

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

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Coast Guard Station Manasquan Inlet
 other names/site number Coast Guard Lifeboat Station # 105

2. Location

street & number 40 Inlet Drive not for publication
 city or town Point Pleasant Beach Borough vicinity
 state New Jersey code NJ County Ocean zip code 08742

3. State/Federal Agency Certification

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

 Acting Federal Preservation Officer

Signature of certifying official/Title _____ Date _____
U.S. Coast Guard
 State or Federal agency and bureau

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

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

4. National Park Service Certification

I hereby certify that this property is: <input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet. <input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet. <input type="checkbox"/> determined not eligible for the National Register. <input type="checkbox"/> removed from the National Register. <input type="checkbox"/> other, (explain:) _____ _____ _____	Signature of the Keeper _____ _____ _____ _____ _____	Date of Action _____ _____ _____ _____ _____
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Old Coast Guard Station Manasquan

Inlet

Name of Property

Ocean County NJ

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1		Total

Name of related multiple property listing

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

U.S. Government Lifesaving Stations, Houses of Refuge, and
Pre-1950 U.S. Coast Guard Lifeboat Stations

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation
Water-related

Current Functions

(Enter categories from instructions)

Transportation
Water-related

7. Description

Architectural Classification

(Enter categories from instructions)

Colonial Revival

Materials

(Enter categories from instructions)

foundation Concrete
walls Wood

roof Asphalt shingles
other _____

Narrative Description

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

Old Coast Guard Station Manasquan

Inlet

Name of Property

Ocean County NJ

County and State

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

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

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on continuation sheets.)

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

- Maritime History
- Transportation
- Architecture
- _____
- _____
- _____

Period of Significance

1938 to 1970

Significant Dates

1938

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Coast Guard Civil Engineer's Office
USCG designers' initials on 1936 blueprints are P.H.P. & D.K.R.

Primary location of additional data

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

Name of repository: U.S. Coast Guard Historian's Office
Washington DC 20593

Old Coast Guard Station Manasquan

Inlet
Name of Property

Ocean County NJ
County and State

10. Geographical Data

Acreege of property Less than one acre

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

- 1. Lat. Long.
- 2. Lat. Long.
- 3. Lat. Long.
- 4. Lat. Long.
- 5. Lat. Long.

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the section sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/title Daniel Koski-Karell, Ph.D.

organization U.S. Coast Guard Office of Environmental Management (CG-47) date 1 May 2020

street & number 2703 Martin Luther King Jr. Ave SE -Stop 7714 telephone 202-475-5683

city or town Washington state DC zip code 20593

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required).

name U.S. Coast Guard, Attn: Aretha Swann, Senior Realty Specialist

street & number 2703 Martin Luther King Jr. Ave SE-Stop 7714 telephone 202-475-5628

city or town Washington state DC zip code 20593

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. The proper completion of this form and the related requirements is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 1

Narrative Description

Summary Paragraph

The Old Coast Guard Station Manasquan Inlet was constructed in 1936 to 1937 and commissioned in January 1938. It occupies approximately 0.13 acre at 40 Inlet Drive in the Borough of Point Pleasant Beach, Ocean County, New Jersey. This property includes one contributing resource, a 2-1/2 story wood-frame building with Colonial Revival styling. It is an example of the "Roosevelt Design," a standardized set of specifications used in constructing forty-six Coast Guard stations in the United States from 1936 to 1949. The Old Coast Guard Station Manasquan Inlet has a rectangular main block with front porch and is flanked by one-story wings at each end. It is painted white. The roof is red. Windows have shutters painted green. Its side-gabled pitched roof has three dormers painted white on front and back and is topped with a rectangular watch house cupola painted white with a red roof. The old station building is surrounded by an oval concrete walkway original to its design. This property is owned by the U.S. Coast Guard and is accessible on foot. The Old Coast Guard Station Manasquan Inlet retains substantial historic character and integrity. It is not open to public visitation.

Narrative Description

The Old Coast Guard Station Manasquan Inlet was built in 1936 to 1937 and commissioned in January 1938 (Photo # 1). It is owned by the U.S. Coast Guard (USCG) and located at 40 Inlet Drive on tax map Lot 21 of Block 176 in the Borough of Point Pleasant Beach, Ocean County, New Jersey (Figures 1 and 2). This property is situated on a portion of Lot 21 that amounts to approximately 0.13 acre (Figures 3 and 4; Photo # 2). It includes one contributing historic resource, a 2-1/2 story wood frame building painted white with a red roof (Photo # 3). The building's front side faces southwest towards Inlet Drive. Its long axis is oriented northwest to southeast. This property is accessible on foot. It is not open to public visitation.

This building is an example of the set of standardized architectural specifications for Coast Guard (CG) stations known as the "Roosevelt Design." It was named after Franklin D. Roosevelt, U.S. President from 1933 to 1945. The USCG Civil Engineer's Office developed this standardized design in 1935 and used it for constructing forty-six station buildings from 1936 to 1949. The Roosevelt Design exhibits characteristics of Colonial Revival styling and reflects that style's popularity during the second quarter of the twentieth century. Eight Roosevelt Design CG stations were constructed in New Jersey from 1936 to 1941.

The Old Coast Guard Station Manasquan Inlet is situated on a coastal peninsula that forms Manasquan Inlet's southern side. The Manasquan River is to the west and the Atlantic Ocean to the east. The station building's surface grade is approximately 10 feet above sea level. It sits across Inlet Drive from the USCG Station Manasquan Inlet multi-purpose building at 61 Inlet Drive. That station building was constructed in 2016 to 2017 and commissioned in 2017.

The approximately 0.13 acre terrain occupied by the Old CG Station Manasquan Inlet building was subdivided prior to USCG ownership as Lots 22, 23, and 24 of Block 176. The old station building sits on

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New JerseySection number 7 Page 2

substantial portions of these altogether (Figures 3 and 4; Photo # 2). After the USCG obtained them along with other contiguous lots, the bundle was collectively designated as tax map Lot 21 (Figure 2). The former Lots 22, 23, and 24 may now be identified as sublots of today's Lot 21.

The subplot parcel occupied by the Old CG Station Manasquan Inlet building is approximately 100 feet long on its Inlet Drive side (Figure 3). Its depth perpendicular from Inlet Drive is approximately 65 feet. The property's northwest and northeast limits follow segments of the USCG station parking area's eight-foot tall steel security fence. The old station property's southeast boundary adjoins a CG station driveway that intersects with Inlet Drive.

Landscaping

The old station building property's landscaping is largely original. It includes a five-foot wide concrete sidewalk along Inlet Drive and a concrete walkway three feet wide extending from Inlet Drive to the building's front porch. A three-foot wide oval-shaped concrete walkway surrounds the old station building (Figures 4 and 8; Photo # 2). It is original to the building's design. Other landscaping includes a front lawn and a non-original flagpole approximately 30 feet tall that is painted white. The flagpole stands on the building's front lawn near its southwest corner.

Foundation and basement wall

The old station building's foundation is a reinforced concrete slab approximately 18 inches thick supported by pilings (Figure 5). The pilings are steel pipes approximately 8 inches in diameter driven to an elevation 10 feet below sea level and filled with concrete. The concrete foundation slab serves as the building's basement floor and has an elevation six feet above sea level. The basement's perimeter wall and interior load-bearing walls are also reinforced concrete. They rise from the foundation slab to an elevation approximately three feet above the surrounding grade. The basement wall's exterior is painted gray. It includes rectangular windows 15 inches tall by 34 inches long that provide natural light to the interior. The building's cornerstone is inscribed "AD 1936" and set into the old station's front (southwest) side at its southern end, nearby the flagpole (Figure 5; Photo #3).

Exterior

The station building is 80 feet long and 32 feet wide overall (Figure 5; Photo # 3). It includes a central 2-1/2 story rectangular main block 46 feet long by 32 feet wide with side-gable pitched roof. The main block includes two full stories and a loft half-story. Two identical one story wings 17 feet long by 15 feet wide extend from the main block's side ends.

The building's exterior is clad with non-original wood shingle-like siding. This resembles the building's original shingle siding. All windows are fitted with non-original sash made to look like the original. Most of the windows are flanked with replica wooden louver shutters painted green. The main block's roof has three evenly-spaced dormers on front and back. Each dormer holds a segmental arch window capped with a stylized keystone. The middle dormer is directly above the second story middle window and first story entrance. The left

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 3

and right dormers are aligned vertically above spaces between the windows below. A one-room rectangular watch house cupola sits atop the roof in the center (Photos # 3 and 6). It rests upon a basal platform 13 feet, 3 inches square with beveled corners giving it an octagonal footprint.

The building's front (southwest) elevation exhibits Colonial Revival symmetry and includes an elevated porch level with the main block's first story (Figure 5; Photos # 3 and 4). The porch is 27 feet, 7 inches long by 9 feet, 1 inch wide. Its floor, steps, and supports are concrete painted gray. Four sets of grouped classical columns painted white divide the porch's front into three bays. The two front corner groups have three columns each. The two middle groups have two columns each. An additional two-column group is positioned where the porch sides meet the building's main block. A welded steel decorative railing painted black bounds the porch floor on front and sides except for the center bay which is open to the front stairs. The porch columns support a flat roof that is level with the second story. The porch roof has a wooden balustrade painted white atop its front and sides. Centered on the front balustrade is a painted rectangular plaque with the Coast Guard logo in relief.

The porch's center bay is aligned with the first story entrance doorway. This doorway is fitted with a wooden door holding twelve glass lights arranged in four rows of three lights each (Photo # 7). The entrance's exterior doorframe is painted green. This doorway is flanked to the left with two first story windows and two on the right. The second story has five windows aligned directly over the first story windows and doorway. These front elevation windows hold six-over-six double-hung sash.

The one-story wings flanking the building's main block have side-gable pitched roofs. The front and rear elevations of both wings are pieced with three windows. The middle window holds six-over-six double-hung sash. It is flanked left and right with a window holding four-over-four double-hung sash. The outer end of each wing is pieced with a single window holding eight-over-eight double-hung sash.

The main block's northwest and southeast end elevations are nearly identical to one another (Figure 6; Photos # 4 and 5). Both have a segmental arch window opening on the loft half-story level. The northwest segmental arch window is fitted with glazing and framed with green shutters. The corresponding southeast elevation's window opening is fitted with ventilation louvers. The three second story windows on both ends are flanked with shutters.

The main block's northwest and southeast first story ends have a narrow space on either side of their first story wings. Windows here are like the second story windows above, except that the southeast end's eastern first story window is smaller and fitted with an exhaust fan (Photo # 5). It adjoins the building's kitchen.

The building's rear elevation faces northeast (Figure 7; Photo # 5). The main block has an at-grade doorway offset from center towards the southeast. It is fitted with a wooden door with twelve glass lights arranged in four rows of three lights each. This door is set into a frame painted green that has a transom row of four rectangular glass lights across the top. A pitched gable-end overhang above the doorway extends approximately two feet outward supported by brackets. Inside this doorway are stairs leading down to the basement and up to the first story level.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 4

North of the rear doorway, the building's rear first story level has three windows matching those on the front elevation. There are two smaller windows on the doorway's southern side that provide light to the building's kitchen. The second story has five windows identical to those on the front elevation. Windows in the two first story wing rear elevations and the loft half-story dormers also mirror those on the front elevation. The building has a red brick chimney for which only the top approximately four feet is visible. It pierces the roof near the eastern corner.

Basement and first story

There is a hallway inside the building's front entrance. It is approximately 14 feet long by four feet wide (Figure 9; Photo # 7). The floor is wood and overhead is a dropped ceiling. A stairway leading up to the second story adjoins the hallway immediately inside the front entrance. It has a wooden newel post and banister. These stairs are part of the building's central stairway stack. Stairways between the first story and those above are positioned one over the other and are the only access between those floors (Figures 8 to 11). This stack also includes a stairway from the first story to the basement.

The entrance hall leads to a lateral hallway segment aligned with the building's long axis. This lateral hallway is 3 feet, 8 inches wide by 12 feet, 4 inches long and has multiple doorways. A door aligned with the building's stairway stack opens to stairs going down to the basement. The basement stairway is 3 feet, 4 inches wide and has 12 steps. At the top on left and right are rows of original brass coat hooks. There is a steel fire door at the stairway bottom.

The basement includes large rooms at its northwest and southeast ends (Figure 8). The middle part has smaller rooms and stairways. The floor is concrete painted gray. The basement's perimeter walls are concrete painted white and have small rectangular windows along the upper part. The ceiling has exposed 11-inch by 2-inch rafters that are 7 feet, 5 inches above the floor.

