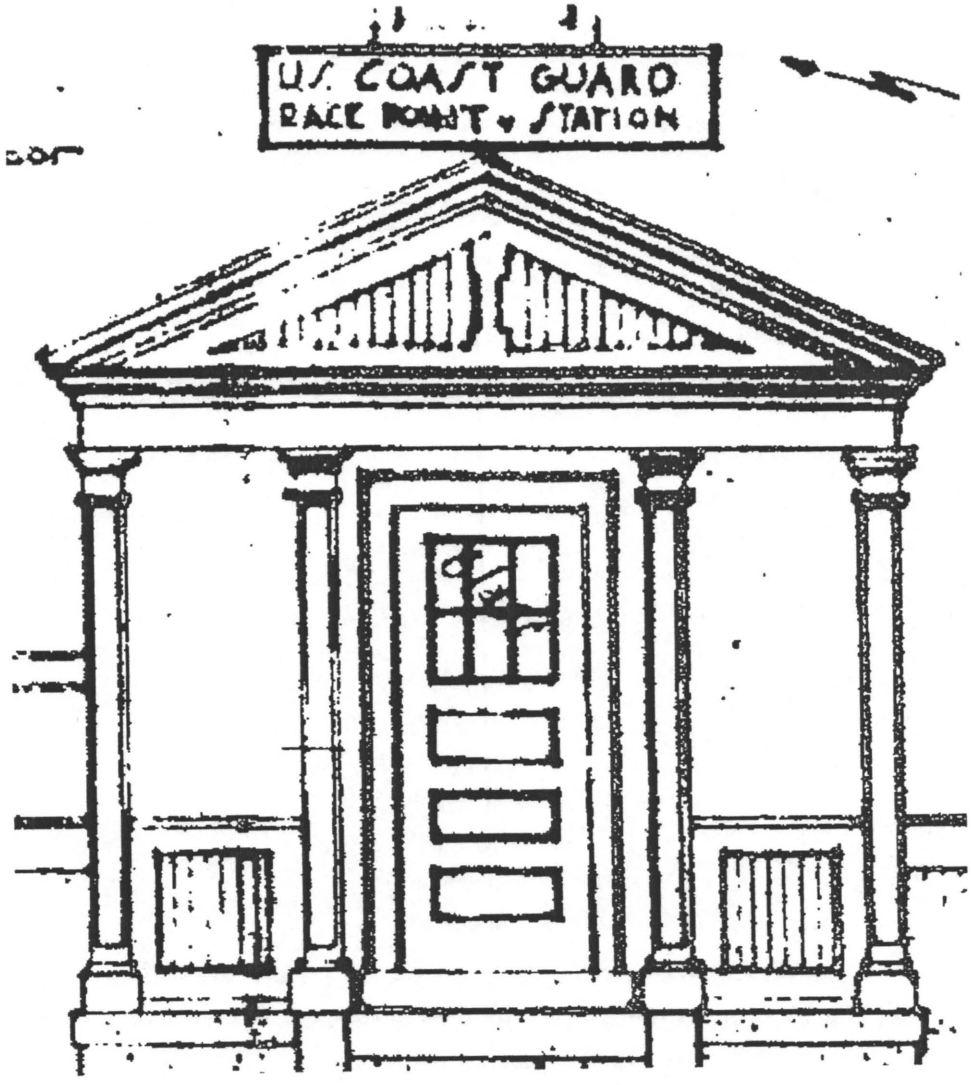


RACE POINT
COAST GUARD STATION
STATION HOUSE

HISTORIC STRUCTURE REPORT

JULY 2005

Cover: Detail of Race Point Coast Guard Station porch from 1930 construction drawings.

RACE POINT
COAST GUARD STATION
STATION HOUSE
HISTORIC STRUCTURE REPORT

CAPE COD NATIONAL SEASHORE
PROVINCETOWN, MASSACHUSETTS

BY
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HISTORIC ARCHITECTURE PROGRAM
NATIONAL PARK SERVICE, NORTHEAST REGION
U.S. DEPARTMENT OF THE INTERIOR
LOWELL, MASSACHUSETTS

JULY 2005

TABLE OF CONTENTS

LIST of ILLUSTRATIONS and CREDITS viii

PREFACE xii

ADMINISTRATIVE DATA xiii

I. **HISTORICAL BACKGROUND and CONTEXT** 1

RACE POINT LIFE SAVING and COAST GUARD STATION 3

II. **PHYSICAL EVOLUTION** 5

CONSTRUCTION – 1931 7

Exterior 7

Interior 9

POST-CONSTRUCTION ALTERATIONS 11

General 11

Circa 1935-Circa 1955 12

Circa-1935-1978 12

Circa 1960-1978 12

1979-Present 13

III. **PHYSICAL DESCRIPTION** 27

STRUCTURAL and EXTERIOR FEATURES 29

General 29

Foundation 29

Framing 29

Walls 29

Trim 30

Doorways 30

Windows 30

East Façade 30
North Elevation 31
West Elevation 32
South Elevation 33

Porch 34

Roofs 34

Drainage System 35

Finishes 35

INTERIOR FEATURES 42

General 42

Basement Level 42

Fitness Room - Room 001 42
Store Room - Room 002 44
Boiler Room - Room 003 44
Basement Hall - Room 004 45
Sink Room - Room 005 46
Laundry - Room 006 47

First Floor 47

Stair Hall – Room101 47
Northeast Office - Room 102 48
Kitchen - Room 103 50
Back Room - Room 104 51
Rear Hall - Room 105 52
Rear Porch - Room 106 53
Southwest Office - Room 107 54
Bathroom - Room 108 56
Southeast Office - Room 109 57

Second Floor 58

Stairwell – Room-201 58
Second-Floor Hall - Room 202 59

Spare Room - Room 203 60
Second-Floor Northeast Office - Room 204 61
Second-Floor Northwest Office - Room 205 62
Second-Floor Bathroom - Room 206 63
Second-Floor Southwest Office - Room 207 64
Second-Floor Southeast Office - Room 108 65

Attic Floor 66

Attic – Room 301 66
Monitor - Room 302 67

IV. **CHARACTER-DEFINING FEATURES and RECOMMENDATIONS** 87

CHARACTER-DEFINING FEATURES 89

RECOMMENDATIONS 91

V. **APPENDICES** 93

1930 CONSTRUCTION DRAWINGS FOR RACE POINT COAST GUARD STATION HOUSE 95

2005 SCALED PLANS of RACE POINT COAST GUARD STATION HOUSE 101

LIST OF ILLUSTRATIONS AND CREDITS

Figure — Page

Cover: Detail of Race Point Coast Guard Station porch from 1930 construction drawings

1. Race Point Life Saving Station, 1905 postcard view. Courtesy of Pilgrim Monument and Provincetown Museum, Provincetown, MA 14

2. Race Point Coast Guard Station, Jan. 1920 plot plan of station site. Courtesy of Coast Guard Academy, New London, CT, microfilm records 15

3. Race Point Coast Guard Station, April 11, 1930, plot plan of Race Point Station showing "Proposed Site for New Station". Courtesy of Coast Guard Academy, New London, CT, microfilm records 16

4. Race Point Coast Guard Station House, circa-1931 photograph from the southeast. Courtesy of Pilgrim Monument and Provincetown Museum, Provincetown, MA 17

5. Race Point Coast Guard Station House, circa-1931 postcard view from the east. Courtesy of Pilgrim Monument and Provincetown Museum, Provincetown, MA 18

6. Race Point Coast Guard Station, February 3, 1932, plot plan of Race Point Station showing new station house and proposed location of lookout tower. Courtesy of Coast Guard Academy, New London, CT, microfilm records 19

7. Race Point Coast Guard Station House, early-1950s photograph from the east, showing the lookout tower and flag tower. Courtesy of Pilgrim Monument and Provincetown Museum, Provincetown, MA 20

8. Race Point Coast Guard Station House, early-1950s postcard view from the east. CACO NS archives 21

9. Race Point Coast Guard Station House, early-1950s postcard photograph from the northeast. Courtesy of Pilgrim Monument and Provincetown Museum, Provincetown, MA 22

10. Race Point Coast Guard Station House and former LARC garage, 1970 photograph from the south. Courtesy of U.S. Coast Guard, 1st Coast Guard District, Boston, MA., photograph no. 1CGD 081270 23

11. Race Point Coast Guard Station, 1973 aerial photograph from the north/northeast. Courtesy of U.S. Coast Guard, 1st Coast Guard District, Boston, MA., photograph no. 1CGD 09207320 24

12. Race Point Coast Guard Station, detail of annotated Sheet 2 of 1930 construction drawings showing asphalt shingles for roofing material. Courtesy of Coast Guard Academy, New London, CT, microfilm records 25

13. Race Point Coast Guard Station, detail of annotated Sheet 3 of 1930 construction drawings showing asphalt shingles for roofing material. Courtesy of Coast Guard Academy, New London, CT, microfilm records. 26

14. Race Point Coast Guard Station, view from the southeast. NPS photograph by Maureen K. Phillips, 2005 36

15. Race Point Coast Guard Station, view from the northeast. NPS photograph by Maureen K. Phillips, 2005 36

16. Race Point Coast Guard Station, view from the northwest. NPS photograph by Maureen K. Phillips, 2005 37

17. Race Point Coast Guard Station, view from the southwest. NPS photograph by Maureen K. Phillips, 2005 37

18. Race Point Coast Guard Station, east elevation, D101 and front porch NPS photograph by Maureen K. Phillips, 2005 38

19. Race Point Coast Guard Station, detail of monitor from the northwest, showing windows (from left) W206-W208 and W302-W305. NPS photograph by Maureen K. Phillips, 2005 38

20. Race Point Coast Guard Station, east façade, basement window W003 and patch on at foundation wall at location of former three-light window. NPS photograph by Maureen K. Phillips, 2005 39

21. Race Point Coast Guard Station, north elevation, east end, patch on foundation wall at location of former coal chute. NPS photograph by Maureen K. Phillips, 2005 39

22. Race Point Coast Guard Station, west elevation, detail showing west and south walls of ell and doorway D102. NPS photograph by Maureen K. Phillips, 2005 40

23. Race Point Coast Guard Station, west elevation, view from north under ell showing windows W005 and W006. NPS photograph by Maureen K. Phillips, 2005 40

24. Race Point Coast Guard Station, south elevation, gable peak and window W306. NPS photograph by Maureen K. Phillips, 2005 41

25. Race Point Coast Guard Station, fitness room (Room 001), looking northwest. NPS photograph by Maureen K. Phillips, 2005 69

26. Race Point Coast Guard Station, fitness room (Room 001), looking southeast. NPS photograph by Maureen K. Phillips, 2005 69

27. Race Point Coast Guard Station, boiler room (Room 003), looking southeast. 1931 narrow-board walls visible in background on left and right. NPS photograph by Maureen K. Phillips, 2005 70

28. Race Point Coast Guard Station, boiler room (Room 003), looking northwest, showing 1931 doorway D006 behind furnace (left) and window W006. NPS photograph by Maureen K. Phillips, 2005 70

29. Race Point Coast Guard Station, stair hall (Room 101), looking east. NPS photograph by Maureen K. Phillips, 2005 71

30. Race Point Coast Guard Station, northeast office (Room 102), looking northwest, 1931 closet opening (left) and doorway D107. NPS photograph by Maureen K. Phillips, 2005 72

31. Race Point Coast Guard Station, northeast office (Room 102), looking northeast. NPS photograph by Maureen K. Phillips, 2005 72

32. Race Point Coast Guard Station, kitchen (Room 103), looking northeast. NPS photograph by Maureen K. Phillips, 2005 73

33. Race Point Coast Guard Station, kitchen (Room 103), looking southwest. D107 (left) former pantry doorway; D108 (right) former exterior doorway. NPS photograph by Maureen K. Phillips, 2005 73

34. Race Point Coast Guard Station, southwest office (Room 107), looking northeast. NPS photograph by Maureen K. Phillips, 2005 74

35. Race Point Coast Guard Station, southwest office (Room 107), looking northwest to bathroom (Room 108). NPS photograph by Maureen K. Phillips, 2005 74

36. Race Point Coast Guard Station, southeast office (Room 109), looking southeast. NPS photograph by Maureen K. Phillips, 2005 75

37. Race Point Coast Guard Station, southeast office (Room 109), looking northwest. NPS photograph by Maureen K. Phillips, 2005 75

38. Race Point Coast Guard Station, Stairwell (Room 201), looking east. NPS photograph by Maureen K. Phillips, 2005 76

39. Race Point Coast Guard Station, second-floor hall (Room 202), looking south. NPS photograph by Maureen K. Phillips, 2005 77

40. Race Point Coast Guard Station, second-floor hall (Room 202), ceiling hatchways D301 and D302 to attic. NPS photograph by Maureen K. Phillips, 2005 77

41. Race Point Coast Guard Station, second-floor northeast office (Room 204), typical 1931 door in doorway D202. NPS photograph by Maureen K. Phillips, 2005 78

42. Race Point Coast Guard Station, second-floor northeast office (Room 204), exposed original wall and ceiling above dropped ceiling. NPS photograph by Maureen K. Phillips, 2005 79

43. Race Point Coast Guard Station, second-floor northeast office (Room 204), looking northeast. NPS photograph by Maureen K. Phillips, 2005 79

44. Race Point Coast Guard Station, second-floor northwest office (Room 205), looking southeast. NPS photograph by Maureen K. Phillips, 2005 80

45. Race Point Coast Guard Station, second-floor northwest office (Room 205), looking northwest. NPS photograph by Maureen K. Phillips, 2005 80

46. Race Point Coast Guard Station, second-floor bathroom (Room 206), looking west through 1931 doorway D204. NPS photograph by Maureen K. Phillips, 2005 81

47. Race Point Coast Guard Station, second-floor southwest office (Room 207), looking northeast. NPS photograph by Maureen K. Phillips, 2005 82

48. Race Point Coast Guard Station, second-floor southwest office (Room 207), looking southwest. NPS photograph by Maureen K. Phillips, 2005..... 82

49. Race Point Coast Guard Station, second-floor southeast office (Room 208), looking northwest. Doorway D206 (left) to southwest office; doorway D205 (right) to hall. NPS photograph by Maureen K. Phillips, 2005 83

50. Race Point Coast Guard Station, second-floor southeast office (Room 208), looking southeast. NPS photograph by Maureen K. Phillips, 2005 83

51. Race Point Coast Guard Station, attic (Room 301), looking northeast at hatchway D302 banister and ladder and at cased chimney chase. NPS photograph by Maureen K. Phillips, 2005 84

52. Race Point Coast Guard Station, attic (Room 301), looking south. NPS photograph by Maureen K. Phillips, 2005 84

53. Race Point Coast Guard Station, attic (Room 301), south wall, window W306. NPS photograph by Maureen K. Phillips, 2005 85

54. Race Point Coast Guard Station, monitor (Room 302), looking northeast. NPS photograph by Maureen K. Phillips, 2005 85

PREFACE

The Race Point Coast Guard Station House is owned by Cape Cod National Seashore (CACO NS). The site was established as the Race Point Life Saving Station in 1872 and a station house was built in that year. In 1914 the Life Saving Service merged with the Revenue Cutter Service to create the U.S. Coast Guard. In 1931 the Coast Guard built the current station house at Race Point to the north of the 1872 station house. In 1979 the Coast Guard moved into new quarters in Provincetown, Massachusetts, and the National Park Service began using the Race Point Station under a lease agreement with the Coast Guard. In 1986 the site was officially transferred to the National Park Service and became part of the Cape Cod National Seashore.

CACO NS plans to rehabilitate the station house, which will involve making it ADA accessible, potentially moving and/or removing interior partitions, and fixing chronic roof leaks. This work necessitates the identification of character-defining features to ensure the preservation of the structure's historical integrity and to provide guidance for rehabilitation.

This limited historic structure report (as defined by Director's Order 28) records the general history and physical evolution of the Race Point Coast Guard Station House and document the structure's character-defining features to guide its planned rehabilitation. It was prepared for CACO NS by the Historic Architecture Program of the Northeast Region/National Park Service. Preparation of the report involved limited historical and archival research, as well as physical and photographic documentation of the structure. The physical documentation included a limited paint analysis but no other fabric analysis (e.g., mortar analysis). The research and documentation was conducted, and the report was written, by Architectural Conservator Maureen K. Phillips.

