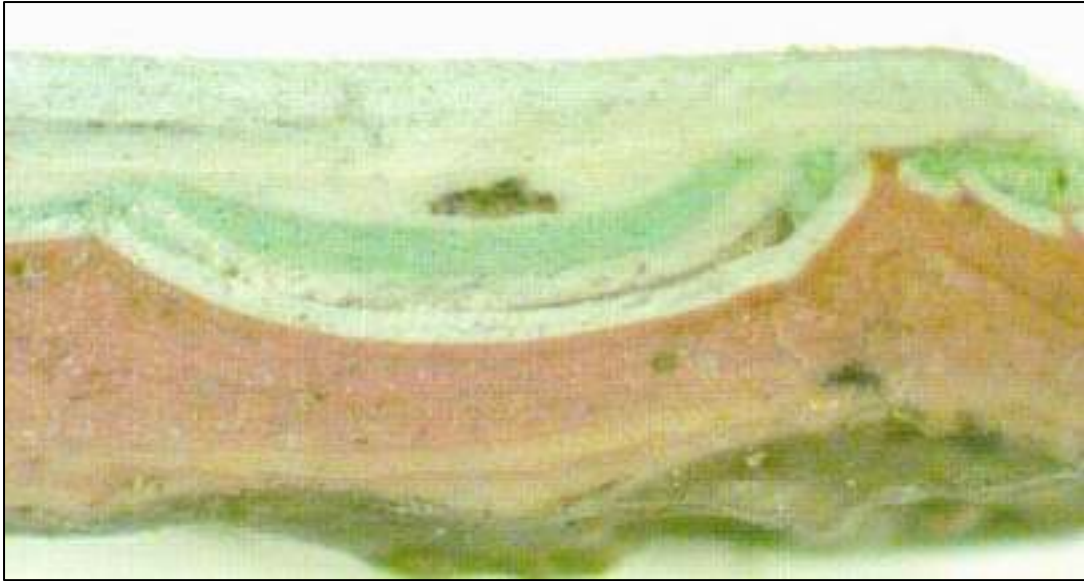


**Figure 67.** Spermaceti Cove Life-Saving Station, sample P002 taken from D101 interior trim.



**Figure 68.** Spermaceti Cove Life-Saving Station, sample P006 taken from wainscoting in Staircase Hallway closet/Room 101a.





**Figure 69.** Spermaceti Cove Life-Saving Station, sample P014 taken from Room 102 plaster wall above D110.



**Figure 70.** Spermaceti Cove Life-Saving Station, sample P039 taken from Room 106 north plaster wall.

## Paint Sample Locations

### Interior Paint Samples

Sample No.	Room No.	Description
P001	Room 101	Lower panel of D101.
P002	Room 101	Molded surround and block of D101 architrave.
P003	Room 101	West wall wainscoting cap.
P004	Room 101	West wall wainscoting.
P005	Room 101	Board wall enclosing closet beneath staircase.
P006	Room 101a	West wall wainscoting.
P007	Room 101a	West wall baseboard cap.
P008	Room 101a	Tongue-and-groove flooring inside closet.
P009	Room 102	South wall baseboard cap.
P010	Room 102	D110 east side of door surround.
P011	Room 102	D109 lower rail.
P012	Room 102	West wall baseboard.
P013	Room 102	North wall, west of D107, baseboard cap.
P014	Room 102	South wall, plaster wall above D110.
P015	Room 102	West wall, cornice molding.
P016	Room 102	Molded frame of ceiling corbel.
P017	Room 102	Wooden ceiling panel.
P018	Room 104	W104, lower sash.
P019	Room 104	W104, window sill.
P020	Room 104	W104, window surround.
P021	Room 104	D111, lower door panel facing into R104.
P022	Room 104a	D111, middle panel facing into stairwell, R104a.
P023	Room 104a	West wall wainscoting (original to Storm Clothes Room).
P024	Room 104a	East wall tongue-and-groove boards.
P025	Room 104a	D111 east door jamb.
P026	Room 104a	West wall plaster.
P027	Room 104a	South wall wainscoting.
P028	Room 104a	North wall cornice trim (visible salmon paint color on cornice and ceiling).
P029	Room 105	W107, lower sash.
P030	Room 105	W107, upper sash.
P031	Room 105	W107, window sill.
P032	Room 105	W107, apron below sill.
P033	Room 105	South wall baseboard.
P034	Room 105	West wall, trim at opening to Room 105a, former pantry.
P035	Room 105	D113, south door surround.
P036	Room 106	D113, threshold.
P037	Room 106	North wall baseboard.
P038	Room 106	East wall wainscoting.
P039	Room 106	North wall plaster.
P040	Room 106	D114 surround at juncture of wall and surround.