The northwest basement room includes an open space 15 feet, 8 inches wide by 30 feet, 5 inches long beneath the building's main block. It is open to space beneath the northwest wing that is 13 feet, 4 inches wide by 16 feet, 11 inches long, and lighted at its northwest end with a large window fitted with eight-over-eight double-hung sash. This room has heating-ventilation-air-conditioning (HVAC) equipment in the space beneath the wing. The station building's 1936 plans designate the basement's northwestern area as the "Shop & Drill Room" (Figure 8).

A steel fire door in the northwest room's southeastern wall leads to a hallway in the basement's middle part. This hallway is four feet wide by 16 feet, 6 inches long and oriented with the building's long axis. Two doorways on its southwest side provide access to two rooms that are 5 feet, 3 inches wide by 14 feet, 10 inches long. One contains telecommunications equipment. The other is used for storage. These rooms are labeled "Storm Clothes Room and "Provisions Room" on the 1936 plans (Figure 8). The hallway's northeast side has a doorway providing access to a storage room that is 8 feet, 6 inches wide by 10 feet, 6 inches long. It is labeled "Laundry" on the 1936 blueprints. A stairway next to this room leads up to the building's rear entrance. On the other side of the rear stairway is a storage closet 3 feet, 7 inches wide by 6 feet, 6 inches deep. The basement hallway ends at a steel fire door providing access to the southeast room.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 5

The southeast room includes space underneath the building's main block that is 11 feet, 3 inches wide by 30 feet, 5 inches long. It is open to a contiguous open space below the southeast wing that is 13 feet, 4 inches wide by 16 feet, 11 inches long. The southeast room contains electrical and heating system equipment. The 1936 blueprints label this room's main section as "Boiler Room" and the wing portion as "Storage."

The basement's rear stairway has eight steps and provides access to a landing inside the building's rear entrance (Figure 9). A separate flight of three steps leads up from the landing to a hallway on the first story level that is 15 feet, 7 inches long by 3 feet, 6 inches wide. This hallway leads past doorways for the kitchen and a pantry closet and is open to the dining room. The kitchen doorway is on the hallway's southeast side. The kitchen is 9 feet, 8 inches wide by 15 feet long and has an original red tile floor. It is furnished with a large gas stove, refrigerator, and sinks. The kitchen's southwestern side is open to the dining room and has a non-original stainless steel food-service counter. The pantry closet is across the hall from the kitchen doorway. It is 4 feet, 6 inches wide by 3 feet, 11 inches deep and has an original red tile floor. Its ceiling is original and 8 feet, 10 inches above the floor.

The dining room is 14 feet, 11 inches wide by 19 feet, 8 inches long. Its floor is covered with original black and white tiles. There are windows in its southwest and southeast walls. This room has a non-original dropped ceiling and is furnished with non-original tables and swivel chairs affixed to the floor. It is labeled "Mess Room" in the 1936 plans (Figure 9).

A doorway on the dining room's southeast side leads to the southeast wing which has a single room 16 feet, 5 inches long by 13 feet, 11 inches wide. It is furnished as a conference room with long table and chairs. There are windows in the northeast, southeast, and southwest sides. The 1936 plans label this as "Day Room," a place for reading, writing, and recreation.

A doorway on the dining room's northwest side provides access to the first story center entrance hallway and lateral segment. The entrance hallway leads to left and the basement stairway door is next to it. An open doorway on the right provides access to a room that is 13 feet, 2 inches wide by 12 feet, 1 inch long. It has a dropped ceiling and is furnished with bookshelves, a couch, easy chairs, and coffee table. The northeast wall has two windows. This room is labeled "Bedroom" on the 1936 plans (Figure 9).

The lateral hallway segment's northwest end has two doorways, one in front and the other to left. The one in front is fitted with an original wooden door with brass hardware. It provides access to a small room with sink and toilet. The ceiling is original and 8 feet, 10 inches above the floor. The 1936 plans indicate this space was originally a closet.

The doorway on the left is fitted with a non-original wooden door. It provides access to the first story's northwestern room which is 12 feet, 5 inches wide by 15 feet, 9 inches long. It has non-original wall-to-wall carpeting and dropped ceiling, and is furnished with an office desk and chair. There are two windows in its southwestern wall and one in the northwestern wall. This room is labeled "Office" on the 1936 plans.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 6

A doorway near the office room's northeastern corner provides access to the first story's northeastern room which is 11 feet long by 12 feet, 4 inches wide (Figure 9). Immediately inside its doorway on the left is a small closet-like alcove. On the right and extending along the southwest wall is a closet 2 feet, 10 inches wide by 4 feet, 2 inches long. There is a window in the northeast wall and another in the northwestern. This room is currently used for storage. It is labeled "O. in C. Bedroom" on the 1936 blueprints. The abbreviation "O. in C." stands for Officer-in-Charge (OIC), the station's senior officer.

There is a doorway in the OIC bedroom's northwestern wall between the alcove and window. It leads to a bathroom in the building's northwest wing. This bathroom is 5 feet, 7 inches wide by 5 feet, 11 inches long and furnished with non-original sink, toilet, and shower. It is lighted by a window in its northeast wall that holds four-over-four double-hung sash. This room is labeled "Bath" on the 1936 blueprints. A doorway in the bathroom's northwest wall leads to a room that occupies the northwest wing's northern half.

The wing's northern room is 9 feet, 10 inches wide by 13 feet, 8 inches long. Its northeastern and southwestern walls both have a four-over-four window and a six-over-six window. The northwestern wall has a single eight-over-eight window. A built-in storage cabinet is set into the southeast wall. This room has a non-original dropped ceiling and wall-to-wall carpeting. The 1936 plans label this as the "O. in C. Living Room." An open doorway at this room's southwestern corner provides access to a short hallway leading back to the main block's northwestern (office) room. This hallway has a four-over-four double-hung window on its southwest side. On the opposite side is a large closet fitted with a double door. This closet is labeled "Chart Case" on the 1936 plans.

Second story and loft half-story

The stairway beside the building's front entrance leads up to the second story (Figure 10). A hallway at the top of the stairs extends left and right aligned with the building's long axis. It is 3 feet, 11 inches wide by 27 feet long. The hallway's northwest end has a six-over-six double-hung window that is the middle second story window on the building's northwest side. This hallway and other second story rooms have non-original dropped ceilings that are 7 feet, 6 inches above the floor. Second story hallways and rooms have non-original wall-to-wall carpeting except for the bathroom.

Nine feet from the hallway's end window, there are doorways on left and right. Both have non-original wooden doors and provide access to the second story's two northwestern rooms. These rooms mirror one another and have been used most recently for office space. Both are approximately 14 feet long by 13 feet wide and lighted with one window each on the northwest side and two windows on their sides corresponding to the building's front and rear elevations. Their southeastern walls rooms contain two original side-by-side dual closets (two dual closets in each room). Each closet has two wooden doors with brass hardware. The space behind one door is empty except for a crossbar for hanging clothes. The adjoining part has a built-in wooden cabinet with drawers for storage. These two rooms are labeled "Bedroom 1" and "Bedroom 2" on the 1936 plans. Their layouts suggest shared occupancy by two mid-level rank personnel each.

Further southeast along the hallway there is a non-original door opposite the stairway. It provides access to a large bathroom furnished with two sinks, two toilets, and two showers all non-original. This room has a

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 7

tiled floor and is lighted by a single window in its northeast wall. It is labeled "Crew's Bath" on the 1936 plans. Across from the bathroom is a side hallway perpendicular to the main hall. It is 4 feet, 6 inches wide by 13 feet, 5 inches long and leads to a stairway providing access to the loft half-story above. The main hallway's southern end is fitted with a non-original fire door that provides access to the second story's southeast room.

The southeast room is partly divided into eastern and western sections by a non-original partition wall. The partition extends between them except for an opening at its northern end. The room's western section is 17 feet, 2 inches long by 17 feet, 10 inches wide. It is lighted by two windows on its southwestern side and two on its southeast side. The room's eastern part is 17 feet, 2 inches long by 12 feet, 7 inches wide. It has two windows on its northeast side and one on its southeast end. The building's chimney rises from floor to ceiling on the inner side of the eastern part's southeast wall. It is behind paneling 3 feet, 6 inches wide that projects 2 feet from the wall.

The second story's southeast room has a row of nine original closets along its northwestern wall (Photo # 8). This is separated by the hallway door into a group of five closets on one side and four on the other. These closets have original wooden doors 2 feet, 3 inches wide by 6 feet, 7 inches tall with original brass hardware. The interiors are approximately 2 feet, 4 inches wide by 2 feet deep by 8 feet tall. Each closet has a wooden built-in lower cabinet with three drawers for storage. The upper section is open with a wooden crossbar for hanging clothes.

The 1936 plans show that the currently divided southeast room was originally non-partitioned (Figure 10). It was a single space labeled "Dormitory" and would have been occupied by junior enlisted personnel. The 1936 blueprint includes dashed-line rectangles indicating locations for nine beds.

The stairway leading from the second story up to the loft half-story has 13 steps and is 3 feet, 4 inches wide by 14 feet, 1 inch long. Its overhead is open. This stairway ends in the loft's middle room which is approximately 12 feet, 3 inches long by 9 feet, 5 inches wide (Figure 12). The sloping ceiling overhead is the underside of the building's roof. It rises in the center to 10 feet, 10 inches above the floor. There is a segmented arch dormer window on the middle room's southwest side and another on the northeast side (Photo # 9). The middle room includes two storage closets with original doors and multiple additional smaller storage areas. A wooden ship's ladder in the room's southeastern part rises steeply to a trapdoor in the ceiling (Photo # 10). This ladder has 11 steps, steel pipe handrails on both sides, and is 12 feet, 5 inches tall by 1 foot, 9 inches wide. It provides access to the rooftop watch house. This middle room is labeled "Loft Stair Hall" on the 1936 plans (Figure 12). Doorways at the middle room's northwest and southeast ends are fitted with non-original wooden doors.

There are two doors at the northwest end. One on the northern side provides access to a bathroom with non-original sink, toilet, and shower. It is approximately 8 feet, 10 inches long by 9 feet, 3 inches wide and lighted with a segmented arch dormer window on the building's rear elevation.

The northwest end's western doorway leads to a room that is L-shaped in plan and used as an office. Its northwest-southeast section is approximately 13 feet, 4 inches long and its perpendicular part is similar in width and 12 feet, 4 inches long. There is a segmented arch window in the northwest wall and a dormer with

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 8

segmented arch window on the southwest side. Two closets with original wooden doors and brass hardware are built into the northwestern wall. Due to the sloping overhead, one closet is eight feet tall while the adjoining one is 4 feet, 11 inches tall. The northwest end's bathroom and L-shaped room were formed by partitioning what was originally a single space labeled "Loft Room # 1" on the 1936 plans.

A doorway at the middle room's opposite end provides access to the loft's southeast room. It is approximately 16 feet, 4 inches wide by 13 feet, 4 inches long. This room's northeast and southwest sides each have a dormer with segmented arch window. There is a segmented arch window opening on the southeast elevation side that is fitted with louvers. HVAC equipment installed in the southeast room is connected by ductwork to the louvered window. The southeast room is labeled "Loft Room # 2" on the 1936 blueprints.

Watch house

The rooftop watch house is a one-room rectangular cupola that is 10 feet long by 10 feet wide (Figures 13 and 14; Photos # 3 and 6). It stands approximately 11 feet, 6 inches tall to the peak of its red roof. The roof is made with four triangular panels that meet at a peak that is topped with an original bronze weathervane and lightning rod. The weathervane includes a pointer with stylized sailboat for orienting with the wind. Below this pointer, bronze directional rods form a horizontal cross with the letters N, E, W, and S for the cardinal directions.

The watch house interior is 8 feet, 2 inches square with its ceiling 7 feet, 5 inches above the floor. The ceiling originally included a circular bronze fixture marked with cardinal directions and a pointer connected to the weathervane, above. This fixture is missing. A trapdoor in the watch house interior's southern corner provides access from the loft below. It is 30 inches wide by 32 inches long and made with plywood surrounded by a hardwood frame. Two trapdoor sides face the watch room interior and are bounded by a 31-inch tall railing made with 2-inch diameter steel pipe. The other two trapdoor sides face toward watch house walls. The watch house's elevations include a surrounding parapet wall approximately three feet tall. The northeast, southeast, and southwest sides above this parapet have three windows each that are 4 feet, 4 inches tall. The center window is 2 feet, 2 inches wide and flanked left and right by windows 18 inches wide. The watch house's northwest side has a doorway with a non-original door alongside one window that is 4 feet, 4 inches tall by 20 inches wide. All the watch house windows are non-original and hold one-over-one double-hung sash.