ADMINISTRATIVE DATA

Basic Data

Building Name

- Race Point Coast Guard Station House

Building Number

- CACO-P248

LCS Number

- 040385

Location

The Race Point Coast Guard Station site, on which the station house is situated, is located in the Cape Cod National Seashore on the north coast of lower Cape Cod in Provincetown, Barnstable County, Massachusetts, approximately one and a half miles to the north/northeast of the Race Point Lighthouse. The site is located within the U.S. Coast Guard's First Coast Guard District.

Period of Significance

The Race Point Coast Guard Station House was not considered historically significant when the Cape Cod NS General Management Plan was last prepared, but is now believed to be eligible for listing in the National Register of Historic Places. Since the structure's period of significance has not been administratively determined, for purposes of this report it has been assumed that the period of significance for the station house is related to its occupation by the U.S. Coast Guard from its construction in 1931 to 1978.

National Register Status

A National Register nomination has not been prepared for the Race Point Coast Guard Station site. However, the National Park Service and the Massachusetts State Historic Preservation Officer have agreed that the structures at the site, including the station house, are eligible for listing on the National Register.[1]

Proposed Treatment and Use

The primary use of the station house is a ranger station for Cape Cod NS. The proposed treatment for the structure is rehabilitation, based on the Secretary of the Interior Standards for Treatment of Historic Properties.

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[1] Correspondence dated May 31, 1989 and December 16, 1991; Letter of Concurrence dated July 8, 1996.

I. HISTORICAL BACKGROUND AND CONTEXT

RACE POINT LIFE SAVING AND COAST GUARD STATION

The Race Point Life Saving Station, also known as Crow Hill Life Saving Station, was one of the original nine stations erected on Cape Cod by the U.S. Life Saving Service in 1872.[1] The property on which the station was built was used by the Service under an agreement with the Commonwealth of Massachusetts. The original station house was in a style known as a "Red House," which was comprised of a long, gable-roofed, rectangular building that had wide openings at the gable ends through which rescue boats were moved. In 1888 full-length additions were made to each long side of the building under an expanded gable roof to convert the old station building to an "Expanded Red-House" (fig. 1). Probably around the same time, or at least by 1902, a structure was built to the north of the station house that may have been a stable. By 1920 the site held the station house, a barn to the southeast of the station house, and the old stable, now labeled a boathouse and sporting a large square cupola, to the northwest (fig. 2). By 1930 a small oil house sat to the east of the station (fig. 3).

In 1915 the Life Saving Service merged with the Revenue Cutter Service to create the U.S. Coast Guard. In 1931 the Coast Guard built a new station house at Race Point to the north of the 1872/1888 station house. The new station contained only crew's quarters and offices. Historic photographs and post card images taken of the newly-constructed station show the old station house, boathouse, barn, and oil house in the background (figs. 4 & 5), and what appear to be concession stands along a parking area to the east. Apparently, soon after the new station house was built (and after these images were taken) the old station house was demolished and the boathouse was moved to the old structure's site. A square steel-frame flag tower was erected behind the station house, and around 1932 a lookout tower with a hip-roofed square cabin sitting atop a steel-girder base was sited to its north/northeast (fig. 6). The lookout tower was built in a standard Coast Guard style that had been used since at least 1922, when the Assateague, Virginia, Coast Guard station house was constructed.

The new Race Point Coast Guard station house was a "Chatham type" station house, designed by the last official architect of the Life Saving Service, Victor Mendleheff, and named after the first life-saving structure built in that design in Chatham in 1914. This plan type was a two-story, five-bay, plainly detailed building with a gable-on-hip roof and a covered entrance porch. The entrance porch on the Race Point station house had a gable roof, and an open hip-roof porch was built on the rear wall. The early examples of the Chatham type station had a large cupola perched on the roof ridge and six-over-two window sashes, but for the Race Point station the cupola was eliminated and the building was given six-over-six sashes.

Few major exterior changes were made to the station house over the next 20 years. Three circa-1950s views taken of the structure show that at least the northern portion of the rear porch had been enclosed and that wood shingles had replaced its original "drop siding," or novelty siding (figs. 7-9). The flag tower had by now been sited at the front of the building, but the lookout tower remained in its original location, as did the concession stands at the parking lot. In the late 1950s or early 1960s, severe erosion of the beach to the north and east of the station house destroyed the old parking area and

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[1]The history of the Life Saving Service and the Coast Guard at Race Point is based on information found in: Brian Pfieffer, *Historic Structure Inventory, Cape Cod National Seashore* (1981); Dalton, *The Life Savers of Cape Cod* (1902); Ralph Shanks and Wick York, *The U.S. Life Saving Service: Heroes, Rescues, and Architecture of the Early Coast Guard* (1996); the Cape Cod National Seashore (CACO NS) Land Acquisition Case Files for Tract #01-8726 at the Federal Records Center in Waltham, Massachusetts, microfilm records at the U.S. Coast Guard Academy in New London, CT; and photographic records at U.S. Archives in Washington, D.C.

necessitated the removal of the lookout tower.[2] In its place, a flat-roof rectangular monitor with windows on three sides was built at the north end of the station house roof. A steel ladder on the north elevation of the building provided exterior access the monitor. By the early 1970s a long, rectangular, shed-roof garage had been built a few feet behind the station house's rear porch to house a special piece of rescue equipment known as an LARC (figs. 10 & 11)[3] Alterations to the interior of the station house during this period resulted in re-configured floor plans at the basement and first-story levels.

In 1979, when the U.S. Coast Guard constructed a new solar-heated station in Provincetown, the National Park Service took over operation of the site under a license agreement from the Coast Guard and rehabilitated the station house for use as offices for rangers, interpreters, and maintenance staff.[4] In 1986 the site consisting of 4.8 acres and seven structures was declared "excess property" by the U.S. Coast Guard and ownership was transferred to the Park Service and became part of Cape Cod National Seashore.

[2] April 25, 2005, telephone conversation with David Spang, retired CACO NS seasonal ranger.
[3] This garage was removed in the late 1990s. May 2005 conversation with Bill Burke, Cultural Resources Program Manager, CACO NS.
[4] "Solar Heated CG Station Dedicated," *Cape Cod Standard Times* (August 7, 1979); CACO NS Land Acquistion Files.

II. PHYSICAL EVOLUTION

CONSTRUCTION – 1931

Exterior

General

The station house at Race Point Coast Guard Station was built in 1931 along the east edge of a 4.8-acre tract of land located on the north shore of the lower Cape Cod peninsula that comprised the station site. The 1931 construction date can be determined from several pieces of information: ownership of the site, which had been used by the U.S. Coast Guard under an agreement with the Commonwealth of Massachusetts, was transferred to the United States from the Commonwealth on December 17, 1930; a site plan dated April 11, 1930, that shows the "Proposed Site of the New Station" (fig. 3); construction drawings for the station house that are dated 1930 (Appendix A); and a plot plan of the site dated February 1932 that shows the completed structure (fig. 6).[5] The station house was oriented almost exactly due magnetic east/west and was situated approximately 100 yards northeast of the 1872/1888 station house. The construction drawings for the building as well as one historic photograph and a few postcard views thought to have been recorded soon after the building's construction provide a good record of the original appearance of the station house, which was confirmed by a physical investigation of the structure conducted in April 2005 (Appendix A, and figs. 4 & 5).

The Race Point Station House was built in the "Chatham type" style used by the Coast Guard – a two-story, five-bay, plainly detailed building with a gable-on-hip roof. The eaves of the roof extended approximately 1 foot from the walls. The resulting soffits were probably covered with narrow boards installed parallel to the walls. These are no longer extant, but narrow tongue-and-groove boards were used to line the porch ceilings and are known to have been used for soffits on the 1922 Assateague Coast Guard station house, which was also a Chatham type structure. The wood-frame building had a raised poured-concrete foundation and front and rear porches. House and porch roofs were covered with asphalt shingles. One construction drawing called simply for "shingles" on the roofs, but later annotated drawings called for asphalt shingles (figs. 12 & 13). The roofing was probably red in color – all color views of the station house from the 1930s to the present show a red roof, and red roofing was a traditional material for 20th century Coast Guard station houses (red asbestos shingles were used on the Assateague station house). According to the construction drawings, the walls were to be clad with "drop" siding (also known as "novelty siding") and were trimmed with plain corner boards and a plain water table on all four elevations.[6] Plain-board rakes trimmed the gables. Whether or not drop siding and corner boards were originally used has not been confirmed – the structure has had wood-shingle siding with no corner boards or water table since at least the 1950s. A water table is visible in the circa-1931 photograph of the structure, but the type of siding or the presence of corner boards cannot be clearly identified.

East Facade

The east façade of the building was five bays wide. The main entrance was centered on the wall at a level halfway between the basement and first stories. The doorway was fitted with a glazed door with six lights and three lower horizontal panels, and was protected by an asphalt-shingled gable-roof porch. The porch roof was supported by two pairs of spaced square columns on the outer corners. Engaged

[5] CACO NS Land Acquisition Files; Coast Guard Academy microfilm records.
[6] See "Window Details" on Sheet 4 of the construction drawings in Appendix A for a profile of the drop siding.

columns flanked the doorway on the east wall. The porch deck was comprised of poured concrete and was accessed by two poured-concrete steps. A banister 2 feet 11 inches high with square balusters ran between the columns. The porch ceiling was lined with narrow tongue-and-groove boards, which are extant. The circa-1931 photograph taken of the newly-constructed station house shows that the spaces between the columns were filled with panels that held small double-hung sash windows and a door. These were probably used during the winter months to create an enclosed entrance; however, there are no references to these panels in the construction drawings and no other images have been found that indicate that the panels were used regularly or for how many years.

Windows with six-over-six double-hung sashes were located in the remaining four bays on the first story and in all five bays on the second story. On the basement level, windows with six-light awning sashes were located in three bays and an opening with a horizontal three-light sash was located in the north bay. All the windows were the same width with the tallest openings being located on the first story, slightly shorter openings on the second story, and the shortest openings at the basement level. A brick chimney with cement coping pierced the roof at the north end of the gable roof ridge.

North and South Elevations

The north and south elevations were almost identical in appearance. Each elevation was two bays wide with one window in each bay on the first and second stories and a peaked casement window in the gable. At the basement level, the south elevation had one window in each bay, while the north elevation had a 6-light window in the west bay and a metal coal chute in the east bay. Windows and sashes on the basement, first, and second stories were the same size and configuration as those on the respective levels on the east façade.

West Elevation

The west elevation was five bays wide. The placement of openings on the west elevation was also balanced but the rear entrance was not centered on the wall, as was the main entrance on the east facade. The rear entrance was located in the bay to the north (left) of center on the wall and, unlike the main entrance, was placed at the first-story level. The doorway was accessed via a flight of wooden steps that led to an open porch. The construction drawings shows the doorway fitted with a six-light glazed door of the same design as in the main entrance on the east façade. The doorway was protected by a porch that extended across the north half of the wall. The porch rested on concrete piers and had an asphalt-shingled half-hip roof supported by four square columns. A banister 2 feet 11 inches high with square balusters ran up the steps and along the edge of the porch, and the decking was probably comprised of tongue-and-groove boards. The porch ceiling was lined with narrow tongue-and-groove boards, some of which are extant on the current rear porch.

One window was located to the north and three windows to the south of the rear doorway. The basement level of the west elevation held five openings that were placed under each of the first-story openings. The two north and two south openings each held 6-light transom sashes. The center opening was wider than the window openings and was used as a doorway to the basement. The construction drawings show the opening fitted with two hinged panels that swung open to the exterior to allow access to the basement. On the second story, the construction drawings show four windows with six-over-six double-hung sashes symmetrically positioned along the wall in the two north and two south bays. It is possible that a fifth window that illuminated a crew's toilet was centered on the wall (see the "Interior" section that follows). Windows and sashes on the basement, first, and second stories were the same size and configuration as the respective windows on the east façade.

Drainage System

The drainage system consisted of gutters, leaders, and 4-inch downspouts, (or "conductors") made of galvanized sheet metal. Gutters were installed along the cornice of all four eaves of the lower hip roof using exterior metal hangers. Downspouts draining the gutters were located only at the east and west ends of the building's north elevation, and concrete drip basins were installed under each downspout.[7]

Miscellaneous

A large sign board (called a "Description Board" in the construction drawings) on which was painted "U.S. Coast Guard – Race Point Station" was placed on the east façade over the front porch roof. The walls and trim were painted a light color (probably white) and the window sashes were painted a dark color.

Interior

The interior of the station house consisted of a basement, two floors, and an attic (or "loft"). The **basement story** was accessed by poured-concrete steps that led down from the landing at the main entrance on the east side of the building. The stair walls were lined with 47-inch-high narrow-board wainscot trimmed with a plain baseboard and molded chair rail. The construction drawings called for the basement to hold eight rooms: Hall, Store Room, Coal Bin, Boiler Room, Crew's Toilet, Laundry, Electric Generator Room, and Storm Clothes Room. A boiler and water heater in the Boiler Room were connected by flues to the chimney base. All exterior walls consisted of the poured-concrete foundation walls. There is no indication on the drawing of the composition of the interior walls and ceilings in the basement, but there is extant evidence that they were covered with narrow-board paneling and that the walls had plain baseboards.

There is also extant physical evidence that the original basement plan resembled its current configuration more than what was shown on the construction drawings. Although several rooms are now locked and/or blocked by stored material and therefore inaccessible for physical investigation, original narrow-board paneling can be seen along the wall separating the Boiler Room from the Storage Room, indicating that the original Coal Bin was not as large as originally planned. The narrow-board paneling is also visible behind the extant modern east partition in the room referred to as the "Sink Room" on the 2005 scaled drawings (Appendix B). This room is much smaller than the "Crew's Toilet" that was supposed to have been in this location as indicated on the original basement plan, and would not have allowed for the toilet, shower, and two sinks originally called for. The room may have originally held only a toilet and sink, with the shower(s) located in what is now the bathroom on the second story (see discussion below).

Four poured-concrete steps led up from the landing at the main entrance level to the **first story** of the station house. The construction drawings show that this floor had six rooms: Stair Hall, Mess Room, Kitchen with pantry, and a Bedroom with closet, a Toilet, and an Office for the Officer in Charge. The

[7] See discussion of drainage system for the station house in Maureen K. Phillips, *Race Point Life Saving Station, Station House and Boathouse Documentation Report* (September 1998). It was concluded at the time of the report, with no supporting photographic evidence, that the drainage system was built according to the construction drawings. The circa-1931 photograph that was uncovered while researching this report (fig. 4) clearly shows a leader at the northwest corner of the roof that must have led to a downspout, but no downspouts on the south elevation, thus confirming that the drawings reflect the as-built drainage system.

walls in all the rooms were composed of "Rockwall lath and plaster" and were trimmed with plain baseboard. The walls in the public rooms (the Office, Mess Room, and Kitchen) may have had chair rails.[8] A chart case (not extant) was to be built along the north wall of the Office. The Kitchen had a cupboard on the north wall and a cooking range and water boiler on the east wall that were connected by flues to the chimney. The kitchen pantry was furnished with shelves, a cupboard, and a sink.

The **second story** was accessed via a dogleg staircase from the first story. The stair walls were lined with 47-inch-high narrow-board wainscot trimmed with baseboard and chair rail. The second story held a Hall and at least four additional rooms: the "Spare Room," the "No. 1 Man's Room," a large room at the south end that was called "Sleeping Room A" and which probably held three or four beds, and "Sleeping Room B" in the northwest corner that probably held two beds. As on the first story, all the walls on the second story were finished with Rockwall lath and plaster and trimmed with baseboard. The drawings show a shallow closet on the west wall of the hall; otherwise, none of the rooms on the second story had closets.