## Interior Paint Samples Continued

Sample No.	Room No.	Description
P041	Room 106	D114 surround.
P042	Room 106	D103 panel.
P043	Room 106	D114.
P044	Room 106	South wall upper set of pegs.
P045	Room 106	South wall lower set of pegs.
P046	Room 106	South wall molded cornice.
P047	Room 106	Wooden panel of corbelled ceiling.
P048	Room 107	D114 panel.
P049	Room 107	D114 surround.
P050	Room 107	W109 top sash.
P051	Room 107	W109 bottom sash.
P052	Room 107	W109 window surround.
P053	Room 107	W109 window sill.
P054	Room 108	W110 lower sash.
P055	Room 109	South wall clapboards.
P056	Room 109	West wall tongue-and-groove boards.
P057	Room 109	W111 surround.
P058	Room 109	W112 top sash.
P059	Room 109	W112 bottom sash.
P060	Room 109	North wall tongue-and-groove boards.
P061	Room 109	W113 molded surround.
P062	Room 109	W113 interior storm sash.
P063	Room 109	North wall, east post casing.
P064	Room 109	East wall tongue-and-groove boards south of doors.
P065	Room 109	South wall, post.
P066	Room 109	Post in center of room, 2 <sup>nd</sup> from east wall.
P067	Room 109	South wind brace of post 2 <sup>nd</sup> from east wall.
P068	Room 109	Tongue-and-groove board ceiling.
P069	Room 109	East wall tongue-and-groove boards between doors
P070	Room 109	South wind brace of post 2 <sup>nd</sup> from east wall, chamfer.
P071	Room 109	Post in center of room, 2 <sup>nd</sup> from east wall, above ceiling.
P072	Room 101	Newel post at bottom of staircase.
P073	Room 101	Newel post at top of first run of stairs.
P074	Room 101	Staircase railing.
P075	Room 101	Staircase stringer at north wall of stair hall.
P076	Room 101	Staircase baluster.
P077	Room 101	Quarter round molding at top of riser, below tread.
P078	Room 101	W101 north window surround (plain board trim).
P079	Room 101	W101 window sill, extends full length of double window.
P080	Room 101	W101 apron below window sill.
P081	Room 101	W101 lower sash of north window.
P082	Room 101	Staircase riser.
P083	Room 101	Staircase tread.

## Exterior Paint Samples

Sample No.	Elevation	Description
P084	South, tower	D101 panel.
P085	South, tower	D101 surround.
P086	South, tower	D101 threshold.
P087	East	Northeast half-post of east porch.
P088	East	W102 surround.
P089	South, tower	Interior verge board of east porch roof.
P090	East	East porch rafter.
P091	East	East porch tongue-and-groove ceiling boards.
P092	South	W105 surround.
P093	South	W106 surround and jamb.
P094	South	W106 sash (single sash window).
P095	South	W107 surround.
P096	South	W107 lower sash.
P097	South	Cyma recta horizontal molding/belt course.
P098	South	W206 window sill
P099	West	Exterior cornice of enclosed porch.
P100	West	W109 surround.
P101	West	W109 window sill.
P102	West	W110 window surround.
P103	West	W111 window surround.
P104	West	W112 lower sash.
P105	West	W109 lower sash.
P106	West	W109 window jamb.
P107	North	W114 awning sash.
P108	North	W114 window surround.
P109	North	Cyma recta horizontal molding/belt course.
P110	East	Rafter of shed roof covering boat room doorways.
P111	East	D105 lintel.
P112	East	Molded cornice above doorways, below shed roof.
P113	West	Enclosed porch rafter.
P114	West	Enclosed porch tongue-and-groove ceiling board.
P115	West	Enclosed porch west beam casing.
P116	West	D103 surround.
P117	West	Shingles protected by enclosed porch.
P118	West	D103 panel.
P119	West	Southeast post of enclosed porch, west wall of building.
P120	West	Enclosed porch tongue-and-groove floor board.
P121	West	Enclosed porch, beveled molding at base of west wall of building.