An open-air gallery approximately 2 feet, 6 inches wide surrounds the watch house. Each side is 14 feet, 6 inches long. The gallery's corners are beveled giving it an octagonal configuration in plan. This gallery is bounded by a decorative railing 3 feet, 5 inches tall and made with welded steel rods painted black.

Changes through time

The structural character of the Old Coast Guard Station Manasquan Inlet remains essentially the same as when it was commissioned in 1938 (cf. Photos # 1 and 3). The building's massing has not been modified by addition or demolition to its main block and wings. Its white with red roof coloration is the same as it was originally.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 9

Damage to this building from a major 2012 storm included flooded basement, torn siding, broken windows, missing shutters, and interior wind and water damage. Subsequent repairs included replacing wall insulation, installing shingle-like siding, renovating the interior, and providing new electrical and HVAC systems. The repairs and renovations were accomplished with respect for the building's historic character. The new windows replicate the patterns of original ones, and replacement shutters are accurate wooden replicas of the originals. The non-original interior dropped ceilings and wall-to-wall carpeting are non-permanent and removable.

The old station building did not have exterior fire escapes in 1938 (Photo # 1). Fire escapes that included platforms, stairways, and ladders were added later at the building's northwest and southeast ends. These have been removed. The building's exterior now appears as it did originally.

The building's interior retains original room configurations and dimensions for the most part. Modifications have been limited. The principal changes are that a first story hallway closet has been made into a restroom, the second story dormitory room has been partially divided by a partition wall, and the loft half-story's northwestern room has been partitioned and re-purposed to form a bathroom and an L-shaped office room. These changes are reversible.

This Coast Guard station's original boathouse was built in 1938 to 1939 across Inlet Drive from the 1938 station building. It was a 1-1/2 story building of wood-frame construction designed with Colonial Revival styling. Its loft half-story level included dormers. There was also an adjoining marine railway ramp for launching and recovering boats. The boathouse was 94 feet long by 50 feet wide, and configured in plan as a cross-shaped block with a transverse gabled roof. The exterior wood shingle siding was painted white and the roof was red. This boathouse was damaged in the 2012 storm and subsequently demolished.

The station formerly included a steel skeleton antenna tower approximately 100 feet tall built in the 1940s. It was located approximately 50 feet northeast of the 1936 station building. This tower was removed after improved equipment rendered it obsolete.

An enlisted personnel quarters building was constructed in 1976 on an open portion of the station property northwest of the 1938 station building. It was damaged in the 2012 storm and subsequently demolished. Its site is now part of USCG Station Manasquan Inlet's vehicle parking area.

The station's parking area was built in conjunction with post-2012 improvements to the property and is surrounded with an eight-foot tall steel security fence painted black. The parking area is accessed by way of a driveway for which the northern and southern ends both intersect Inlet Drive. The adjoining segment of Inlet Drive has a U-shaped configuration and wraps around the station property (Figures 2 and 3; Photo # 2).

Following the 2012 storm, the U.S. Congress appropriated funds to the Coast Guard to repair damaged property and construct replacement facilities. The USCG decided to construct a new multi-purpose building to house CG Station Manasquan Inlet. It was completed and commissioned in 2017. The new station building is

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 7 Page 10

located at 61 Inlet Drive, directly across from the 1938 station building. It stands on the former site of the station's 1939 boathouse and includes a preserved portion of the original 1930s marine railway.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 1

Statement of Significance

Summary Paragraph

The Old Coast Guard Station Manasquan Inlet, commissioned in 1938, retains its architectural integrity and historic character. It is an early example of a U.S. Coast Guard station built following the "Roosevelt Design," a set of standardized specifications using Colonial Revival styling that was developed by the Coast Guard in 1935. This standardized design was used for constructing forty-six station buildings nationwide from 1936 to 1949. The Old Coast Guard Station Manasquan Inlet is one of eight Roosevelt Design station buildings built in New Jersey. It is historically significant on the local level for its relationship to the history of Ocean County and is an architectural landmark in the Borough of Point Pleasant Beach. This property's period of historical significance begins in 1938 and ends in 1970, the most recent year of its operation 50 years before the present. Its principal significance is architectural and relates to National Register Criteria C. This building is a remarkably well-preserved example of early twentieth century Coast Guard station design and engineering. It also meets National Register Criterion A. by exemplifying the long-term Federal government program to improve navigational safety in New Jersey waters. The Old Coast Guard Station Manasquan Inlet is representative of the cooperative network of Coast Guard facilities established along the state's shoreline to promote and provide safety and security for commercial shipping, public recreation, and other maritime activities. This property includes one contributing resource, the station building. It retains significant integrity in the historical qualities of location, design, setting, materials, workmanship, feeling, and association.

Narrative Statement of Significance

The Old Coast Guard Station Manasquan Inlet is significant in the local maritime and transportation history of Ocean County, New Jersey. It meets the standards for inclusion in the National Register of Historic Places (NRHP) under Criteria A. and C. Built in 1936 to 1937, this property was commissioned in 1938 as an up-to-date U.S. Coast Guard (USCG) facility housing resident staff with the mission to enhance maritime safety and security in New Jersey's coastal and inland waters. Situated inside the mouth of Manasquan Inlet, it provided motor lifeboat coverage for local mariners as well as offshore maritime traffic. The Old Coast Guard Station Manasquan Inlet's period of historical significance begins in 1938 and ends in 1970, the most recent year of its operation 50 years before the present. This property's character and appearance are largely unchanged from its significance period. It continues to stand at its original location in a setting similar to when it was constructed. The Old Coast Guard Station Manasquan Inlet possesses substantial integrity in the historical qualities of design, materials, workmanship, feeling, and association.

The Old Coast Guard Station Manasquan Inlet's principal significance relates to National Register Criterion C. It meets that criterion by being a remarkable example of 1930s Coast Guard station architectural design and engineering construction methods and materials. It is an early example of the "Roosevelt Design" which was developed in 1935 by architects in the U.S. Coast Guard (USCG) Civil Engineer's Office. This standardized set of construction specifications adopted Colonial Revival architectural styling and was used in building forty-six Coast Guard (CG) stations from 1936 to 1949 along the Atlantic and Pacific coasts and in the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 2

Great Lakes. The Old Coast Guard Station Manasquan Inlet is one of eight Roosevelt Design stations built in New Jersey from 1936 to 1941.

This property also meets National Register Criterion A. for its association with the Federal government's program for establishing and maintaining an integrated system of maritime safety facilities throughout the United States. It exemplifies how this important program was manifested in Ocean County, New Jersey. Today, the Old Coast Guard Station Manasquan Inlet maintains its historical association with maritime safety by continuing to occupy its original location and remaining largely unchanged from when it was an operating facility.

This NRHP registration form is submitted as an individual listing under the overarching *U.S. Government Lifesaving Stations, Houses of Refuge, and Pre-1950 Coast Guard Lifeboat Stations* multiple property documentation form (MPDF). The specific historic contexts that apply are *World War I Aftermath to World War II* and *World War II to Mid-20th Century*. The property type sections relating to this registration are *Station Types-Station Complex* and *Standardized Station Designs -1915 to 1950 USCG Lifeboat Stations*. Information and historic contexts available in the overarching MPDF are not repeated here. This submission emphasizes the historical significance of the Old Coast Guard Station Manasquan Inlet as an individual property.

Historic Context

The Federal government's involvement in promoting maritime safety in U.S. waters dates to the late eighteenth century, soon after ratification of the United States Constitution. One of the first Acts of Congress passed and signed by President George Washington was the Lighthouse Act of 1789. It included provisions for maintaining the Sandy Hook Lighthouse in Monmouth County, New Jersey, which had been constructed in 1764 during British colonial administration. The Federal government began constructing lighthouses in New Jersey during the early nineteenth century. Among the earliest ones were the Cape May Light (1823), Brandywine Shoal Light (1828), and Barnegat Light (1835). These and others built later served as important guides for mariners navigating the Atlantic Ocean and Delaware Bay.

Federal lighthouses in New Jersey during the early nineteenth century were widely spaced along the predominantly low-lying coast. Their limited number and the Jersey shore's sparse coastal development provided few landmarks or other points of reference for vessels navigating nearby waters. The growth of American economic activity during this period led to increasing maritime commerce and vessel traffic. One result was a substantial number of shipwrecks and vessel standings along New Jersey's coastline.

Until the twentieth century, United States commercial maritime traffic was heavily dependent on sailing vessels. This was reflected in shipwreck distributions and weather-related aspects during the 1800s. Vessel losses were largely associated with the amount and routes of shipping traffic, prevailing wind direction, and stormy weather. Maritime activity along the New Jersey coast during the nineteenth century was substantial, and sailing vessels were particularly prone to being forced by winds or storms into nearshore shallow waters where becoming stranded or wrecked was frequently the outcome. Such dangers were alleviated over time as steam- and motor-powered craft increasingly replaced sailing vessels in maritime commerce.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 3

The first organized effort in the United States to provide assistance to shipwreck victims developed in Massachusetts during the late 1700s. While the benefits of those initial actions continued and expanded during the early nineteenth century, they were privately-funded and limited in scope. The substantial numbers of shipwrecks occurring annually nationwide spurred appreciation for the need of Federal government lifesaving measures.

The U.S. government's active involvement in supporting shipwreck rescue actions was sparked in the 1840s by New Jersey Congressman William A. Newell, a physician in whose district numerous shipwrecks had occurred. His legislative efforts results in the 1848 passage of the Newell Act. It provided Federal funding for the establishment of eight lifesaving facilities along New Jersey's northeastern coast. They served to house boats and equipment to be utilized by local volunteer crews when needed. Over time, the Federal government expanded this program to other states and increased funding for facilities. This included the 1855 establishment of a lifesaving boathouse at Squan Beach (present day-Manasquan) in New Jersey's Monmouth County, approximately a mile north of Manasquan Inlet.

Like other lifesaving stations along New Jersey's Atlantic coast, the Squan Beach Lifesaving Station was situated near a sandy beach. Most shipwrecks in those times occurred within a half-mile from shore and rescues could potentially be accomplished using surfboats rowed with oars or line-throwing devices to bring people ashore. Surfboats and other equipment were carried by their crews or transported by wagon with the boats launched directly into the sea.

The overall effectiveness of middle nineteenth century boathouse facilities like the 1855 Squan Beach Station was limited. The men who staffed them usually untrained and hampered by the limited effectiveness of available lifesaving equipment. This situation continued into the 1860s while government attention to fighting the Civil War limited resources and personnel for coastal lifesaving.

The expansion of U.S. maritime commerce following the Civil War's conclusion coincided with substantial numbers of marine accidents and losses. This led to Congressional appropriations in the early 1870s for establishing a professional government lifesaving service. This new program was assigned to the U.S. Treasury Department's Revenue Marine customs enforcement agency, later renamed the U.S. Revenue Cutter Service (USRCS). Among the program's early accomplishments was the 1872 construction of a new lifesaving facility at Squan Beach to replace the 1855 building. The 1872 Squan Beach Station was designated "Life-Saving Station # 9." It remained active until 1902 when a new station was constructed. The 1902 Squan Beach Station is today a Manasquan landmark.

In 1878, the Federal government formally established the United States Life-Saving Service (USLSS). It was organized as a Treasury Department agency charged with administering and staffing coastal lifesaving stations. Its field units were grouped into twelve geographical districts and by 1889 there were 227 lifesaving stations nationwide. Of this total, 165 were along the U.S. Atlantic coast.

In order to establish facilities as quickly as possible, the USLSS adopted a building system using standardized designs. These reduced building costs and were used to construct identical stations in various

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 4

locations. The Squan Beach Lifesaving Station built in 1902 is a wood-frame Shingle Style building representative of the "Duluth" standardized design," so-named because the first of these stations was built in Duluth, Minnesota.

In 1915, the USLSS was merged with the U.S. Revenue Cutter Service to form the United States Coast Guard. As a consequence the station in Manasquan was renamed Coast Guard Station Squan Beach. It remained a lifesaving facility until replaced in 1938 by a new facility at Manasquan Inlet, approximately a mile to the south in Ocean County. The 1902 building was subsequently designated Coast Guard Station Manasquan and used by various USCG detachments until being decommissioned in 1996. It was sold to the Borough of Manasquan for one dollar in 2000 and is now a local government facility that includes a museum. In 2008, the Squan Beach Life-Saving Station building was included in the National Register of Historic Places (NRHP Registration number 08000135).