There is physical evidence that indicates that the extant bathroom on the second story may have been an original room, and not part of Sleeping Room A as shown on the 1930 construction drawings. The doorway to the bathroom and an adjacent doorway into a shallow closet both appear to be original openings – they both have what appear to be original casings, as confirmed by analysis of paint removed from these casings and from the original casing for the doorway to the current second-story southeast office. The use of the space is speculative – it would have been somewhat small for another bedroom, but it may have been the original location of a crew's toilet with a shower or showers, rather than the basement location shown on the 1930 drawings. If the crew's toilet were originally in this location, there would have been a window on the west wall (in location of the extant window) to provide air and light for the room.

The **attic story** was unfinished and apparently used for storage. This area was accessed using a ladder that led to a hatchway in the ceiling of the second-story hall.

The **flooring** in the basement was poured concrete. It is not known what flooring was used on the first and second storys, although it was probably 2-inch or 3-inch tongue-and-groove boards. Today the flooring on both levels is covered with a variety of modern materials such as carpeting, vinyl tiles, and sheet vinyl, some installed over earlier post-1931 flooring, and no original flooring material could be seen during the physical investigation for this report.

Heat was provided by a coal-fired hot water system. In the basement, radiators were mounted on the ceiling in the Storm Clothes Room, Crew's Toilet, and Laundry. On the first story, radiators were located in the main entrance stair landing, the Mess Room and the Officer in Charge's bed room, toilet, and office. No radiator is shown on the drawings for the Kitchen; however, an extant radiator located under the window on the north wall of the room appears to be an original feature. Radiators were also located in each bedroom on the second story.

[8] No chair rails are shown on the construction drawings. However, chair rails were installed in those rooms in the Assateague station house although not indicated on the construction drawings for that structure.

POST-CONSTRUCTION ALTERATIONS

General

The following briefly lists the known alterations to the Race Point station house since its construction in 1931. Very little written documentation was found concerning the station house; what little that was found dates from the National Park Service occupation of the building in 1979, and includes references to alterations made to the building by the Park Service primarily between 1979 and 1984.[9] Most of the documentation for the pre-Park Service period consists of historic photographs and post card views, and of the 1930 construction drawings for the structure compared to the results of the physical investigation conducted for this report in April 2005. The physical investigation was non-intrusive except for a limited paint sampling and analysis, and thus this report is also somewhat limited for purposes of conjectured changes and relative dating of features.

It is known that the National Park Service did extensive interior remodeling in 1979 when it first occupied the building, and that the existing plans of the basement, first and second stories represent major alterations to the original plans. However, it is thought that the alterations to the floor plans were made by the Coast Guard before 1979. A sketch drawn in November of that year by the NPS entitled "Plan Showing Proposed Use of Space at Station House" shows all three floor plans mostly as they exist today.[10] This suggests that the extant floor plans were in place when the Park service first used the building. In addition, the "Request for Repairs" in the Land Acquisition Files from the Park Service to the Coast Guard makes no mention of reconfiguring the floor plans, and Park Service personnel remember that the changes had been in place when the Park Service moved in.[11]

One logical time for the change in the first-story plan configuration, which included converting the former kitchen pantry into the extant Rear Hall, would have been when the rear porch was partially enclosed sometime before circa 1955, leaving a narrow open porch at the south end of the former porch. The original rear doorway would have then been located within the enclosed section of the porch, and if there was now a new rear hallway, it would have required its own exterior doorway located in place of the former pantry window. Supporting evidence for this theory is found in the comparative analysis of paint samples taken from original wainscot and doorway casings in the Stair Hall and from the casing to the doorway between the Stair Hall and Rear Hall. The analysis revealed that the doorway between the two halls is not an original feature, but was installed somewhere between 10 and 20 years after the construction of the station house. A more intrusive investigation is needed to confirm this theory and to determine a more precise dating of the interior alterations to the station house.

The documentation supporting the conjectured or known dating of the alterations is included in parentheses after each item.

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[9] Request for Repairs from Herb Olsen, NPS Chief Ranger at CACO NS to U.S. Coast Guard, 1979-1983.
[10] Land Acquisition Files for CACO NS.
[11] 5/18/05 email from Bill Burke.

Circa 1935-1955

Photographic documentation shows that the following alterations were made by the mid-1950s:

- Wood-shingle siding replaces the drop siding, and the corner boards and water table are removed (circa-1950s photograph, fig. 7). Wood-shingle siding was probably installed relatively soon after construction since the shingles were in place when part of the rear porch was enclosed.
- A portion of the rear porch is enclosed (circa 1950s photograph, fig. 9), leaving a narrow open porch at the south end of the former porch (2005 physical investigation). The enclosed area may have initially been used as an enclosed porch, but it was subsequently converted into interior rooms accessible via the former exterior rear doorway from the kitchen (2005 paint analysis).
- The U.S. Coast Guard sign is moved to the gable of the front porch (circa-1950s photograph, fig. 7).

1935-1978

Physical investigation and limited paint analysis reveal that the following alterations were made to the station house after its construction and before the National Park Service occupied the building in 1979, and suggest that they were completed by the mid-1950s:

- In the basement, the exterior doorway on the west wall is blocked and a storage room created in that area; the former east leg of the T-shaped hall is converted to a closet; the wall between the Coal Bin and the Store Room is removed; additional walls in the southwest corner of the basement may have been moved or removed at this time, eliminating the Electric Generator Room, enlarging the Storm Clothes Room, and reducing the Laundry (2005 physical investigation).
- On the first story, the kitchen pantry is converted to a back hall, the window in the pantry is converted to an exterior doorway, and the wall between the front and back halls is removed, creating a passage from the front entrance to the rear entrance. The former rear entrance becomes a doorway into the rooms carved out of the former rear porch (2005 physical investigation and paint analysis).
- On the first story in the quarters of the Officer-in-Charge, the shower is removed and a smaller window is installed in the officer's toilet; the bedroom closet is removed, and the combined former closet and shower spaces are replaced by a passage that connects the bedroom to the back hall (formerly the kitchen pantry), along which are installed shelves and a closet; the wall between the bedroom and office is apparently rebuilt (2005 physical investigation).
- The loft space is finished with sheets of particle-board and the seams covered with plain wood strips, creating storage spaces in the eaves. The walls are painted salmon and the trim creamy white (2005 physical investigation and paint analysis).
- By 1979 a bathroom occupies the space on the second story to the west of the hall opposite the stairway (Bill Burke, CACO NHS, May 2005).

Circa 1960-1978

Photographic, oral, and written documentation indicate that the following alterations were made to the station house by the U.S. Coast Guard in the later years of its occupancy of the building.

- The lookout tower to the north/northeast of the station house is removed and a rectangular, flat-roof "observation deck," or monitor, with windows on three sides is built on the north end of the station house roof. The interior plywood walls and window sashes are painted creamy white (4/25/05

telephone conversation with Dave Sprang; 1970 and 1973 photographs – figs. 10 & 11; 2005 physical investigation and paint analysis).

- All window sashes are replaced on the first and second stories (noted in Request for Repair, 8/29/1983).
- The front porch railing is replaced, the U.S. Coast Guard sign is removed, and the two basement openings into the Coal Chute are blocked (1973 photograph, fig. 11).
- The siding and window sashes are painted white and the window trim is painted a dark color, possibly black or dark green (1970 & 1973 photograph, figs. 10 & 11).

1979-Present

The following are documented alterations completed by the National Park Service:

- The remaining portion of the rear porch is enclosed (physical investigation, 2005).
- The walls of the Fitness Room in the basement and the plaster walls of all first-story rooms except the front hall and stairwell are covered with faux-wood paneling; the lower walls of all second-story rooms except the hallway and stairwell are covered with faux-wood wainscoting; all ceilings except in the first and second-story halls are covered with ceiling tiles or dropped ceilings (2005 physical investigation).
- 1979-1980: two broken stairs on the interior front stairway are repaired; new florescent lights, carpets ("the present tile floor is rust stained"), and doors are replaced; the first and second-story hallways and the stair well to the second story are painted (Request for Repair 11/1979).
- 1981: the exterior of the station house is painted (Request for Repair 8/1981; List of Major Maintenance and Repairs 5/2/1984)
- 1982: new roofing is installed (shingles are the same color as the previous roofing) and the flat roofing on the monitor is replaced with new bituminous material (Request for Repair, 11/1981; List of Major Maintenance and Repairs 5/2/1984)
- 1983: all existing double-hung window sashes (which were not original sashes) are replaced with solid vinyl insulated sashes (Request for Repair, 7/29/1983; List of Major Maintenance and Repairs 5/2/1984).
- 1984: on the exterior the foundation is painted, a roof leak on the monitor is repaired, the drain pipe downspouts are extended, new exterior (rear) stairs are built and painted, and broken glass is repaired in the basement windows; on the interior, the front and rear halls and the walls are painted (1984 "Annual Work Program").
- 1994-95: the exterior of the house is de-leaded and repainted, which involved replacing most of the exterior wood-shingle siding (Section 106 dated 7 November 1994).
- Late 1990s: the window sashes are replaced with one-over-one, double hung, aluminum-clad windows (physical investigation; May 2005 conversation with B. Burke, CACO NS).

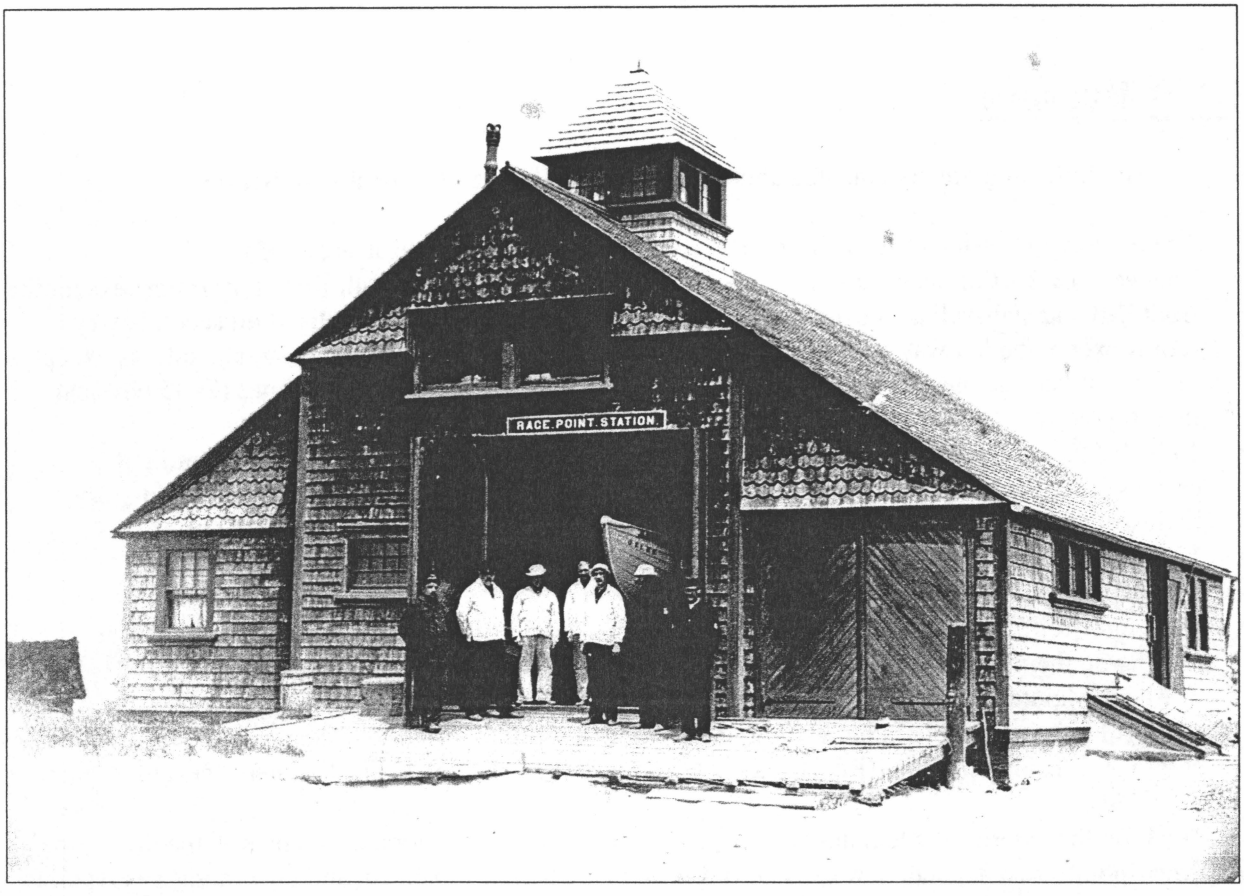


Figure 1. Race Point Life Saving Station, 1905 postcard view.

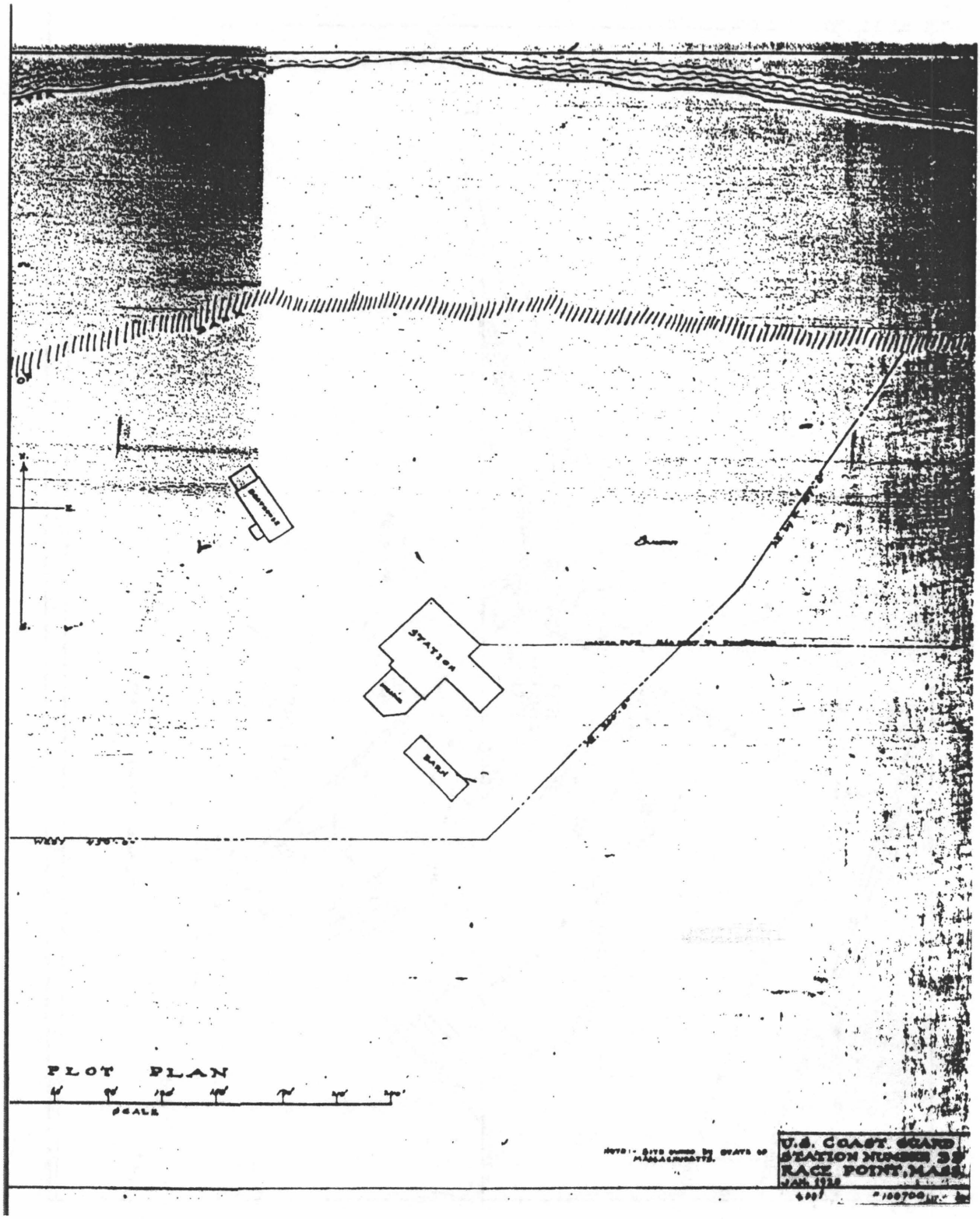


Figure 2. Race Point Coast Guard Station, Jan. 1920 plot plan of station site.