## Exterior Paint Samples Continued

Sample No.	Elevation	Description
P122	West	D103 molded trim around door panel
P123	East	D102 south doorway jamb
P124	South	Belt course at second story
P125	East	W102 north window opening surround
P126	West	W207 & 208 north board of window opening surround
P127	East	D106 lintel trim
P128	East	D105 & 106 lower fascia above doorways
P129	East	D105 & 106 upper fascia at cornice above doorways
P130	North	W115 Boat Room sash and hinge

## Interior Paint Samples Continued

Sample No.	Room No.	Description
P131	R201	W202 lintel trim
P132	R201	South wall wainscoting
P133	R201	South wall wainscoting cap
P134	R201	West wall wainscoting in staircase from first story
P135	R201	Wainscoting cap in staircase to third story
P136	R201	D201 south surround
P137	R201	D201 top rail
P138	R201	Staircase riser to third floor
P139	R201	Staircase header below third story floor
P140	R202	D204 lintel trim
P141	R202	W203 east trim of window opening
P142	R202	North wall at R204
P143	R202	West wall plaster over D204
P144	R202	South wall sheetrock
P145	R202	D202 trim on east side of doorway
P146	R202	D203 trim on east side of doorway
P147	R203	North wall at cornice of existing ceiling
P148	R203	North wall plaster
P149	R203	South wall above doorway
P150	R206	South wall wainscoting
P151	R205	North wall below chair rail level
P152	R205	Tongue-and-groove ceiling/sheathing of west roof
P153	R205	West roof rafter
P154	R205	North wall molding at juncture of wall and rafter
P155	R205	North wall above chair rail level
P156	R205	North wall along cornice
P157	R205	W209 apron below window sill
P158	R205	W209 window opening surround
P159	R205	D204 doorway surround
P160	R205	North wall baseboard

## Interior Paint Samples Continued

Sample No.	Room No.	Description
P161	R206	W208 window jamb
P162	R206	W208 exterior of bottom sash
P163	R206	Quarter-round trim at base of wall/baseboard
P164	R206	North wall baseboard
P165	R206	D205 bulls-eye trim
P166	R206	D205 transom sash
P167	R206	D205 top door panel (R202 side of doorway)
P168	R206	D205 top door panel (R206 side of doorway)
P169	R206	W207 & 208 cornice molding
P170	R206	W208 top sash
P171	R206	W206 top sash
P172	R206	W206 bottom sash
P173	R206	W204 top sash
P174	R206	South wall plaster at raked cornice molding
P175	R206	South wall plaster above D206
P176	R206	West roof rafter
P177	R206	West roof ceiling board/sheathing
P178	R206	South wall raked molding
P179	R206	South wall wainscoting cap
P180	R301	Stringer of ladder to fourth story
P181	R301	Floor boards
P182	R301	East wall wainscoting
P183	R301	East wall plaster at window opening level
P184	R301	East wall plaster near cornice
P185	R301	W302 sash (appears early but muntins were removed)
P186	R301	W304 east surround
P187	R301	West wall plaster
P188	R301	East wall wainscoting cap
P189	R301	D301 south casing
P190	R301	D301 bottom style of door at panel
P191	R302	South wall plaster
P192	R302	South roof rafter
P193	R302	South roof ceiling boards/sheathing
P194	R401	Ceiling panel
P195	R401	East wall wainscoting at window level
P196	R401	North wall cyma molded cornice
P197	R401	North wall casing of header above window seat
P198	R401	W407 lintel trim
P199	R401	Railing around trap door opening
P200	R401	North wall wainscoting at window level
P201	R401	Chimney
P202	R301	W303 rounded window stop
P203	R401	Trim of coffered ceiling
P204	R401	Floor board
P205	R401	Northwest corner casing for structural posts

## Interior Paint Samples Continued

Sample No.	Room No.	Description
P206	R104a	North wall plaster at cornice
P207	R105	D113 south door jamb on east (R105) side
P208	R106	Plaster below existing cornice
P209	R106	Southwest baseboard (west wall south of D103)
P210	R103	D109 upper door panel (paint appears to be stripped)
P211	R106	Floor tile under wall-to-wall carpet (Linoleum)
P212	R107	D114 lower east panel (paint appears to be stripped)
P213	R109	W115 window jamb west side of opening
P214	R109	W114 lower rail of surround
P215	R109	W115 interior of sash









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