USLSS stations in New Jersey that became Coast Guard facilities in 1915 were positioned strategically along the state's Atlantic Coast at intervals of approximately three miles. This spacing meant that each station's area of responsibility (AOR) extended about one and a half miles up and down the coast from its location. The two stations neighboring the CG Station Squan Beach AOR were at Spring Lake about 2.5 miles north and Bayhead some three miles to the south. Early twentieth century Coast Guard stations in New Jersey were equipped with surfboats. Like their nineteenth century predecessors, these watercraft were open deck wooden boats from 23 to 27 feet long and powered by a crew of six to eight men pulling oars. The crew chief steered from the stern.

The character of Federal government lifesaving technology began to change dramatically during the early twentieth century. This resulted from an 1899 experiment at the Marquette Life-Saving Station on Lake Superior in Michigan. A gasoline-fueled engine built by the Lake Shore Engine Works in Marquette was installed in an oar-powered boat to become the world's first motorized lifeboat. Testing demonstrated its operational superiority over rowed rescue craft.

Subsequent developments in design and technology by the USLSS, and from 1915 the Coast Guard, provided a series of improved motor lifeboats (MLBs). Traveling faster and with greater range than surfboats, their adoption led to major changes in the positioning and number of Coast Guard stations. A surf-launched lifeboat station along New Jersey's ocean shoreline operated with on-foot coastal patrolling and needed to be within approximately three miles from neighboring stations for timely response to maritime emergencies. In contrast, an individual MLB station could cover a much larger AOR that included both offshore and inland waters while having the capability to accomplish rescue operations quickly and far from shore. Early twentieth century MLBs were stored in boathouses and used marine railways for launching and recovery. Consequently, their stations needed to be located next to sheltered navigable waters and have nearby access to the sea. By the early 1930s, the era of surfboat lifesaving was nearing its end. During that decade the Coast Guard closed most of its coastal stations that could not accommodate MLBs.

President Franklin D. Roosevelt took office in 1933 while the United States was suffering from the Great Depression. His administration undertook a number of efforts to help the U.S. economy recover. Subsequent government spending led to a substantial number of new Coast Guard stations being constructed at

United States Department of the Interior
National Park Service**National Register of Historic Places
Continuation Sheet**Liberty Hotel
Atlantic County, New JerseySection number 8 Page 5

locations suitable for motor lifeboats. This building program included the USCG Civil Engineer's Office developing a new design for live-in station buildings with up-to-date crew accommodations and administrative support. The resulting set of standardized construction specifications came to be known as the Roosevelt Design.

The Roosevelt Design adopted aspects of Colonial Revival architectural styling and was characterized by a 2-1/2 story main block that was rectangular in plan with symmetrical elevations, loft half-story, side-gable pitched roof with dormers, and windows with shutters. The front elevation included a three-bay front porch with classical columns and flat roof topped with a balustrade. The building's interior was characterized by a center hallway having rooms to each side, and a central stairway stack for access between stories. Optional elements included one-story wings extending from the main block's sides and a rooftop watch house. Every station building was painted white with a red roof.

This standardized specification set proved to be well-suited for Coast Guard facilities in a wide variety of environmental settings. Its optional elements enabled flexibility to accommodate the specific requirements of local circumstances. The Roosevelt Design was used to build forty-six stations along the Atlantic, Gulf of Mexico, Pacific, and Great Lakes coastlines from 1936 to 1949. Eight were built in New Jersey and included the following, listed in north to south order.

<u>Name</u>	<u>NJ County</u>	<u>Present Use</u>
Old CG Lifeboat Station Sandy Hook	Monmouth	Vacant. It is a contributing resource within the Gateway National Recreation Area (NRHP registration number 80002505).
Old CG Station Manasquan Inlet	Ocean	Remains in partial use after being replaced by a new station building commissioned in 2017.
Old CG Station Barnegat Light	Ocean	Town hall for the Borough of Barnegat Light.
Old CG Station Little Egg	Ocean	Marine research center for Rutgers University.
U.S. Coast Guard Station Atlantic City	Atlantic	Active Coast Guard station.
Old CG Station Great Egg	Atlantic	Longport Historical Society Museum (NRHP registration number 05000128).
U.S. Coast Guard Station Great Egg	Cape May	Active Coast Guard station (was formerly designated as USCG Station Ocean City).
Old CG Station Hereford Inlet	Cape May	Station for the New Jersey Marine Police.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 6

In April 1936 the USCG Civil Engineer's Office prepared architectural drawings for a Roosevelt Design building to be constructed in Ocean County, New Jersey, near the mouth of Manasquan Inlet. Its designers signed their initials as "P.H.P." and "D.K.R.," and wrote its name as the "Squan Beach Station." Construction was contracted at a cost of \$42,000 and ground was broken on 26 August 1936. The building was completed in December 1937 and officially commissioned on 30 January 1938 as U.S. Coast Guard Station Manasquan Inlet - Lifeboat Station Number 105.

The new station lacked a boathouse, so the 1938 Work Relief and Public Works Appropriation Act included funds to construct one. It was completed in 1939 and located on the Manasquan River waterfront directly across Inlet Drive from the station building. The boathouse included boat storage, workshop, and garage in a single structure designed with Colonial Revival styling. A marine railway provided for lifeboat launching and recovery.

USCG Station Manasquan Inlet - Lifeboat Station # 105 replaced five coastal lifeboat stations equipped with surfboats. One was the Squan Beach station in Manasquan, Monmouth County. Four others were in Ocean County and consisted of Bayhead (Lifeboat Station # 106), Mantoloking (Lifeboat Station # 107), Chadwick Beach (Lifeboat Station # 108), and Toms River (Lifeboat Station # 109).

CG Station Manasquan Inlet was assigned an area of responsibility extending north some five miles to Spring Lake and south twelve miles to Seaside Heights with its Atlantic Ocean boundary 48 miles offshore. This AOR included nearby inland waters of the Manasquan River, Intracoastal Waterway (ICW), and Barnegat Bay as far south as Toms River. Manasquan Inlet is the ICW's northern terminus and recreational boat traffic there is substantial. The neighboring USCG facility to the north was CG Station Shark River at Avon and to the south it was CG Station Barnegat Light.

Its northward segment covers the coast for approximately five miles to Spring Lake in Monmouth County. Beyond that, a 25-mile segment of the Monmouth County shore comprises the AOR of CG Station Shark River at Avon. The New Jersey coast farther north is in CG Station Sandy Hook's AOR. To the south of CG Station Manasquan Inlet, its AOR extends some twelve miles to Seaside Heights in Ocean County. The coast south of Toms River is in the AOR of CG Station Barnegat Light. The CG Station Manasquan Inlet's southern AOR section includes inland waters of the Manasquan River and southward along the Intracoastal Waterway (ICW) and Barnegat Bay with its tributaries to Toms River. Manasquan Inlet is the northern terminus of the ICW which extends to south Florida, and boat traffic there is substantial.

Coast Guard Station Manasquan Inlet's missions have included port, coastal and Intracoastal Waterway security, search and rescue, recreational and commercial boating safety law enforcement, pollution response, short range aids to navigation, and defense readiness. The station has maintained communication with its next higher level of area command as well as other New Jersey USCG stations for information sharing and mission assignments. Its waterborne assets have conducted regular patrols and joined cooperatively with those of neighboring stations for coordinated response as needed.

CG Station Manasquan Inlet was active in national defense activities during World War II (1941 to 1945). Its boats made regular patrols in AOR waters and responded to emergencies. In February 1942 a boat

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 8 Page 7

commanded by the station's Officer-in-Charge, Chief Boatswain John D. Daisey, rescued survivors from the burning oil tanker *R. P. Resor* which had been torpedoed by a German submarine. Station personnel also provided security along the AOR oceanfront beaches as part of the Coast Guard's Beach Patrol. This involved patrolling on foot, in vehicles, and sometimes on horseback, using trained dogs being when available. While the U.S. was not invaded, the USCG Beach Patrol in New York and Florida detected saboteur groups landed from German submarines.

The station also served during World War II as the local command center for vessels of the Coast Guard Reserve's Coastal Picket Patrol, a volunteer service established in 1942 and nicknamed the "Corsair Fleet." The Coastal Picket Patrol was made up of yacht owners and crews who deployed their vessels on missions offshore to patrol and assist mariners in distress. The Corsair Fleet's principal mission was to look for and report on enemy submarine activity, for which their activities had a deterring effect.

Today, the Old Coast Guard Station Manasquan Inlet building has been replaced by a new multi-purpose facility commissioned in 2017 as U.S. Coast Guard Station Manasquan Inlet, located directly across Inlet Drive from the old station. Even so, the Old CG Station Manasquan Inlet maintains its association with the Federal government's long-term program for promoting maritime safety in New Jersey waters by continuing to evoke feelings that recall the dedication to duty characteristic of Coast Guard personnel and their predecessors through the course of American history. It also serves to illustrate the spirit of innovation that characterizes Coast Guard civil engineers and architects. Their focus on lasting results reflects the accomplishments of generations of lifesaving and lifeboat station builders.

This 1938 station building continues to occupy its original location in a maritime setting that remains similar to its period of historical significance. It retains substantial integrity in historical qualities of design, materials, and construction workmanship. This property's good structural preservation reflects the lasting value of its design, high quality materials, and construction workmanship. These have proven remarkably appropriate for the building's intended purpose. Today, the Old Coast Guard Station Manasquan Inlet is widely recognized as a prominent historical landmark in Ocean County and the Borough of Point Pleasant Beach, and serves as a lasting reminder of the Coast Guard's role in New Jersey's maritime history.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 9 Page 1

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Liberty Hotel
Atlantic County, New Jersey

Section number 9 Page 2

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number 10 Page 1

10. Geographical Data

Verbal Boundary Description:

The property occupies a parcel amounting to approximately 0.13 acre. It is within Lot 21 of Block 176 in the Borough of Point Pleasant Beach (Figure 2). This parcel consists of substantial portions of Sublots 22, 23, and 24. These three sublots were laid out when Block 176 was subdivided prior to Coast Guard ownership and appear in a 1944 plot plan of the Coast Guard property (see Figure 3). The Old CG Station Manasquan Inlet boundary's point of origin is south of the old station building at the intersection of Inlet Drive with the southern corner of Sublot 22. The northwestern curb line of a paved driveway for CG Station Manasquan Inlet bounds the southeastern side of Sublot 22 (see Figure 4). The old station building parcel's southwestern boundary segment extends approximately 100 feet northwest from the point of origin along the Inlet Drive curb line and ends at the corner of an eight-foot tall steel security fence that bounds CG Station Manasquan Inlet's vehicle parking area. The northwest boundary segment extends approximately 65 feet northeast along the security fence to where the fence has a corner and turns toward southeast. From this corner, the property's northeastern boundary segment extends approximately 100 feet southeast along the fence line, past where the fence has a corner and turns northward, to the northwestern curb line for the Coast Guard driveway. From there, the southeast boundary segment extends southwest approximately 65 feet from along the driveway's northwestern curb line to the point of origin at Inlet Drive.

Boundary Justification Statement:

The boundary encompasses the Old CG Station Manasquan Inlet building, the oval walkway that surrounds it, and contiguous landscaped terrain with original integrity to the old station building. The parking area's steel security fence adjoining the property's northwestern and northeastern sides, and the driveway that adjoins the property's southeastern boundary, are part of the existing operating Coast Guard Station Manasquan Inlet. They were constructed after the 2012 storm and do not have historical integrity.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 1

ADDITIONAL DOCUMENTATION:

Figures:

1. USGS Location Map
2. Location Tax Map
3. Location Plot Plan Map
4. Property Boundary Photograph
5. Blueprint # 1
6. Blueprint # 2
7. Blueprint # 3
8. Blueprint # 4
9. Blueprint # 5
10. Blueprint # 6
11. Blueprint # 7
12. Blueprint # 8
13. Blueprint # 9
14. Blueprint # 10

Note: Copies of these blueprints on 11x17 paper and a 5x7 print of each photograph are included with the hard-copy National Register documentation package for this nomination.

Photographs:

Name of Property: Old Coast Guard Station Manasquan Inlet

City or Vicinity: Borough of Point Pleasant Beach

County: Ocean Count State: New Jersey

Name of Photographer: See photo list.

Date of Photograph: See photo list.

Location of Original Digital Files: U.S. Coast Guard Historian's Office, U.S. Coast Guard Headquarters,
Washington, DC 20593

Number of Photographs: 10

Photo # 1. Photograph of the January 1938 commissioning event for the Old CG Station Manasquan Inlet, camera facing northeast (U.S. Coast Guard photo, 1938).