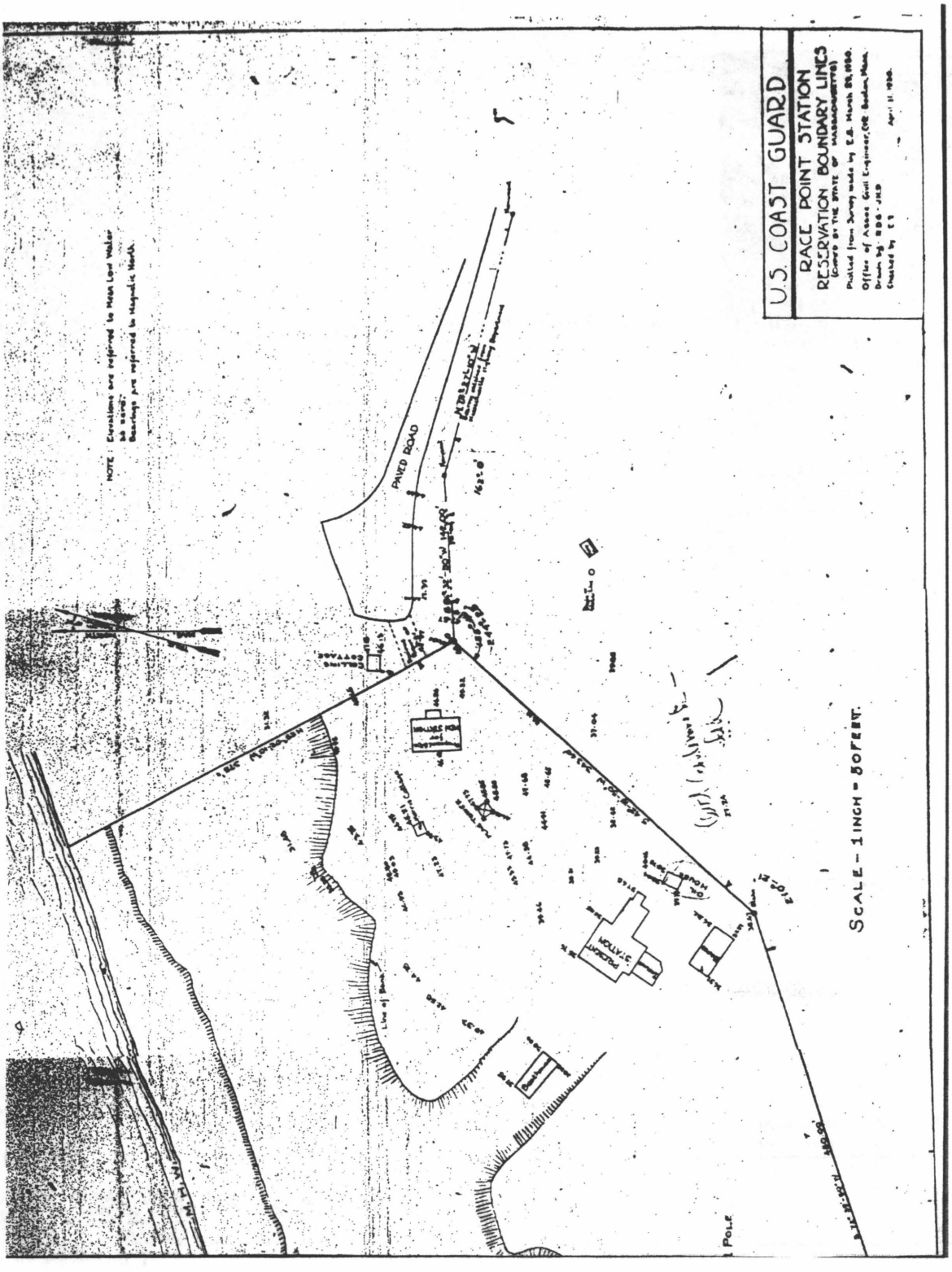


Figure 3. Race Point Coast Guard Station, April 11, 1930, plot plan of Race Point Station showing "Proposed Site for New Station".

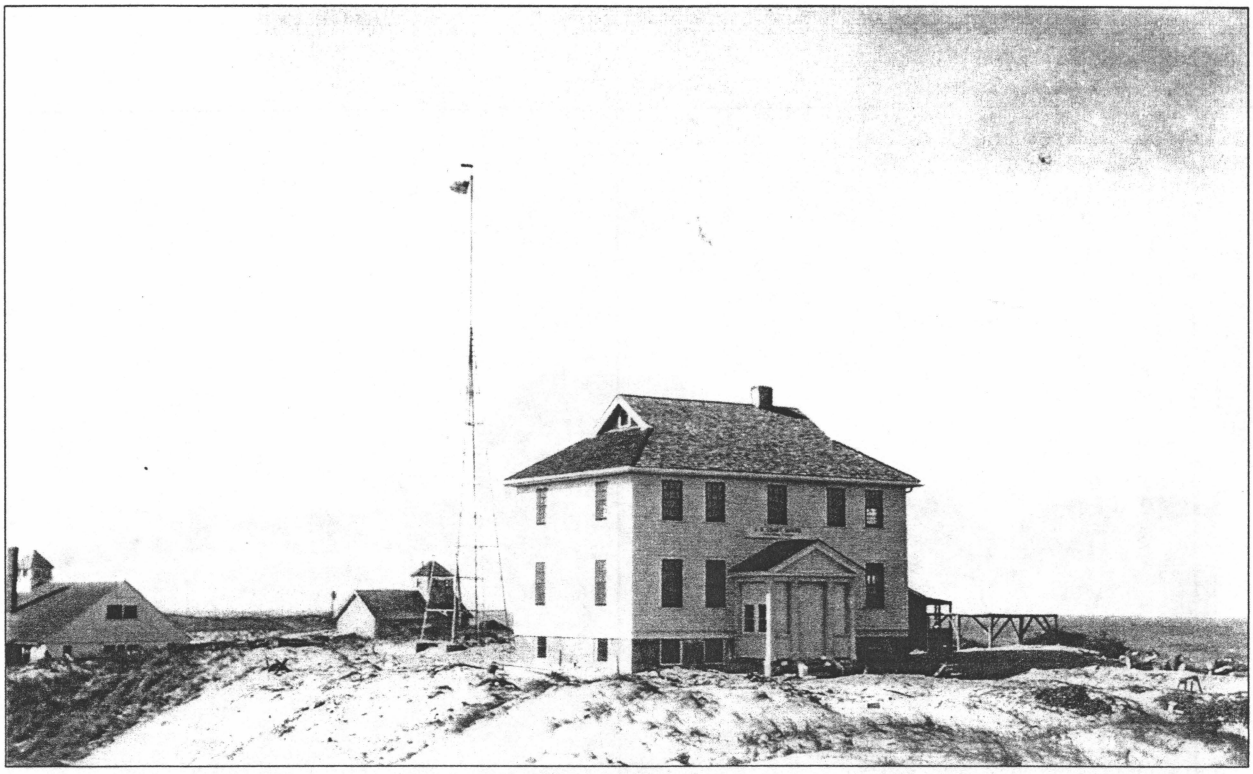


Figure 4. Race Point Coast Guard Station House, circa- 1931 photograph from the southeast.

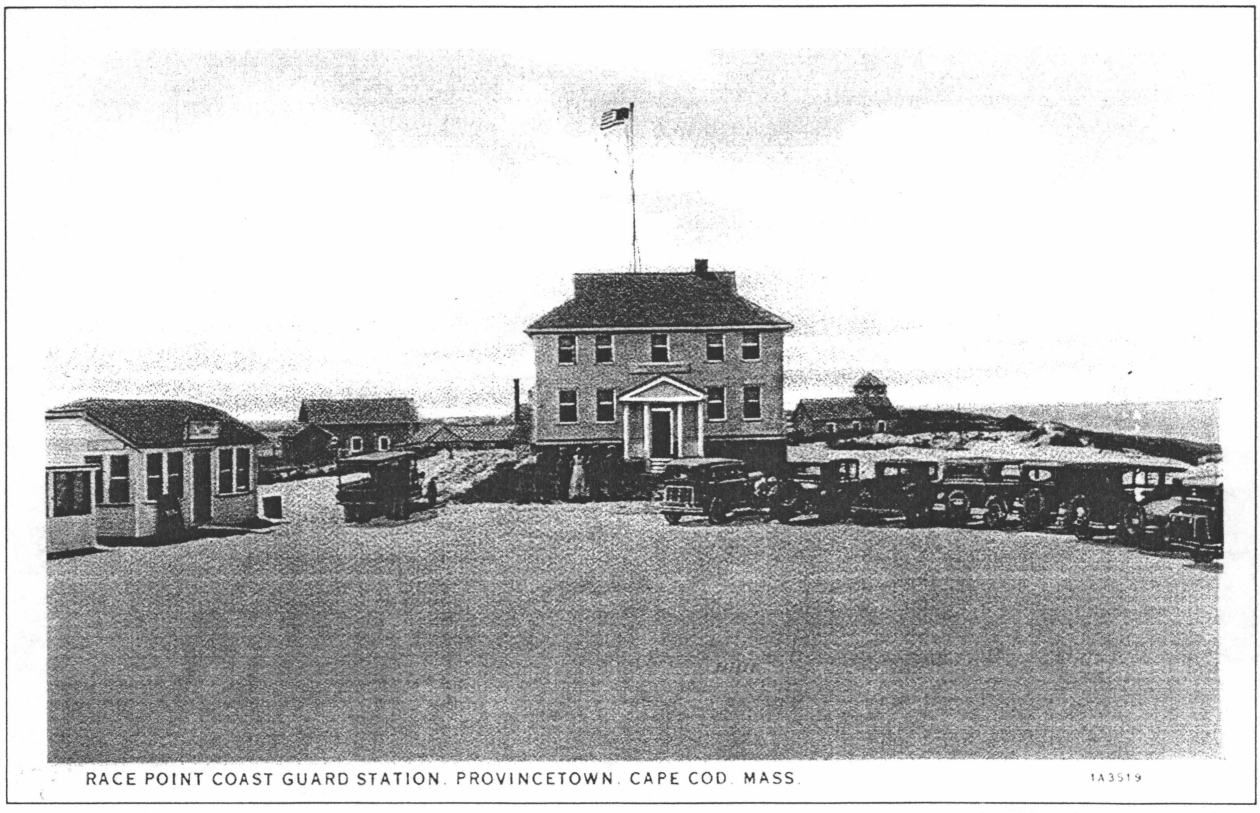


Figure 5. Race Point Coast Guard Station House, circa- 1931 postcard view from the east.

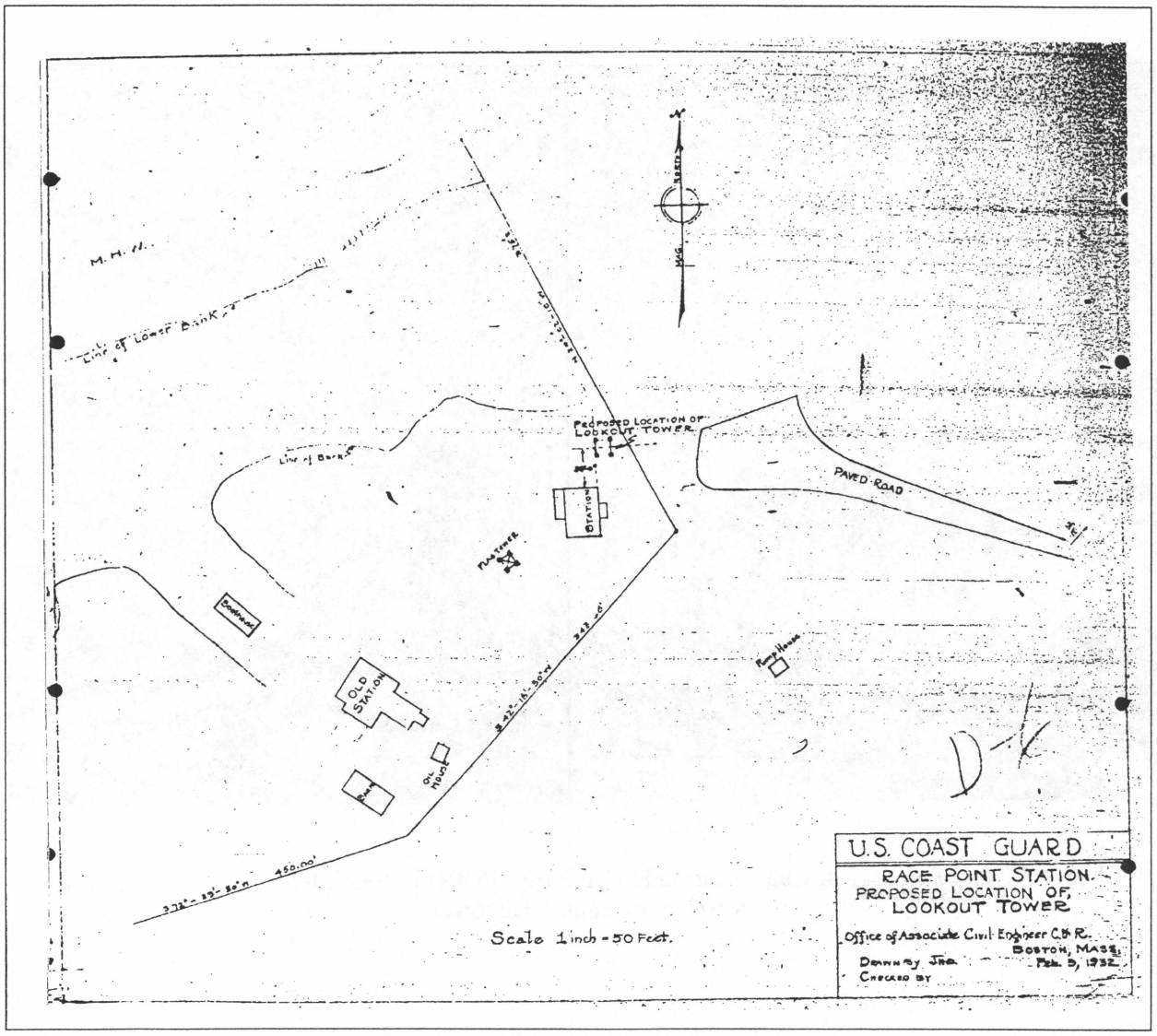


Figure 6. Race Point Coast Guard Station, February 3, 1932, plot plan of Race Point Station showing new station house and proposed location of lookout tower.



Figure 7. Race Point Coast Guard Station House, early- 1950s photograph from the east, showing lookout tower and flag tower.



Figure 8. Race Point Coast Guard Station House, early- 1950s postcard view from the east.

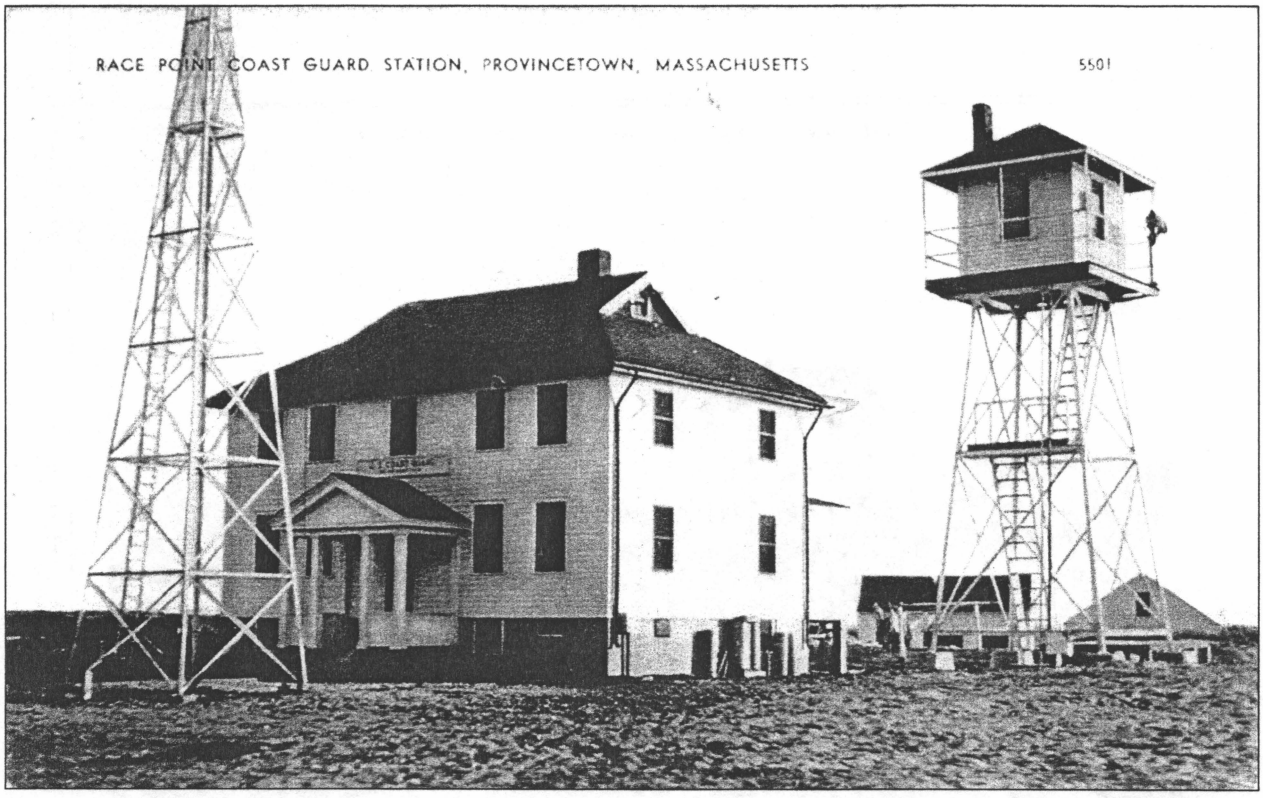


Figure 9. Race Point Coast Guard Station House, early- 1950s postcard photograph from the northeast.



Figure 10. Race Point Coast Guard Station House and former LARC garage, 1970 photograph from the south.



Figure 11. Race Point Coast Guard Station, 1973 aerial photograph from the north/northeast.



Figure 12. Race Point Coast Guard Station, detail of annotated Sheet 2 of 1930 construction drawings showing asphalt shingles for roofing material.

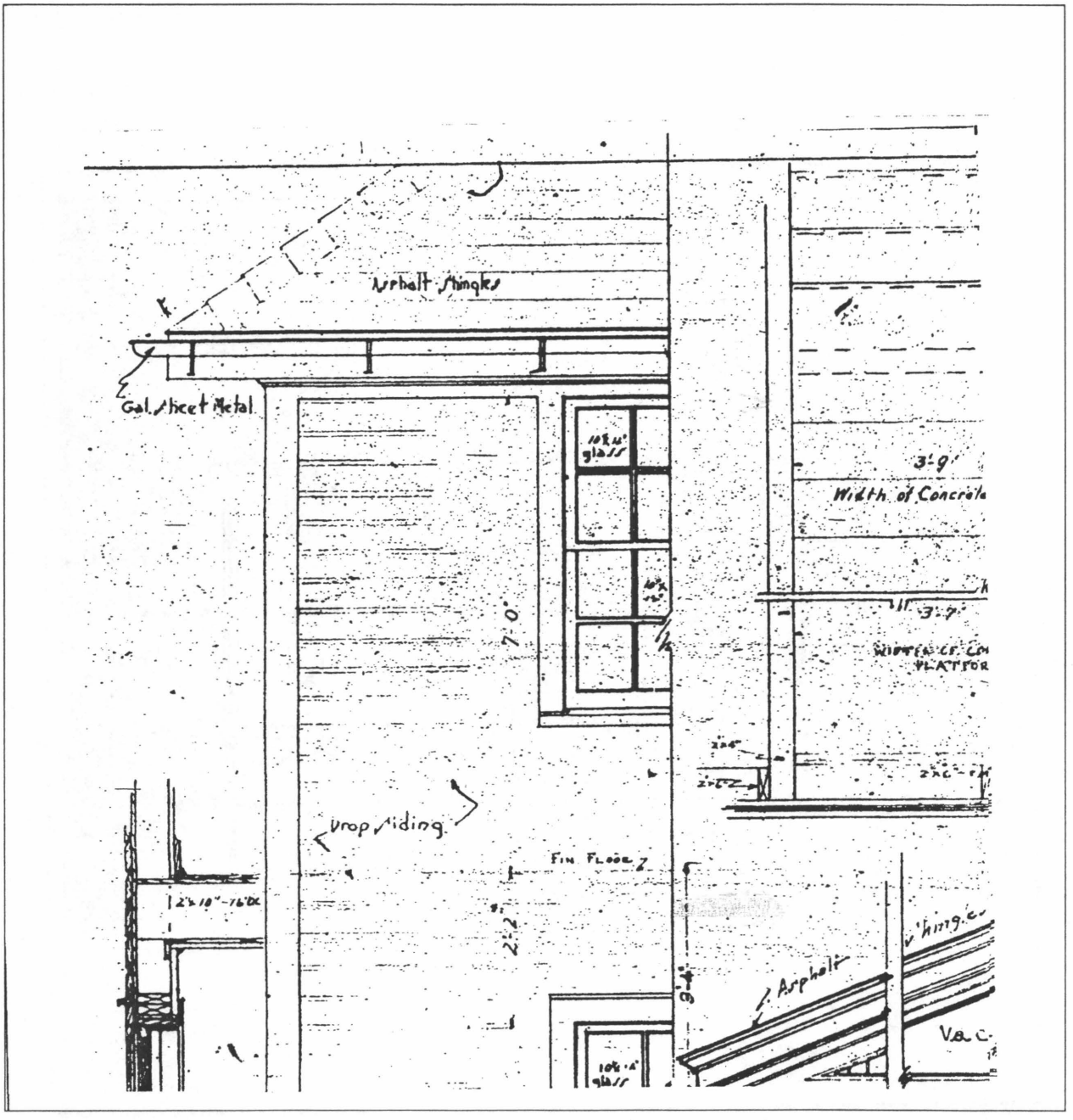


Figure 13. Race Point Coast Guard Station, detail of annotated Sheet 3 of 1930 construction drawings showing asphalt shingles for roofing material.

III. PHYSICAL DESCRIPTION

STRUCTURAL AND EXTERIOR FEATURES

General[12]

The Race Point Coast Guard Station House (figs. 14-24) is a plainly detailed rectangular structure that faces east. The building is 2 ½ stories tall set on a high basement, measures 42 feet wide by 28 feet deep, and has a gable-on-hip roof with a wide overhang. A flat-roof monitor is located at the north end of the roof. A hip-roofed ell that measures 23 feet wide by 8 feet deep is located along the north half of the west elevation. The ell is set on four concrete piers; the space under the ell floor is open and the underside of the ell floor is insulated and lined with 1 x 6-inch boards. There are two exterior doorways – the main entrance on the east façade positioned between the basement and first story, and a rear entrance on the south wall of the ell. The doors and window openings are symmetrically placed on the east façade and on the south and north elevations of the building. All window openings on the basement, first, and second stories, except the two basement window openings under the rear ell, are fitted with modern exterior storm/screen inserts. A one-story gable-roof porch protects the main entrance.

Foundation

- House: Raised foundation composed of reinforced concrete slab. The foundation is exposed on the exterior for approximately 3 feel above ground level.
- Ell: Four 11-inch square poured-concrete piers

Framing

- Wood framing

Walls

Siding

- House: 3/8-inch-thick wood shingles of various widths with a 5-inch exposure
- Ell: plywood on enclosed south-end entry-porch walls

Sheathing

- Plywood

[12] Door and window numbers refer to those used on the 2005 scaled drawings found in Appendix B.

Trim

- Walls — top trimmed by a plain-board fascia
- Gable: — plain-board rakes on south gable

Doorways

East Façade – Main Entrance (D101 – fig. 18)

- Location: — centered on east façade
- Opening Size: — 2 feet 11 inches wide by 7 feet high
- Door: — 6-panel wood door
- Hardware: — chrome lock knob and deadbolt lock
- Trim: — 6-inch-wide surround with 2-inch-wide ogee molding
- Other: — 1931 doorway and surround with later door; 1931 panel over doorway

West Elevation – Rear Entrance (D102- fig. 22)

- Location: — south wall of ell
- Opening Size: — 2 feet 11 inches wide by 6 feet 7 ¾ inches high
- Door: — 6-panel wood door
- Hardware: — chrome lock knob and separate chrome deadbolt lock
- Trim: — 3 ½- wide plain-board surround

Window Openings

East Façade

Basement Story – W001-W003

- Location: — W001 – south end
W002 – south of porch
W003 – north of porch
W004 – north end
- Opening Size: — each – 2 feet 6 ½ inches wide by 2 feet 10 inches high
- Sash: — 1931 3-over-3 double-hung wood sash
- Trim: — 4-inch-wide plain-board surround
- Other: — 1931 openings and sashes

Basement Story – Former Window Opening (fig. 20)

- Location: — north end, blocked (cement blocks?) and parged 1931 opening for 3-light horizontal window opening into Coal Bin.

First Story – W101-W104

- Location: W101 – south end (directly above W001)
  W102 – south of porch (directly above W002)
  W103 – north of porch (directly above W003)
  W104 – north end (above blocked basement opening)
- Opening Size: each - 2 feet 6 ½ inches wide by 5 feet 1 inch high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Second Story – W201-W205

- Location: W201 – south end (directly above W101)
  W202 – south of porch (directly above W102)
  W203 – center (directly above D101)
  W204 – north of porch (directly above W103)
  W205 – north end (directly above W104)
- Opening Size: each - 2 feet 6 ½ inches wide by 4 feet 2 ½ inch high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Third Story – W301 (fig. 15)

- Location: east wall of monitor
- Opening Size: 6 feet wide 2 inches by 2 feet 11 inches high
- Sash: fixed plate glass sash
- Trim: plain-board surround

North Elevation

Basement Story – W004

- Location: west end of wall
- Opening Size: 2 feet 6 ½ inches wide by 2 feet 10 inches high
- Sash: 1931 3-over-3 double-hung wood sash
- Trim: 4-inch plain-board surround
- Other: 1931 opening and sash

Basement Story – Former Coal Chute (fig. 21)

- Location: east end, blocked (cement blocks?) and parged 1931 opening for coal chute

First Story – W105 & W106

- Location: W105 – east end (directly above blocked coal chute)
  W106 – west end (directly above W004)
- Opening Size: each - 2 feet 6 ½ inches wide by 5 feet 1 inch high

- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Second Story – W206-W207

- Location: W206 – east end (directly above W105)
  W207 – west end (directly above W106)
- Opening Size: each - 2 feet 6 ½ inches wide by 4 feet 2 ½ inches high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Third Story – W302-W304

- Location: W302 - east end of monitor
  W303 – center of monitor
  W304 – west end of monitor
- Opening Size: W302 & W304 - 2 feet 6 inches wide by 3 feet 11 inches high
  W303 – 6 feet 2 inches by 2 feet 11 inches
- Sash: W303 – fixed
  W302 & W304 – one-over-one double-hung wood sash
- Trim: plain-board surround

West Elevation

Basement Story – W005-W008

- Location: W005 – north end (under ell)
  W006 – north of center (under ell)
  W007 – south of center
  W008 – south end
- Opening Size: each – 2 feet 6 ½ inches wide by 2 feet 10 inches high
- Sash: 1931 3-over-3 double-hung wood sash
- Trim: 4-inch-wide plain-board surround
- Other: 1931 openings and sashes

First Story – W107-W109

- Location: W107 – west wall of ell
  W108 – north of ell (directly above W007)
  W109 – north end (directly above W008)
- Opening Size: W107 - 2 feet 8 inches wide by 4 feet 11 inches high
  W108 – 1 foot 8 inches wide by 3 feet 1 inch high
  W109 – 2 feet 6 ½ inches wide by 5 feet 1 inch high (1931 opening)
- Sash: W107 & W109 - 1990s one-over-one aluminum-clad double-hung sash
  W108 – ca. 1980s triple-track aluminum sash
- Trim: W107 & W109 - 4-inch-wide plain-board surround
  W108 – 3-inch-wide plain-board surround

- Other: W108 – replaced larger 1931 window opening?
  W109 - 1931 opening, post-1931 sash

Second Story – W208-W212

- Location: W208 – north end
  W209 – north of center
  W210 – center
  W211 – south of center (directly above W108)
  W212 – south end (directly above W109)
- Opening Size: W208-W209 & W211-W212 - 2 feet 6 ½ inches wide by 4 feet 2 ½ inches high
  W210 – 2 feet 6 ½ inches wide by 3 feet 8 inches high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: W208, W209, W211 & W212 - 1931 openings with post-1931 sashes
  W210 – possible 1931 opening, post-1931 sash

Third Story – W305

- Location: west wall of monitor
- Opening Size: 6 feet wide by 2 feet 11 inches high
- Sash: fixed plate glass sash
- Trim: plain-board surround

South Elevation

Basement Story – W009-W010

- Location: W009 - west end
  W110 – east end
- Opening Size: 2 feet 6 ½ inches wide by 2 feet 10 inches high
- Sash: 1931 3-over-3 double-hung wood sash
- Trim: 4-inch plain-board surround
- Other: 1931 openings and sashes

First Story – W110-W111

- Location: W110 – west end (directly above W009
  W111 – east end (directly above W010)
- Opening Size: each - 2 feet 6 ½ inches wide by 5 feet 1 inch high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Second Story – W213-W214

- Location: W213 – west end (directly above W110)
  W214 – east end (directly above W111)
- Opening Size: each - 2 feet 6 ½ inches wide by 4 feet 2 ½ inches high
- Sash: each - 1990s one-over-one aluminum-clad double-hung sash
- Trim: each – 4-inch-wide plain-board surround
- Other: 1931 openings with post-1931 sashes

Third Story – W306 (fig. 24)

- Location: W306 – gable peak (1931 opening)
- Opening Size: peaked opening 2 feet wide by 2 feet 5 inches high to top of peak
- Sash: removed – opening blocked
- Trim: 4-inch-wide plain-board surround
- Other: 1931 opening

Porch

Front (East) Porch (Figs 14, 15, & 18.)