Photo # 2. Aerial photograph of the Old CG Station Manasquan Inlet, camera facing east (M.A. Mortenson Company, circa 2015).

Photo # 3. Station building front (southwest) elevation, camera facing northeast (D. Koski-Karell photo, 2019).

Photo # 4. Station building northwest side and southwest front elevations, camera facing east (D. Koski-Karell photo, 2019).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 2

Photo # 5. Station building southeast side and northeast rear elevations, camera facing west (D. Koski-Karell photo, 2019).

Photo # 6. Station building watch house and loft half-story dormer, camera facing north (D. Koski-Karell photo, 2019).

Photo # 7. First story center hallway and front door, camera facing southwest. The stairway leading to the second story is on the right.(D. Koski-Karell photo, 2019).

Photo # 8. Second story southeast room, junior rank crew closets, camera facing northwest (D. Koski-Karell photo, 2019).

Photo # 9. Loft half-story middle room dormer interior, camera facing southwest (D. Koski-Karell photo, 2019).

Photo # 10. Loft half-story middle room, ladder to watch house, camera facing southeast (D. Koski-Karell photo, 2019).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 3

Figure 1. USGS Location Map: This is a portion of the "Point Pleasant Quadrangle, New Jersey" 7.5 minute series topographic map, scale 1:24,000 (United States Geological Survey 1995). The location of the Old Coast Guard Station Manasquan Inlet is marked with a red star.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 4

Figure 2. Location Tax Map: The Old CG Station Manasquan Inlet is within Lot 21 of Block 176 on Sheet No. 5 of the Borough of Point Pleasant Beach Tax Map (Bay Point Engineering 2001).



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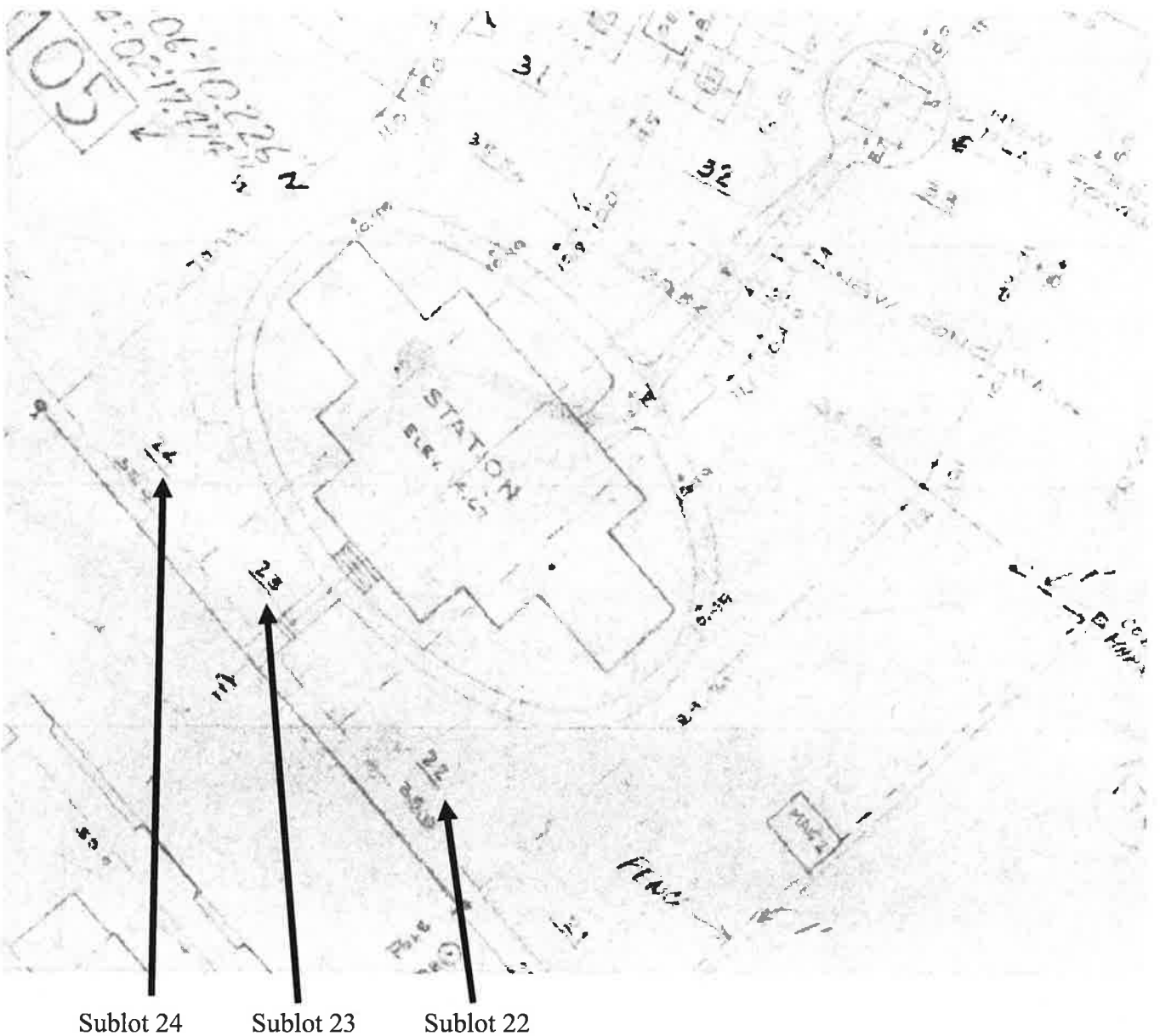
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 5

Figure 3. Location Plot Plan Map: The Old CG Station Manasquan Inlet property consists of portions of Sublots 22, 23, and 24 within Block 176 Lot 21 (U.S. Coast Guard 1944).

0 20
| Feet | North



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National Register of Historic Places Continuation Sheet

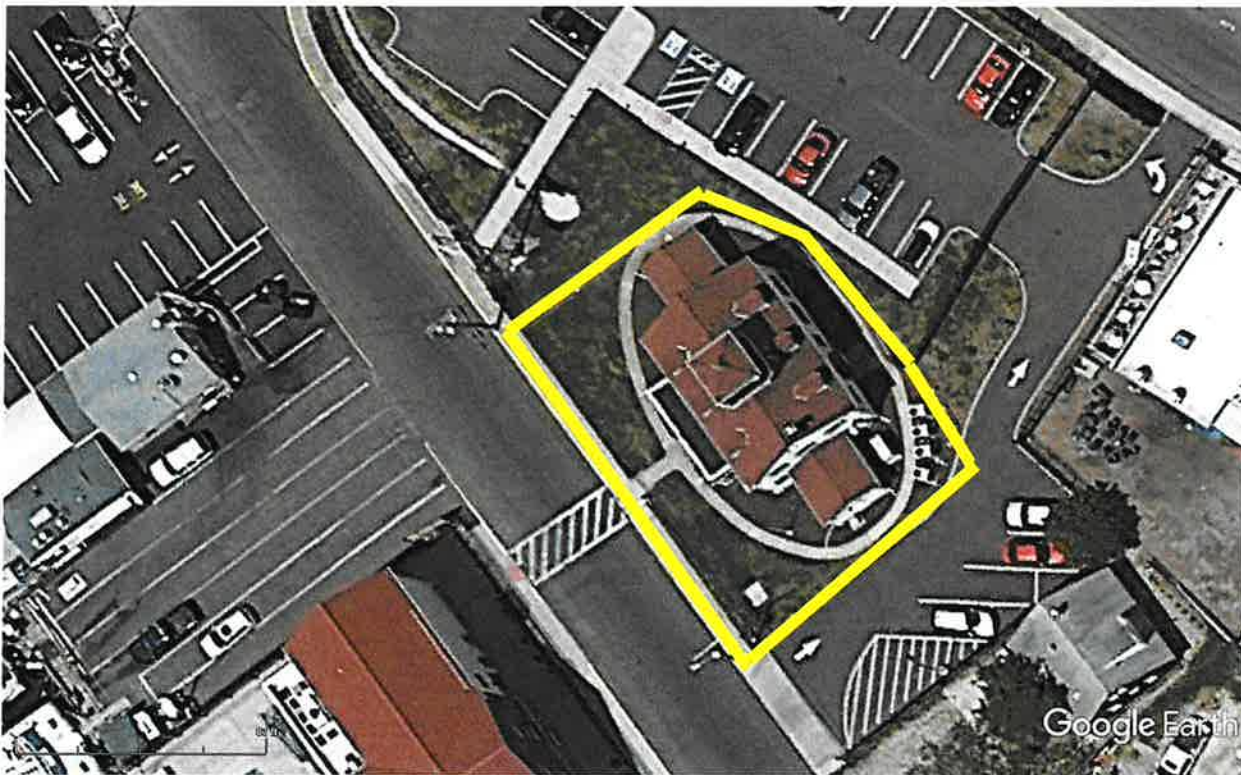
Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 6

Figure 4. Property Boundary Photograph: The approximate property boundaries for the Old CG Station Manasquan Inlet are indicated in yellow. This property is located at 40 Inlet Drive in Point Pleasant Beach. The building with red roof in the lower left of this figure is the new U.S. Coast Guard Station Manasquan Inlet at 61 Inlet Drive. (Google Earth image 2019)

▲
North

0 50
|-----|
Feet



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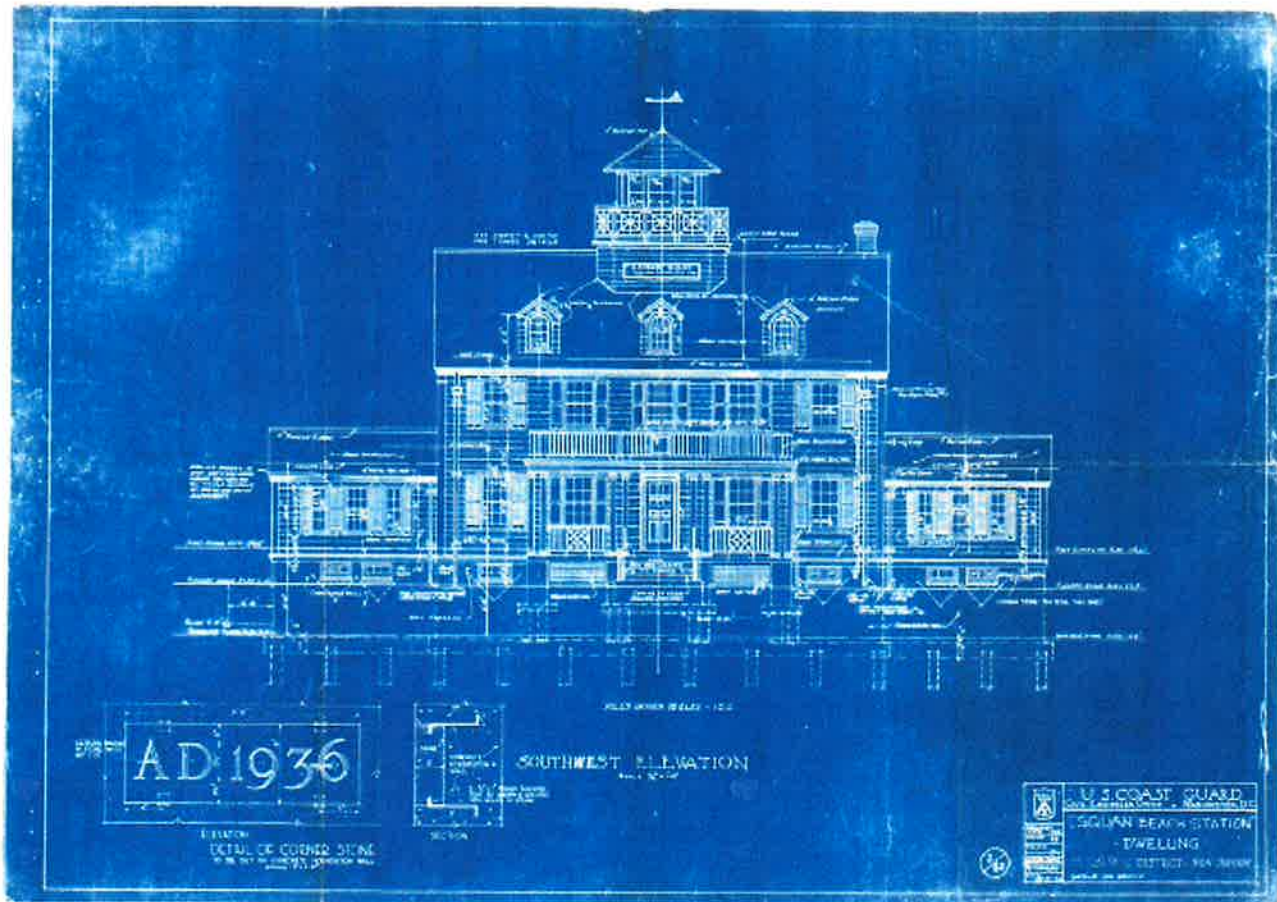
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 7