- Location: Centered on east façade; protects main entrance D101
- Size: one story high; approximately 13 feet 3 inches wide by 7 feet deep
- Foundation: reinforced poured-concrete slab
- Steps/Banister: two poured-concrete steps; no banister
- Decking: reinforced poured-concrete slab
- Roof: pedimented gable (see "Roofs" below)
- Columns: two spaced columns with square plinths and recessed panels on northeast and southeast corners support roof; matching engaged columns flank doorway D101
- Ceiling: tongue-and-groove narrow boards
- Other: porch dates to 1931; some elements of columns have been replaced

Roofs

Main Building

- Type: gable
- Sheathing: 4-inch-wide tongue and groove boards (visible in attic)
- Roofing: red asphalt shingles
- Trim: plain-board rakes on gables
- Eaves: 1-foot-wide overhang on all side of hip roof
- Chimney: brick chimney with concrete coping at north end of gable roof ridge

Front Porch

- Type: pedimented gable
- Sheathing: unknown
- Roofing: red asphalt shingles
- Trim: molded cornice on gables and at eaves; vertical-board fill in gable
- Eaves: 6-inch-wide overhang on all three sides

Ell (Fig. 22)

- Type: shallow-pitch half-hip
- Sheathing: unknown
- Roofing: red asphalt shingles
- Trim: plain fascia under eaves at south end
- Eaves: shallow overhang on all three sides of roof

Drainage System

General

- Metal gutters on south, west, and east roof eaves terminate in returns at east and west ends of north roof eave
- No leaders or downspouts

Finishes

- Foundation: green
- Walls: white
- Wall Trim: white
- Doors: white
- Sashes: white
- Porch Trim: white
- Casings: dark green

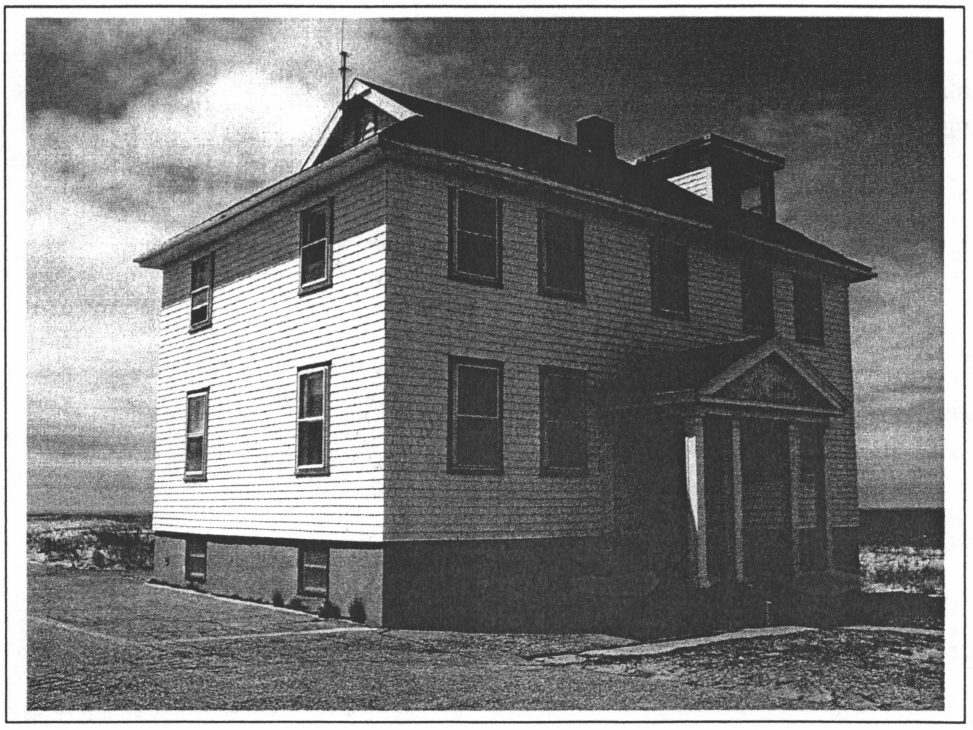


Figure 14. Race Point Coast Guard Station, view from the southeast (2005).

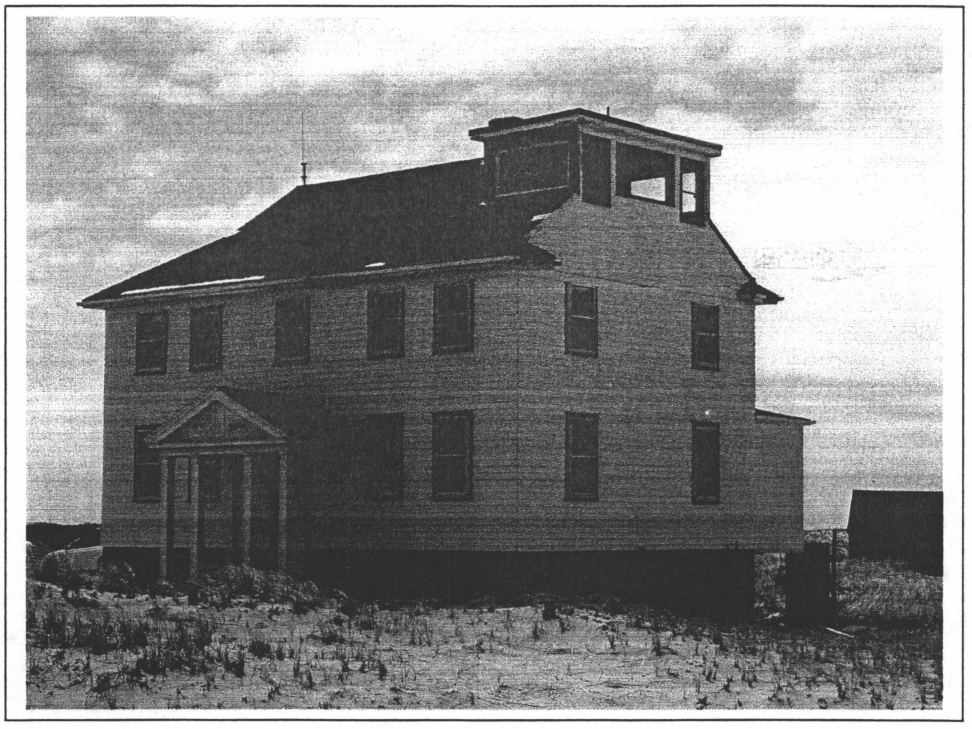


Figure 15. Race Point Coast Guard Station, view from the northeast (2005).

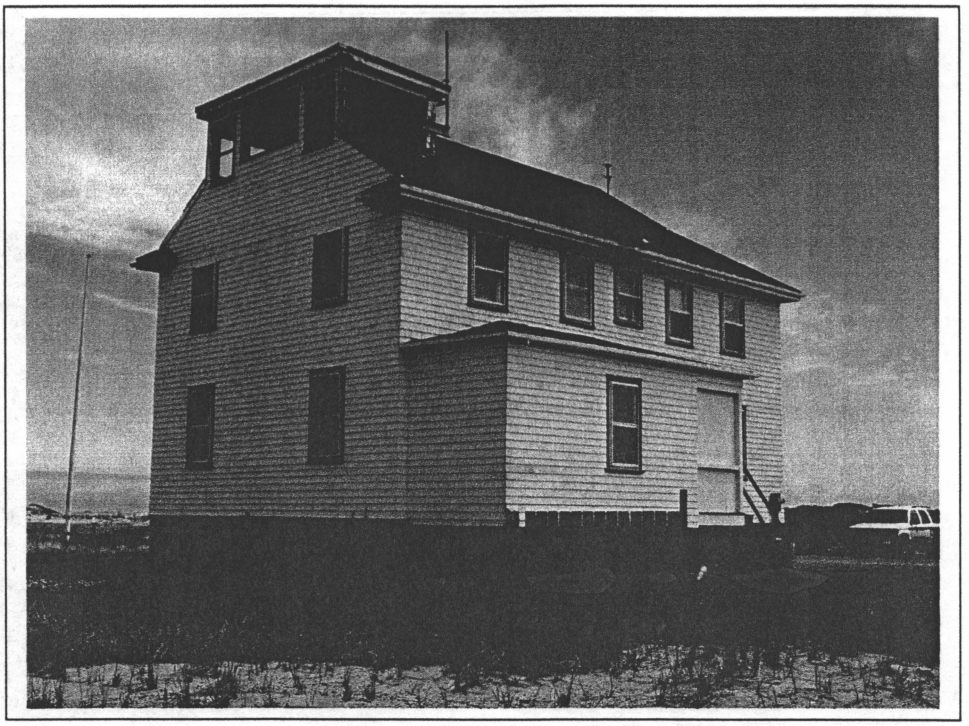


Figure 16. Race Point Coast Guard Station, view from the northwest (2005).



Figure 17. Race Point Coast Guard Station, view from the southwest (2005).

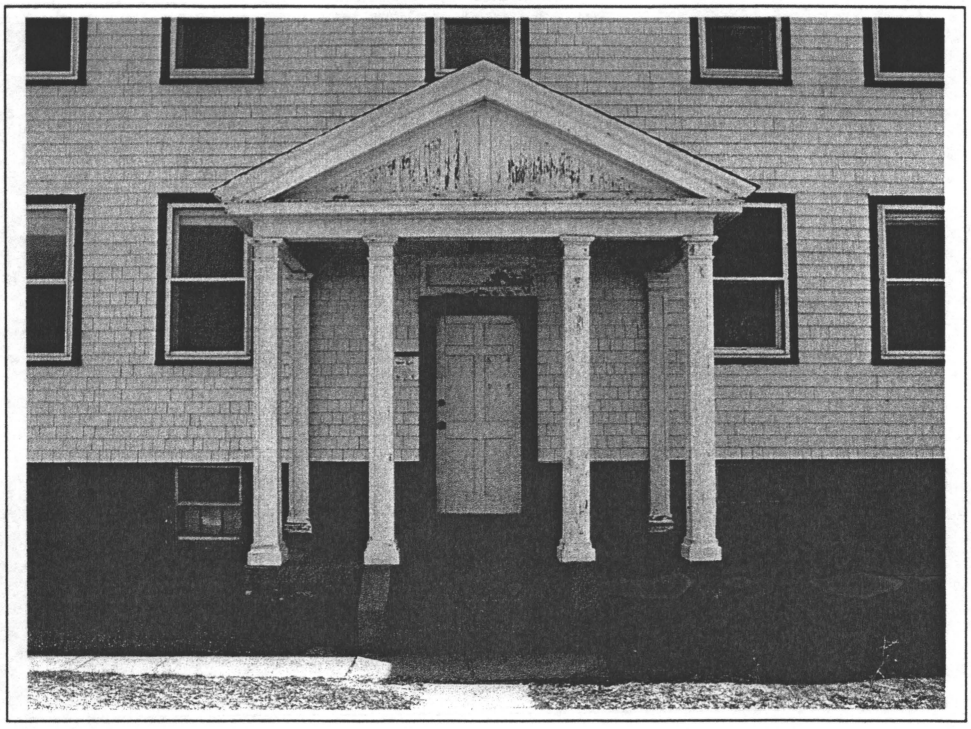


Figure 18. Race Point Coast Guard Station, east elevation, D101 and front porch (2005).

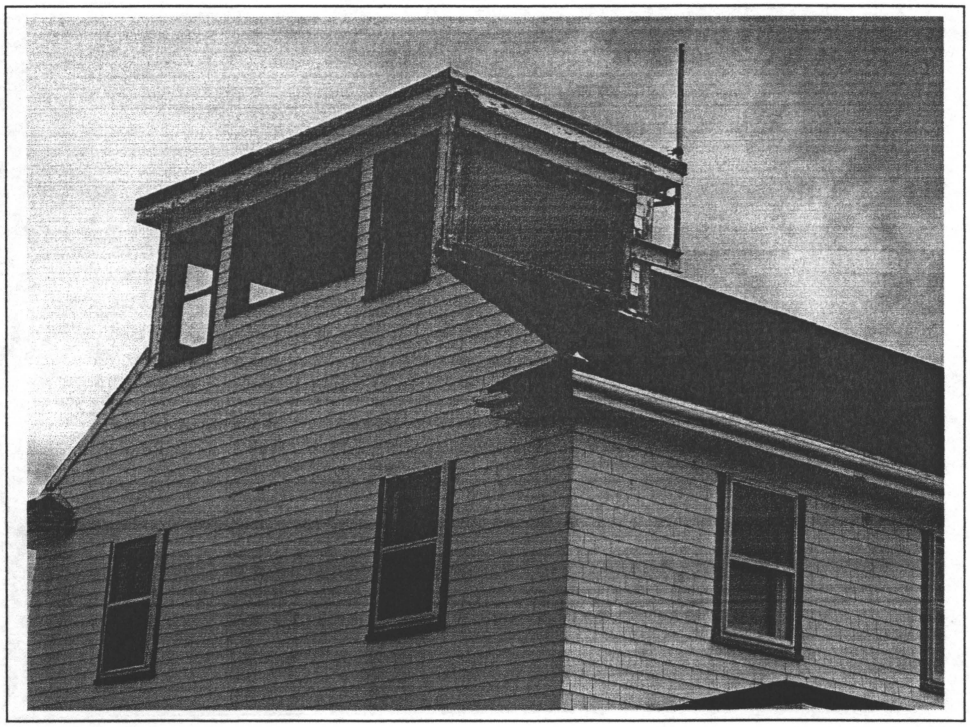


Figure 19. Race Point Coast Guard Station, detail of monitor from the northwest, showing windows (from left) W206- W208 and W302- W305 (2005).

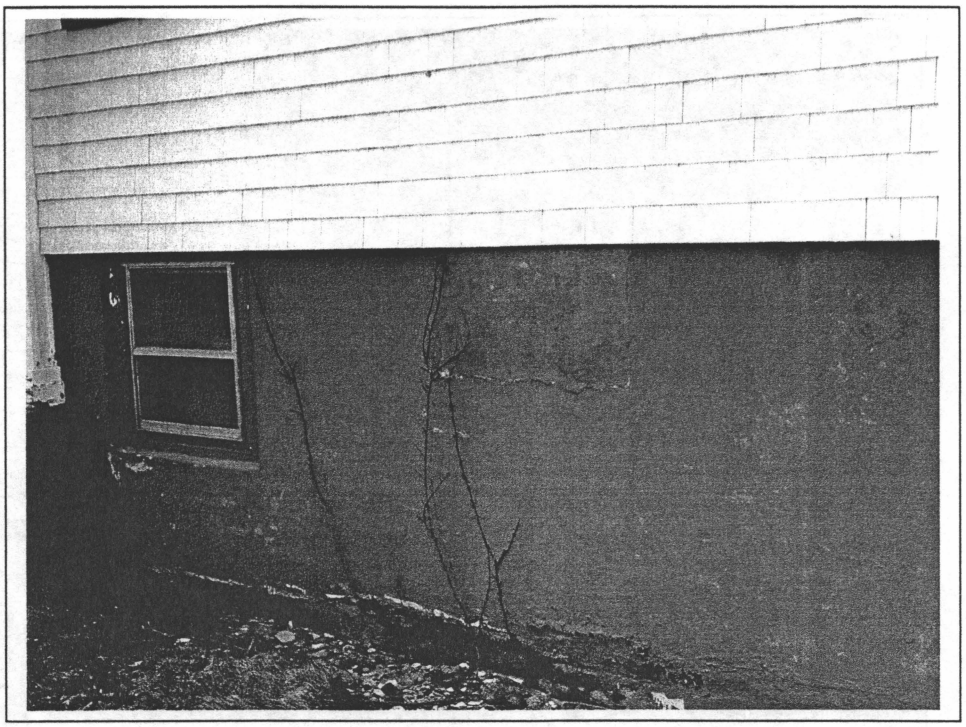


Figure 20. Race Point Coast Guard Station, east façade, basement window W003 and patch on foundation wall at location of former three- light window (2005).

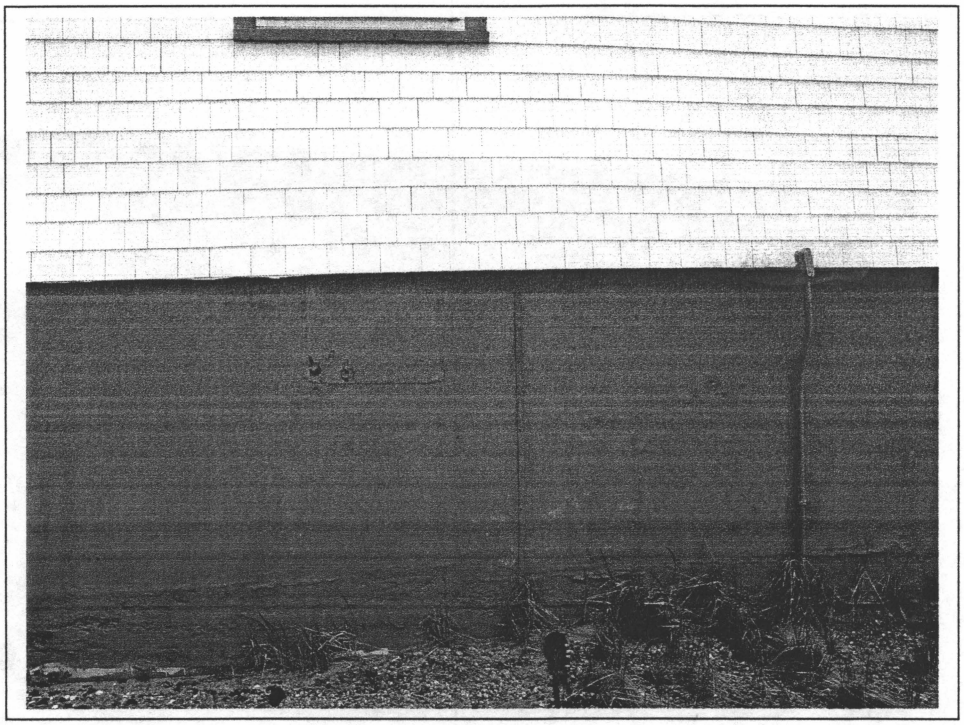


Figure 21. Race Point Coast Guard Station, north elevation/east end, patch on foundation wall at location of former coal chute (2005).

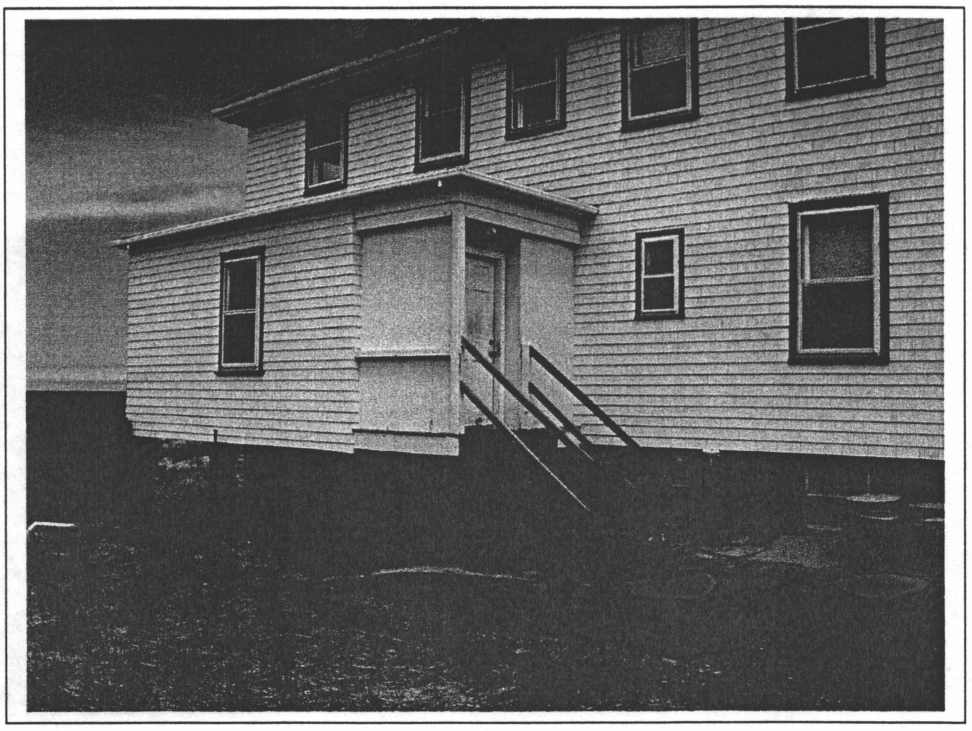


Figure 22. Race Point Coast Guard Station, west elevation, detail showing west and south walls of ell and doorway D102 (2005).

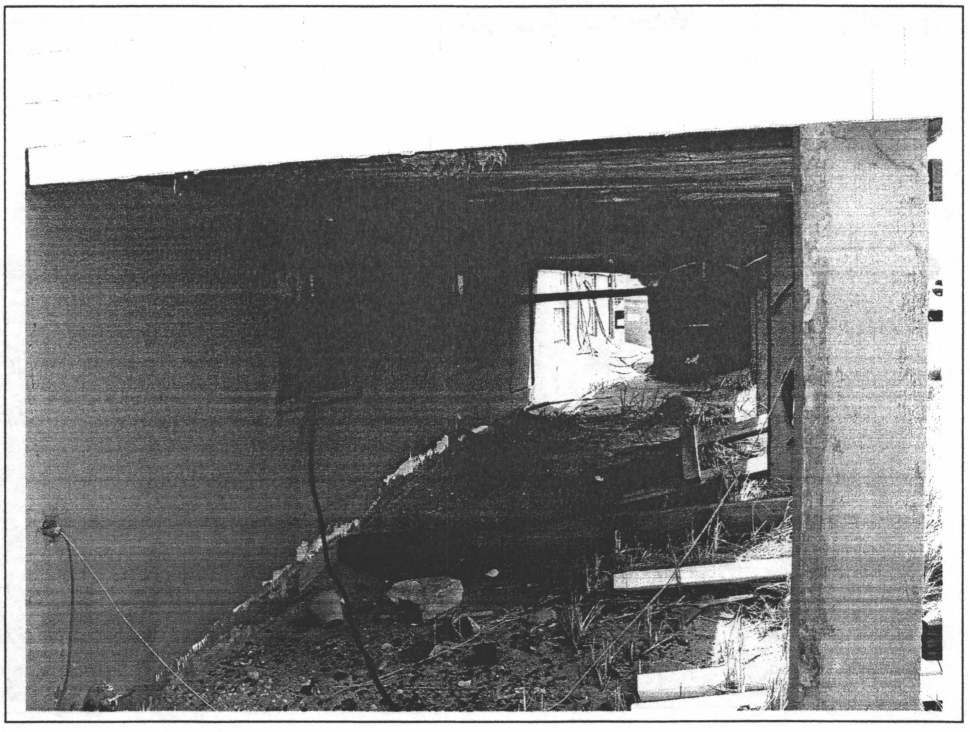


Figure 23. Race Point Coast Guard Station, view from north under ell showing windows W005 and W006 (2005).

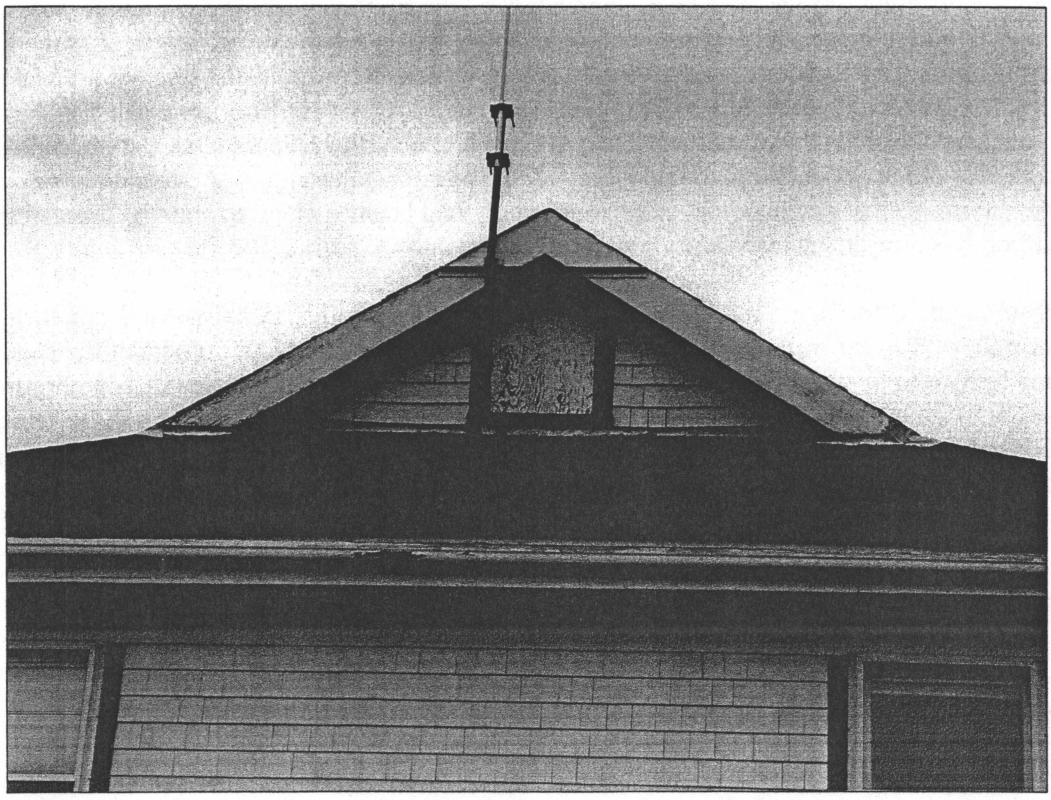


Figure 24. Race Point Coast Guard Station, south elevation, gable peak and window W306.

INTERIOR FEATURES

General[13]

All three stories of the interior of the Race Point station house are arranged around a stairwell on the east side of the building. The main exterior doorway on the east façade opens to an entry landing, from which a short flight of four steps leads up to a hall on the first story and seven steps lead down to a large room (the Fitness Room) in the basement. Two small rooms are situated to the west of the Fitness Room; to the north of the room are a hall, a Boiler Room, a Store Room, and closets. Moving up a level to the first story, a stair hall and a rear hall provide access to all rooms. Offices are located in the northeast, southeast, and southwest corners and a kitchen in the northwest corner. A bathroom is located off the southwest office. A doorway on the west wall of the kitchen, originally the rear exterior entrance, now opens into rooms that occupy most of what originally had been an open rear porch. The south end of the former porch is now an enclosed entry porch that opens into the rear hall.

From the first story stair hall a staircase doglegs up to a second story hallway. A small store room is located off the east wall of the hallway. Offices are situated in all four corners of the story, and a bathroom is located to the west of the staircase. Two hatchways on the hallway ceiling, one original and now unused and one modern, open to the loft/attic above. The attic holds two rooms: a large space, principally used for storage and lined with cupboards under the sloped ceilings; and a monitor at the north end, which has window openings on three walls that look out to the Atlantic Ocean beyond.

Basement Level

Fitness Room – Room 001 (Storm Clothes Room – Figs 25 & 26.)

General

The Fitness Room is located at the bottom of the staircase leading down from the entry landing and occupies most of the south end of the basement. The room is a flattened "L" in plan and measures approximately 18 feet 4 inches at its widest and 21 feet 10 inches deep. There are four doorways in the room: one at the base of the staircase from the first story, one on the north wall, and two on the west wall. Two window openings are located on each of the east and south walls. Wainscot with baseboard and chair rail covers the lower stair walls to the first story (see "First Story - Stair Hall").

This space encompasses what was originally the Storm Clothes Room and what was shown on the 1930 construction drawings as an Electric Generator Room and portions of a Laundry and Crew's Toilet.

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[13] Door, window, and room numbers refer to those used on the 2005 scaled drawings found in Appendix B. The name assigned to each room reflects its current use; its historic use as found on the 1930 construction drawings (Appendix A) is given in parenthesis.

Flooring

- Carpet over concrete slab

Walls

- Faux-wood paneling

Wall Trim

- Baseboard: Plain board on north and south walls

Doorways

- Locations: D001 – base of staircase
  D002 – north wall, to basement Hall (R004)
  D003 – west wall, to Sink Room (R006)
  D004 – west wall/south end, to Laundry (R007)
- Openings: Each – 2' 5 ½" wide by 6' 4" high
- Doors: D001 – 1931 door with 6 horizontal panels; 2nd panel replaced with screening
  D002 – none
  D003 – hollow core, covered with faux-wood paneling and a mirror
  D004 – hollow core
- Surrounds: modern cove molding
- Hardware: D001 – 1931 brass knob and back plate
  D003 & D004 – modern lock knobs
- Other: D001 – 1931 doorway

Window Openings

- Location: W001 – east wall/south end
  W002 – east wall/north end
  W009 – south wall/west end
  W110 – south wall/east end
- Sash: each – 1931 3-over-3 double-hung wood sash
- Surround: modern cove molding
- Hardware: 1931 brass lifts and latches on W001 & W002
- Other: 1931 openings

Ceiling

- Masonite panels (1931 narrow-board ceiling exposed in some areas)

Heating

- 1931 radiators hung on ceiling: one 7'-long 2-unit radiator at east end of room, and one 4' 9"-long 1-unit radiator over each doorway on the west wall

Staircase

- Location: east wall/north end of Fitness Room
- Configuration: 7 poured-concrete steps down from entry landing (see "First Story – Stair Hall")
- Wall Trim: wainscot, baseboard, and chair rail (see "First Story – Stair Hall")

Store Room – Room 002 (Coal Bin and Store Room)

General

The Store Room is located to the north of the stairwell along the east wall of the basement. The room measures 17 feet 8 inches wide by approximately 8 feet deep. Two doorways (D006 & D007) on the west wall lead into the room from the Boiler Room (Room 003). One window opening (W003) with its 1931 sash is located at the south end of the east wall.

The Store Room space originally held a Store Room and a Coal Bin, but is currently one room. It was inaccessible and no physical investigation was conducted.

Boiler Room - Room 003 (Figs. 27 & 28)

General

The Boiler Room is located in the northwest corner of the basement. The room measures 17 feet 8 inches wide by 19 feet 3 inches deep. A doorway on the south wall opens from the basement Hall (Room 004), two doorways on the east wall lead to the Store Room (Room 002), and one doorway at the east end of the south wall opens to a closet. One window opening is located at the west end of the north wall and two window openings are located on the west wall. All doorways and window openings date to the 1931 construction of the building. The Boiler Room holds a furnace and an oil tank, with accompanying apparatus and conduits, as well as an electric generator. An electric control panel is on the north wall.

Flooring

- Concrete slab

Walls

- North & west: 1931 poured-concrete foundation walls
- East & south: 1931 horizontal narrow-board paneling.

Wall Trim

- Baseboard: 1931 plain board on east and south walls

Doorways

- Locations: D005 – south wall, from Hall (R004)
  D006 – east wall/south end, to Store Room (R002)

	D007 – east wall/north end, to Store Room (R002)
	D003a – south wall/east end, to closet (R003a)
• Openings:	D005 – 4' wide by 6' 6" high
	D006 – 2' 6" wide by 6' 6" high
	D007 – 2' 2" wide by 6' 6" high
	D003a – 2' 2" wide by 6' 6" high
• Doors:	D005 – 1931 double doors with 5 horizontal panels each
	D006 – hollow core
	D007 - hollow core
	D003a – 1931 door with 5 horizontal panels
• Surrounds:	1931 4 ½" plain-board
• Hardware:	D005 – 1931 brass knob and back plate
	D006 & D007 – modern knobs
• Other:	1931 doorways

Window Openings

• Location:	W004 – north wall/west end
	W005 – west wall/north end
	W006 – west wall/south end
• Sash:	W004 & W006 - 1931 6-light awning sash
	W005 – blocked
• Surround:	1931 4 ½"-wide plain casing and 2 ½"-wide apron
• Hardware:	1931 brass latch on W004
• Other:	1931 openings

Ceiling

- 1931 narrow-board ceiling with heat-resistant plaster board over furnace

Basement Hall (Room 004)

General

The Basement Hall is located between the Boiler Room and the Fitness Room and is the remnant of the original basement hall as shown on the 1930 construction drawings. The room measures 3 feet 9 inches wide by 8 feet 3 inches deep. A doorway on the south wall leads from the Fitness Room (Room 001), one on the north wall opens to the Boiler Room, and one on the west opens to a Closet (Room 004a). There are no window openings in the room.

Flooring

- Concrete slab

Walls

- Faux-wood paneling.

Doorways

- Locations: D002 – south wall, from Fitness Room (R001)
  D005 – north wall, to Boiler Room (R003)
  D004a – west wall, to closet (R004a)
- Openings: D002 – 2' 5 ½" 6' 4" high
  D005 – 2' 6" wide by 6' 6" high
  D004a – 2' 2" wide by 6' 6" high
- Doors: D002 – none
  D005 – 1931 double doors with 5 horizontal panels each
  D004a – none
- Surrounds: modern cove molding
- Hardware: D005 – 1931 brass knob and back plate
- Other: D005 – 1931 doorway

Sink Room - Room 005 (Crew's Toilet)

General

The Sink Room is located on the west side of the basement to the west of the Fitness Room (Room 001). The room measures 8 feet wide by 4 feet 3 inches deep. A doorway on the east wall opens from the Fitness Room. One window opening is located on the west wall.

The Sink Room is only a portion of what is shown as the Crew's Toilet on the 1930 construction drawings, but its size may be original as-built.