Figure 5. Blueprint # 1

This illustrates the building's front (southwest) elevation. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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National Park Service

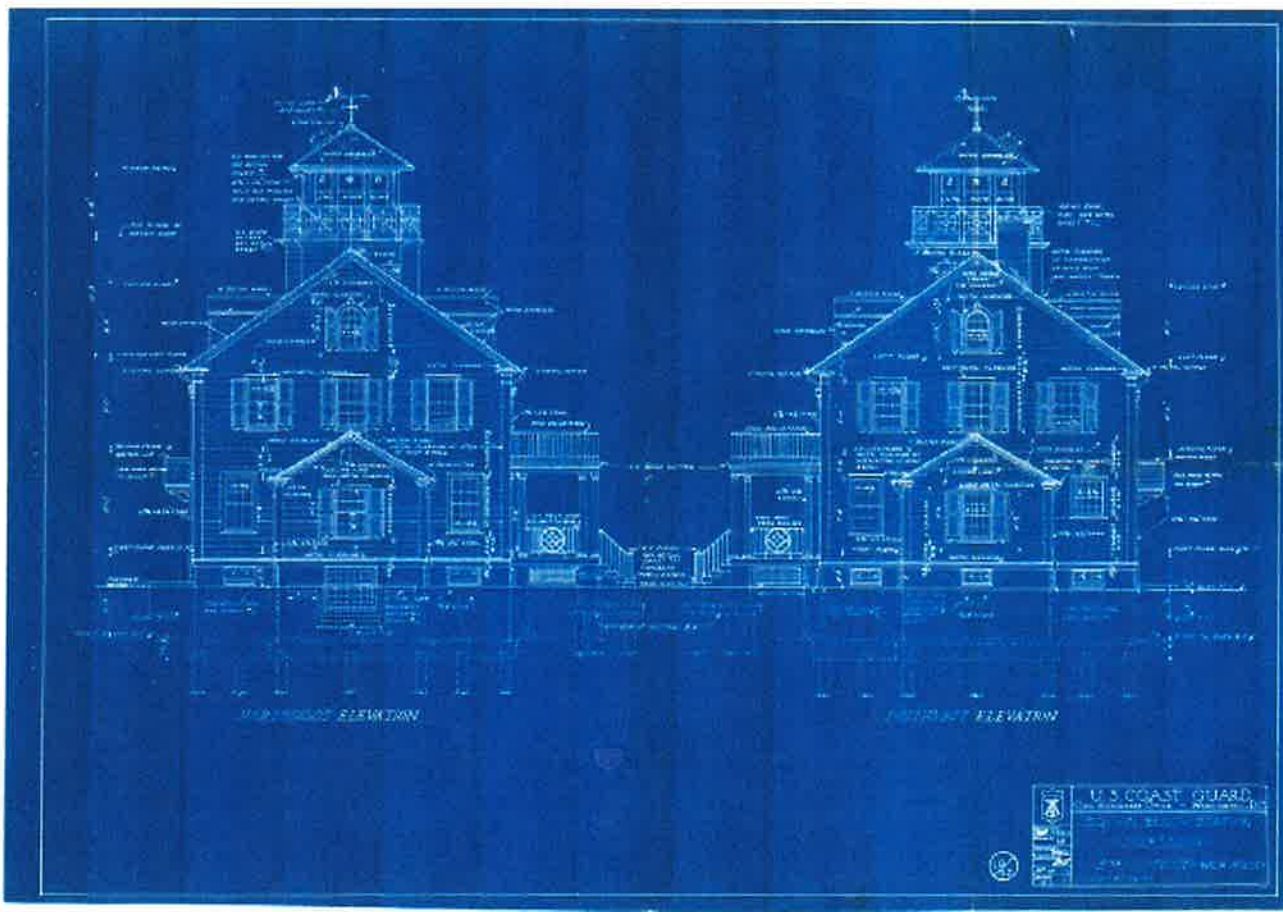
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 8

Figure 6. Blueprint # 2

This illustrates the building's northwest side and southeast side elevations. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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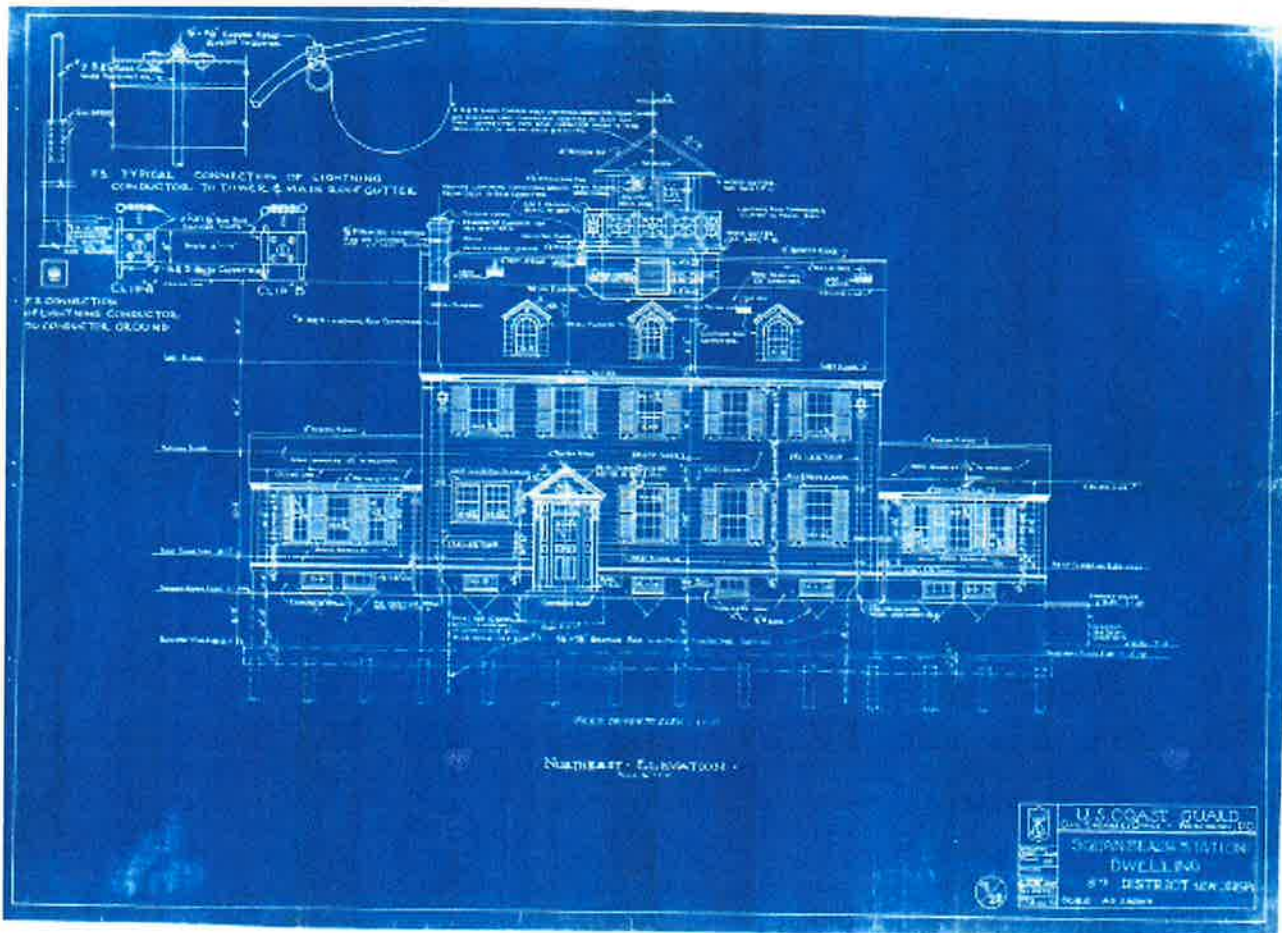
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 9

Figure 7. Blueprint # 3

This illustrates the building's rear (northeast) elevation. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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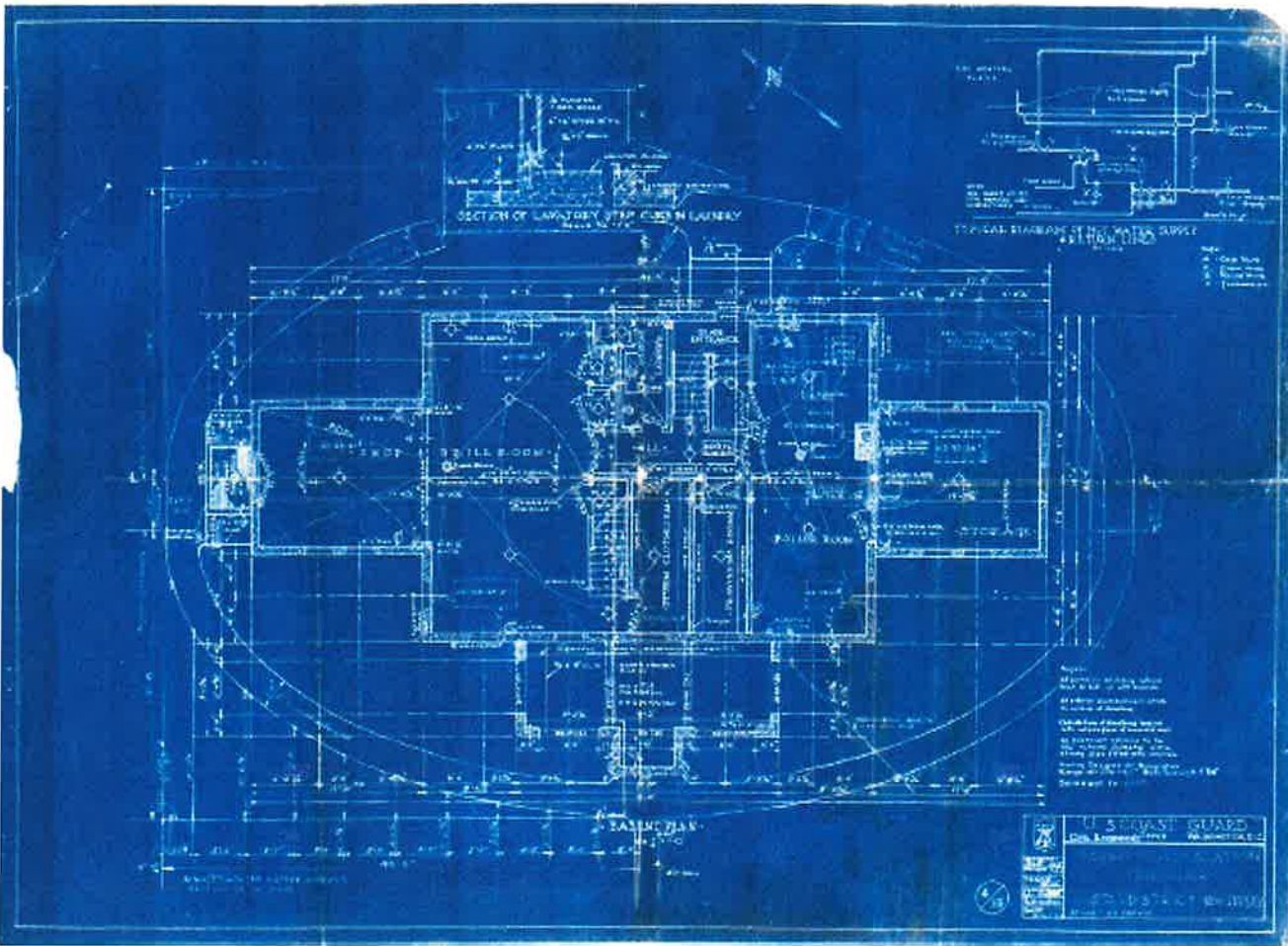
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 10

Figure 8. Blueprint # 4

This illustrates the building's basement plan and the exterior oval walkway. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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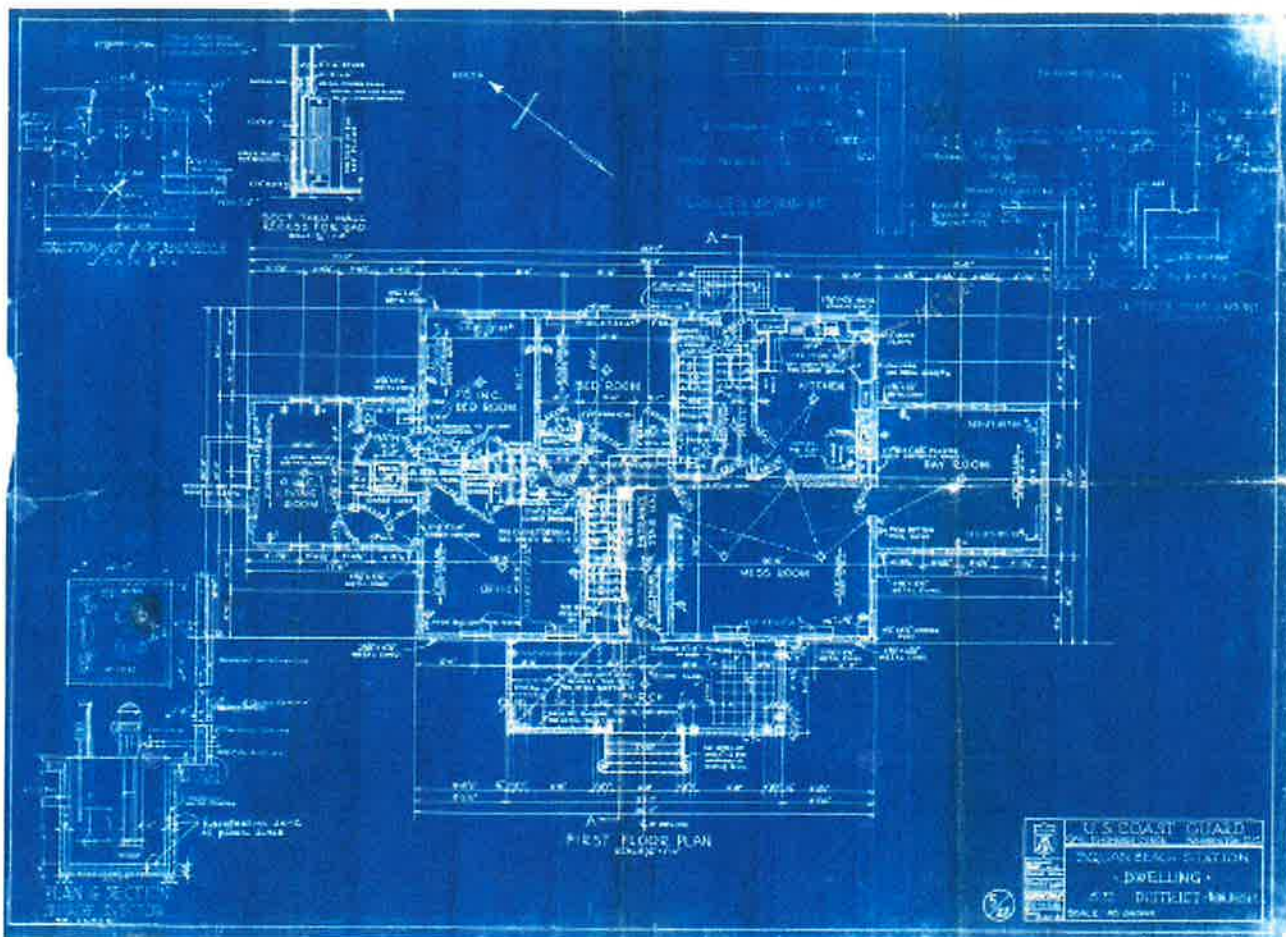
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 11

Figure 9. Blueprint # 5

This illustrates the building's first story plan. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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National Park Service

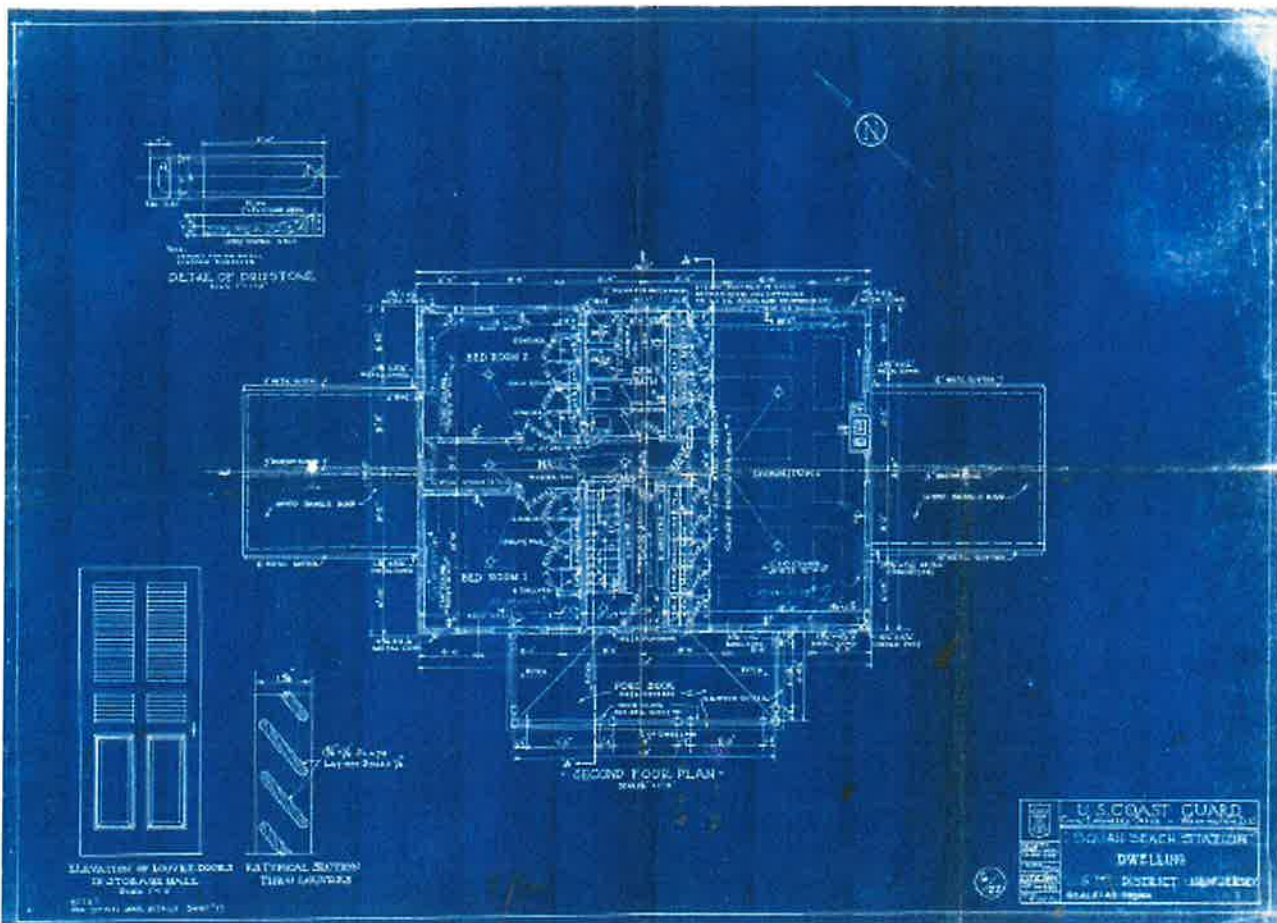
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 12

Figure 10. Blueprint # 6

This illustrates the building's second story plan. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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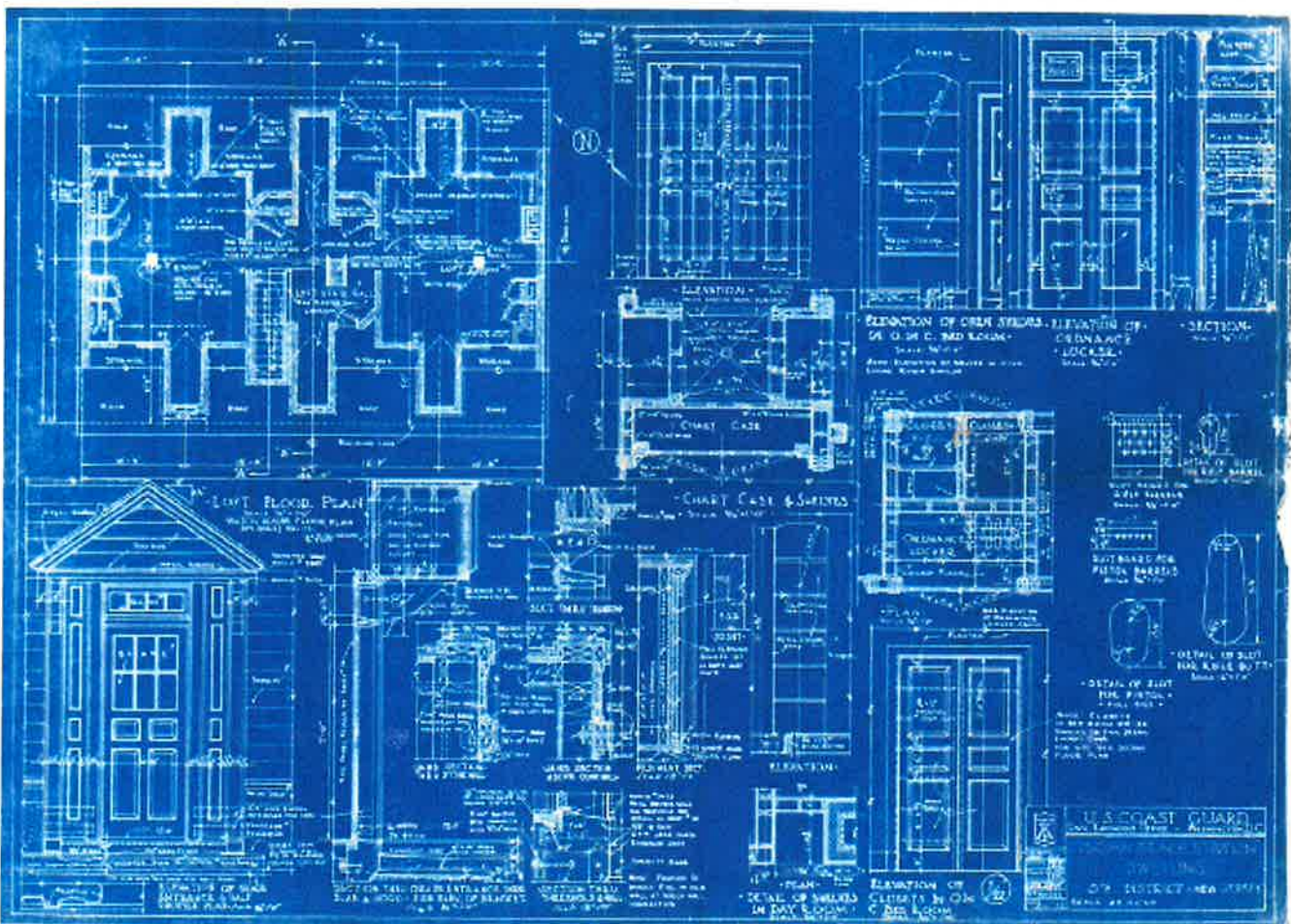
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 14

Figure 12. Blueprint # 8

This illustrates the building's loft half-story plan (upper left), first story rear entrance (lower left), and other building details. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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National Park Service

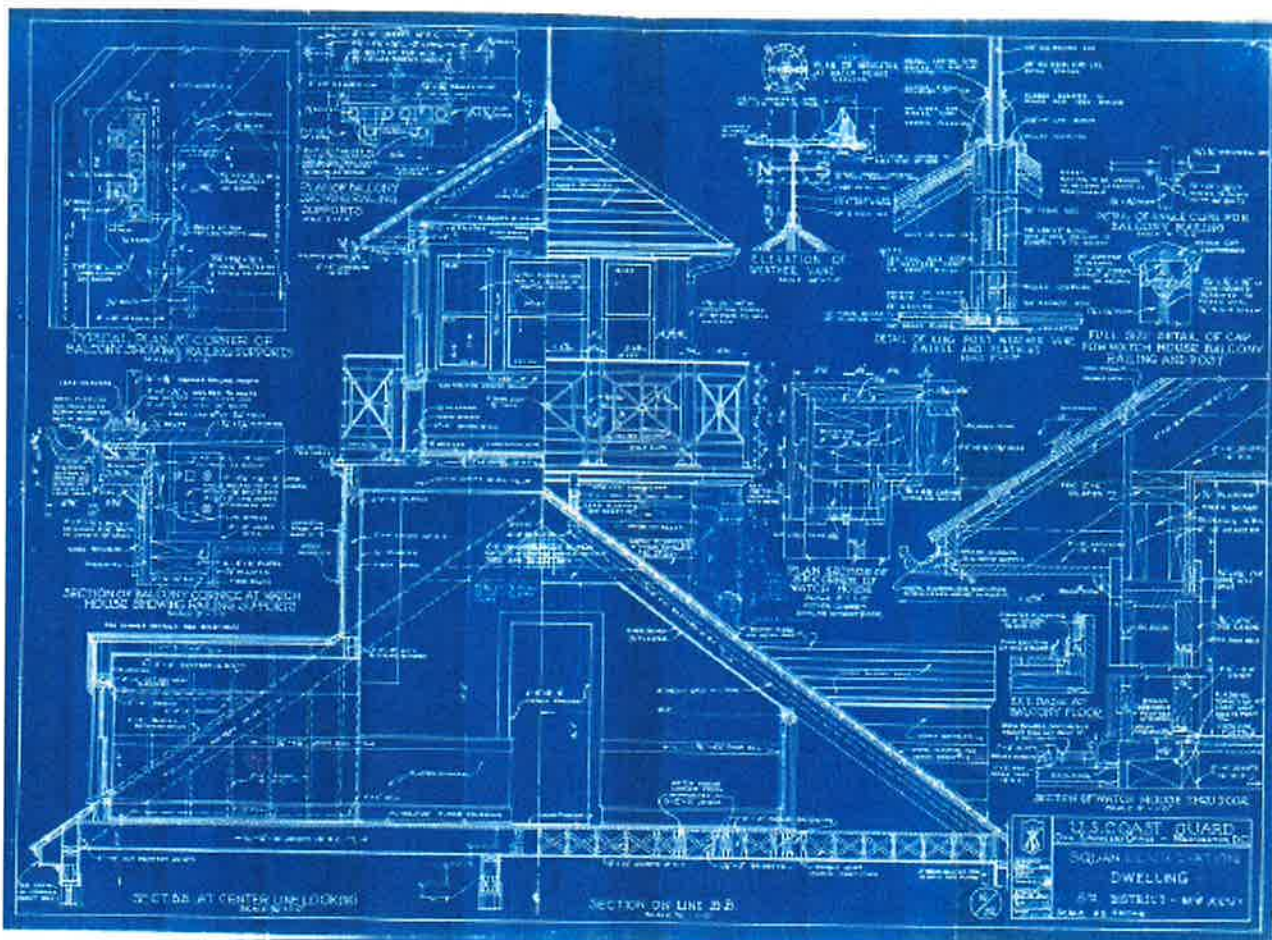
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 15

Figure 13. Blueprint # 9

This illustrates the building's watch house cupola and loft half-story elevations looking towards northwest. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



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National Park Service

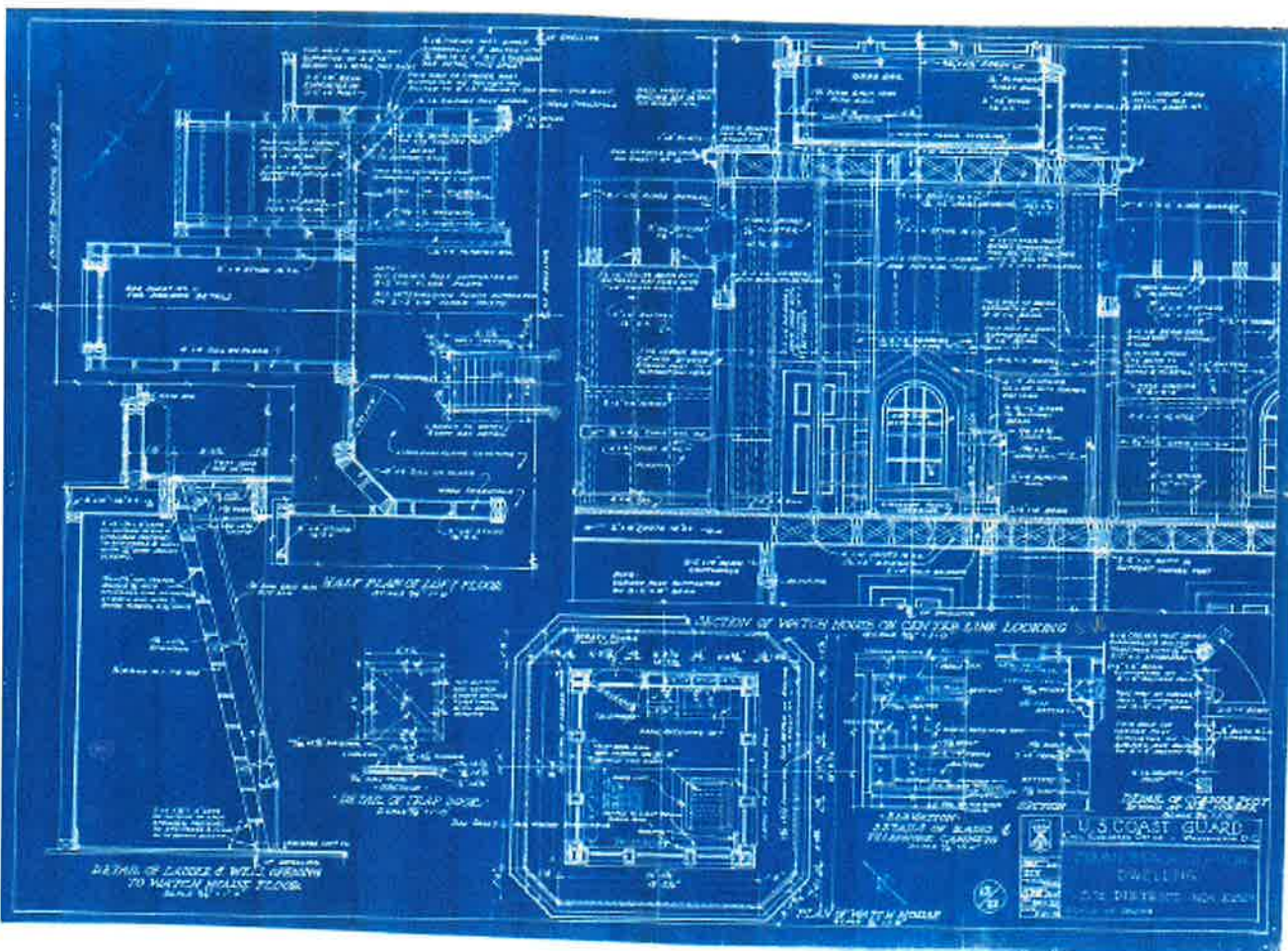
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 16

Figure 14. Blueprint # 10

This illustrates the building's watch house ladder and plan (lower left and center) and other building details. An 11x17 copy of this is with the hard-copy NRHP nomination document package.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 17

Photo # 1

Photograph of the January 1938 commissioning event for the Old CG Station Manasquan Inlet, camera facing northeast (U.S. Coast Guard photo, 1938).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 18

Photo # 2

Aerial photograph of the Old CG Station Manasquan Inlet, camera facing east. This is from a pre-construction architectural rendering for the proposed new Coast Guard Station building, which is in the image's lower right, across Inlet Drive from the Old CG Station building. This shows the CG station's parking area, security fence, and driveway adjoining the old station building (credit: M. A. Mortenson Company, circa 2015).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 19

Photo # 3

Station building front (southwest) elevation, camera facing northeast (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 20

Photo # 4

Station building northwest side and southwest front elevations, camera facing east (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 21

Photo # 5

Station building southeast side and northeast rear elevations, camera facing west (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 22

Photo # 6

Station building watch house and loft half-story dormer, camera facing north (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 23

Photo # 7

First story center hallway and front door, camera facing southwest. The stairway leading to the second story is on the right (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 24

Photo # 8

Second story southeast room, junior rank crew closets, camera facing northwest (D. Koski-Karell photo, 2019).



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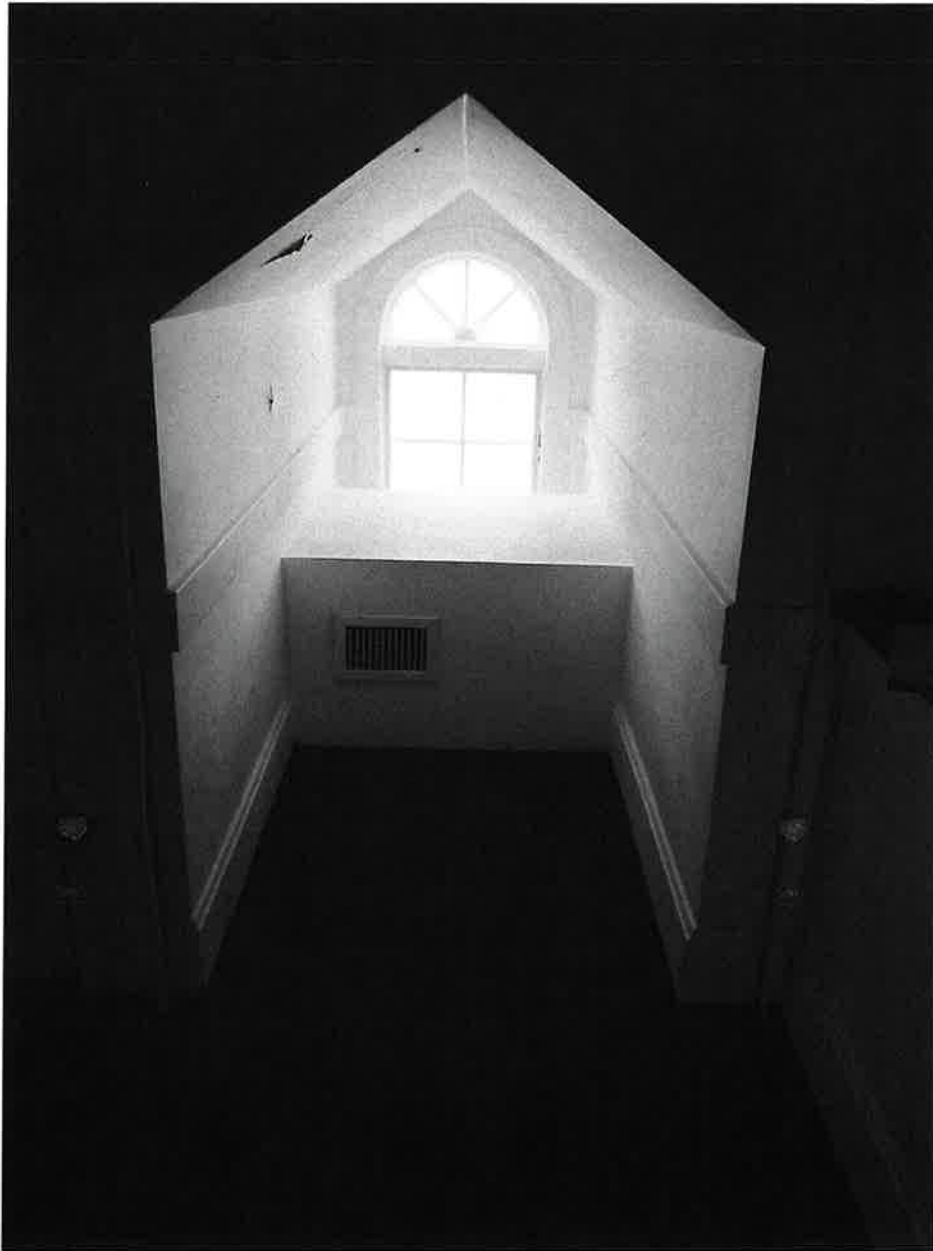
National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 25

Photo # 9

Loft half-story middle room dormer interior, camera facing southwest (D. Koski-Karell photo, 2019).



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Old Coast Guard Station Manasquan Inlet
Ocean County, New Jersey

Section number Additional Page 26

Photo # 10

Loft half-story middle room, ladder to watch house, camera facing southeast (D. Koski-Karell photo, 2019).



The hard copy of the Old Coast Guard Station Manasquan Inlet National Register nomination will include 11x17 prints of the ten blueprint images presented in the Figures. It will also include 5x7 prints of the Photographs.