Flooring

- 9"-square vinyl tile over concrete

Walls

- West: 1931 poured-concrete foundation wall
- South and east: plywood - 1931 horizontal narrow-board paneling visible behind plywood on east-wall
- North: masonite

Wall Trim

- North wall: remnants of 1931 plain baseboard and 2 ½"-wide chair rail
- West wall: remnants of rubber coping

Doorway – D003

- Location: south wall, from Fitness Room (R001)
- Opening: 2' 5 ½" by 6' 4" high
- Door: hollow core

Window Opening – W007

- Location: west wall
- Sash: 1931 3-over-3 double-hung wood sash
- Surround: 1931 4 ½"-wide plain casing and 2"-wide apron
- Other: 1931 opening

Ceiling

- 1931 narrow-board ceiling (several holes/gaps)

Laundry – Room 006

General

The Laundry is located in the southwest corner of the basement. The room measures approximately 8 feet wide by 4 feet 3 inches deep. A doorway on the east wall opens from the Fitness Room (Room 001). One window opening (W008) with a 1931 3-over-4 double-hung sash is located on the west wall.

This room is only a portion of what is shown as the Laundry on the 1930 construction drawings, but its size may be original as-built. It was inaccessible and no physical investigation was conducted.

First Story

Stair Hall – Room 101 (Fig. 29)

General

The Stair Hall is centered on the east side of the first story of the station house. The room is composed of two levels: the entry landing and the hall area. The entry landing measures approximately 6 feet 10 inches wide by 4 feet 4 ½ inches deep, and is located on the level of the front porch and main entrance. Steps lead west from the landing down to the basement and up to the hall area. The hall area measures approximately 6 feet 10 inches wide by 6 feet 8 inches deep. Doorways in the hall area lead to the Northeast and Southeast offices (Rooms 102 and 109), and to the Rear Hall (Room 105). Wainscot covers the lower walls at the entry landing and hall area, and the walls of the staircases to the basement and first stories.

Flooring

- Sheet vinyl

Walls

- Plaster (1931)

Wall Trim

- Wainscot: 1931 vertical narrow-board, 47" high to top of chair rail
- Baseboard: 1931, 7" wood with beveled top edge
- Chair Rail: 1931 1 ½"-wide molded wood

Doorways

- Locations: D101 – main entrance, east wall of entry area
  D104 – north wall, to Northeast Office (R102)
  D105 – west wall, to Rear Hall (R105)
  D106 – south wall, to Southeast Office (R109)
- Openings: D101 – 2' 11" wide by 7' high
  D104 – 2' 7 ½" by 6' 6 ½"
  D105 – 3' wide by 7' high
  D106 – 2' 7 ½" by 6' 6 ½"
- Doors: D101 – post-1931 6-panel wood door
  D104 – hollow core
  D105 – none
  D106 – 1931(?) wood door with 6 horizontal panels; top 3 panels glazed
- Surrounds: 1931 4 ½"-wode plain board (casing on D105 may not be 1931)
- Hardware: D101 – modern chrome lock knob and dead bolt
  D104 – modern lock knob
  D106 – modern brass knob
- Other: D101, D104 & D106 - 1931 doorways
  D106 – possible post-1931 and/or reused door

Window Openings

- None

Ceiling

- Entry landing: dropped-ceiling panels
- Hall area: plaster

Heating

- 1931 radiator hung on south wall of entry area
- 1931 radiator on east wall of entry area (original location?)

Northeast Office - Room 102 (Mess Room – Figs. 30 & 31)

General

The Northeast Office, the original Mess Room for the station house, is located in the northeast corner of the first story. The room measures 17 feet 8 inches deep by 13 feet 1 ½ inches wide. There are three doorways in the room -- on the south wall opening from the Stair Hall (Room 101), at the north end of the west wall leading to the kitchen, and centered on the west wall opening to a closet. The closet sits

to the north of the walled chimney chase. There are three window openings in the room -- two on the east wall and one on the north wall.

Flooring

- Carpeting

Walls

- Faux-wood paneling

Wall Trim

- Baseboard: 1931 6 ½ "-high wood with beveled top edge

Doorways

- Location: D104 – south wall/west end, to Hall (R101)
  D107 – west wall/north end, to Kitchen (R103)
  D102a – west wall
- Opening: D104 – 2' 8" wide by 6' 6 ½" high
  D107 – 2' 8" wide by 6' 6 ½" high
  D102a – 2' 2 ½" wide by 6' 6 ½" high
- Door: D104 – hollow core
  D107 – 1931 (?) wood door with 6 horizontal panels, top 3 panels glazed
  D102a – none
- Surround: 1931 4 ½" plain board
- Other: 1931 doorways
  D107 – possible post-1931 and/or reused door

Window Openings

- Location: W103 – east wall/south end
  W104 – east wall/north end
  W105 – north wall
- Sash: each - 1990s 1/1 double-hung aluminum-clad sash
- Surround: each - post-1931 4 ½"-wide plain casing and apron
- Other: 1931 openings

Ceiling

- Ceiling tiles mounted on original ceiling

Closet (Room 102a)

- Location: west wall adjacent to chimney chase
- Configuration: approximately 3'-wide by 1'-deep closet with shelves
- Other: 1931 feature

Heating

- 1931 radiator under W105 on north wall

Kitchen - Room 103 (Figs. 32 & 33)

General

The Kitchen is located in the northwest corner of the first story. The room measures 17 feet 8 inches deep by 13 feet 2 inches wide. There are three doorways in the room – one on the south wall opening from the Rear Hall (Room 105), one at the north end of the east wall opening from the Northeast Office (Room 102), and one at the south end of the west wall leading to the Back Room (Room 104). The latter doorway was originally a rear exterior entrance that led from an open porch, which was later enclosed and converted to interior use. One window opening is located on the north wall.

Flooring

- Sheet vinyl over plywood underlayment

Walls

- Faux-wood paneling

Wall Trim

- Baseboard: 3 ½" wide plain board
- Crown: 3 ½" wide plain board

Doorways

- Location: D107 – east wall/north end, to Northeast Office (R102)
  D108 – west wall/south end, to Back Room (R104)
  D109 – south wall, to Rear Hall (R105)
- Opening: each – 2' 8" wide by 6' 6 ½" high
- Door: D107 – 1931 (?) wood door with 6 horizontal panels, top 3 panels glazed
  D108 – wood door converted to Dutch door; 2 vertical panels on bottom, three horizontal glazed panels on top
  D109 – modern wood with two plywood panels
- Surround: D107 & D109 – post-1931 3 ½"-wide plain board
  D108 – modern cove molding
- Other: 1931 doorways
  D107 – possible later and/or reused door

Window Opening – W106

- Location: north wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash

- Surround: post-1931 4 ½"-wide plain casing and apron
- Other: 1931 opening

Ceiling

- Ceiling tiles mounted on original ceiling

Heating

- 1931 radiator under W106 on north wall

Cabinets

- Post-1931 floor and wall cabinets on east wall (with sink) and at north end of west wall

Back Room - Room 104 (Rear Porch)

General

The Back Room is located to the west of the Kitchen (Room 103) and consists of a main room and a large storage closet (Room 104a), each of which measures approximately 8 feet 6 inches deep by 7 feet 5 inches wide. There are two doorways in the main room – a doorway on the east wall that opens from the Kitchen, and a doorway on the north wall that leads to the storage closet. One window opening is located on the west wall.

This space was originally a roofed open porch that was later enclosed and converted to an interior room, and then divided into the main room and closet.

Flooring

- Sheet vinyl over plywood underlayment

Walls

- North wall: particle board
- S, E, & W walls: plywood

Wall Trim

- None

Doorways

- Location: D108 – east wall/south end, from Kitchen (R103)
  D104a – north wall of main room, to storage closet (R104a)
- Opening: D108 – 2' 8" wide by 6' 6 ½" high
  D104a – 2' 6" wide by 6' 5" high

- Door: D108 – wood door converted to Dutch door; 2 vertical panels on bottom, three horizontal glazed panels on top
  D104a – hollow core
- Surround: each – post-1931 3 ½"-wide plain board
- Other: D108 - 1931 doorway

Window Openings

- Location: W107 – west wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: post-1931 4"-wide plain casing

Ceiling

- Plywood

Heating

- None

Shelves

- Line walls of storage closet

Rear Hall - Room 105 (Kitchen Pantry)

General

The Rear Hall is centered on the west side of the first story and extends from the Stair Hall (Room 101) to the enclosed Rear Porch (Room 106). The room measures 5 feet 6 inches wide by 11 feet deep. There are four doorways in the Rear Hall – a doorway at the east end of the hall opening from the Stair Hall (Room 101), one on the south wall opening from the Kitchen (Room 103), one at the west end opening from the Rear Porch, and one on the south wall leading to the Southwest Office (Room 107). There are no window openings in the room.

The room was originally the kitchen pantry; sometime after the 1931 construction of the station house the wall between the pantry and the Stair Hall was opened to create a through passage to a new rear exterior entrance installed in place of an original window opening.

Flooring

- Sheet vinyl

Walls

- Faux-wood paneling

Wall Trim

None

Doorways

- Location: D103 – west end, to Rear Porch (R106)
  D105 – east end, to Stair Hall (R101)
  D109 – north wall, to Kitchen (R103)
  D110 – south wall, to Southwest Office (R107)
- Opening: D103 & D105 – 3' wide by 7' high
  D109 – 2' 8" by 6' 6 ½"
  D110 – 2'6" wide by 6' 5" high
- Door: D103 – post-1931 heavy hollow-core door
  D105 – none
  D109 – hollow core
  D110 – 1931(?) wood door with 6 horizontal panels; top 3 panels glazed
- Surround: D103, D109, & D110 – modern cove molding
  D105 – 4 ½" plain board
- Other: D109 - 1931 doorway
  D110 – reused door from either 1931 station house or other structure

Window Openings

- None

Ceiling

- Dropped ceiling panels

Heating

- None

Rear Porch - Room 106 (Porch)

General

The enclosed Rear Porch is located to the west of the Rear Hall (Room 105). The room measures 5 feet 6 inches wide by 8 feet deep. There are two doorways in the room – one at the west end of the south wall is the rear exterior entrance, and one at the east end opens from the Rear Hall (Room 105). There are no window openings in the room.

The Rear Porch was originally the south end of a open roofed porch; this section of the porch was left open when the remaining portion was enclosed sometime after the 1931 construction of the station house. When the enclosed porch was converted to interior use (possibly at the same time that it was enclosed), the south end remained an open back porch and the window opening at its east end was converted to an exterior entrance. Eventually the space was also enclosed and a new exterior doorway was installed on the south wall.

Flooring

- 3 ½"-wide boards

Walls

- North wall: Ca. 1950 exterior wood shingles
- S & W walls: plywood

Wall Trim

- None

Doorways

- Location: D102 – south wall/west end, exterior doorway
  D103 – east end, to Rear Hall (R105)
- Opening: D102 – 2' 11" wide by 6' 8" high
  D103 – 3' wide by 7' high
- Door: D102 – 6-panel wood door
  D103 – heavy hollow core
- Surround: D102 – post-1931 3 ½"-wide plain board
  D103 – post-1931 5" plain board
- Other: D103 – former 1931 window opening

Window Openings

- None

Ceiling

- Narrow-board paneling

Heating

- None

Southwest Office - Room 107 (Officer-in-Charge Bedroom – Figs. 34 & 35)

General

The Southwest Office is an L-shaped room located in the southwest corner of the first story, the base of the L being a shelf and cupboard-lined passage from the Rear Hall (Room 105). The main portion of the room measures 13 feet 4 inches wide by 11 feet deep and the passage measures 3 feet 4 ½ inches wide by 6 feet long. There are three doorways in the room – the doorway at the north end of the passage that opens from the Rear Hall, one on the north wall of the main room that opens to a Bathroom (Room 108), and a closet doorway at the south end of the passage's east wall. There are two window openings in the room – one each on the west and south walls.

When the 1931 station house was built, the Southwest Office was the bedroom for the station's Officer in Charge. The only access to the room was from the officer-in-charge's office to the east, the adjacent toilet was larger and included a toilet, a sink, and a shower, and a closet was located where the passage shelves and cupboards are now situated. At some point the closet was removed and space was "borrowed" from the bathroom to create the passage from the Rear Hall, and the doorway to the adjoining office was blocked.

Flooring

- Carpeting

Walls

- Painted faux-wood paneling

Wall Trim

- None

Doorways

- Location: D110 – north end of passage, to Rear Hall (R105)
  D111 – north wall of main room, to Bathroom (R108)
  D107a – south end/east wall of passage
- Opening: each – 2' 6" wide by 6' 5" high
- Door: D110 – 1931(?) wood door with 6 horizontal panels; top 3 panels glazed
  D111 & D107a – hollow core
- Surround: D110 & D111 – 2 ½"-wide modern molded wood
  D107a – 3 ½"-wide plain board
- Other: D110 – re-used door from either station house or other structure
  D111 - 1931 doorway

Window Openings

- Location: W109 – west wall
  W110 – south wall
- Sash: each - 1990s 1/1 double-hung aluminum-clad sash
- Surround: each – modern 2 ½"-wide molded wood casing and apron
- Other: W109 & W110 - 1931 openings
  pass-through with sliding glazed panels on east wall where 1931 doorway had been located

Ceiling

- Dropped ceiling panels

Closet, Shelves, etc.

- Location: East wall of passage, extending into main room space
- Configuration: 4' 7"-long lower cabinets & upper shelves at north end
  4' 2"-long by 3' 8"-deep closet at south end

Heating

- 1931 radiator under W109 on west wall

Bathroom - Room 108 (Officer-in-Charge Toilet – Fig. 35)

General

The Bathroom is located to the north of the Southwest Office (Room 107). The room measures 5 feet 10 inches by 5 feet 7 inches. A doorway on the south wall opens from the Southwest Office, and there is a window opening on the west wall. A toilet and a sink are located on the north wall.

As constructed, the Bathroom was the private toilet for the station's officer in charge. It was originally a larger room that included a shower at the east end. During a remodeling by the Coast Guard, the shower space was co-opted for use as a passage between the office and the Rear Hall (Room 105), resulting in the extant smaller bathroom.

Flooring

- Sheet vinyl

Walls

- Painted faux-wood paneling

Wall Trim

- Baseboard: rubberized coping

Doorway – D111

- Location: south wall, from Southwest Office (R107)
- Opening: 2' 6" wide by 6' 5" high
- Door: hollow core
- Surround: modern cove molding
- Other: 1931 doorway

Window Opening – W108

- Location: west wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: modern 2 ½"-wide molded wood
- Other: location of 1931 window opening; size possibly reduced

Ceiling

- Dropped ceiling

Heating

- None

Southeast Office - Room 109 (Officer-in-Charge's Office – Figs. 36 & 37)

General

The Southeast Office is located in the southeast corner of the first story. The room measures 15 feet wide by 13 feet 3 ½ inches deep. A doorway at the west end of the north wall opens from the Stair Hall (Room 101). One window opening is located on the south wall and two window openings are located on the east wall. A pass-through with sliding glazed panels is located on the west wall.

This room was originally the private office for the station house Office in Charge. When alterations were made to the adjacent Southwest Office (Room 107), space from the newly created passage was borrowed to create space for shallow shelving and a recess for a filing cabinet at the north end of the Southeast Office's west wall. The former doorway into the bedroom was blocked and a small pass-through was installed in its place.

Flooring

- Carpeting

Walls

- Faux-wood paneling

Wall Trim

- None

Doorway - D106

- Location: north wall/west end, from Stair Hall (R101)
- Opening: 2' 7 ½" wide by 6' 6 ½" high
- Door: 1931(?) wood door with 6 horizontal panels; top 3 panels glazed
- Surround: modern 2 ½"-wide molded casing
- Other: 1931 doorway – possible later and/or re-used door

Window Openings

- Location: W101 – east wall/south end
W102 – east wall/north end
W111 – south wall
- Sash: each - 1990s 1/1 double-hung aluminum-clad sash
- Surround: each – modern 2 ½"-wide molded casing and apron
- Other: 1931 openings

Ceiling

- Dropped ceiling

Shelving/Storage

- Location: north end/west wall
- Configuration: shallow upper shelves and recess for filing cabinet

Heating

- Post-1931 cast-iron baseboard along south wall with short section on east wall

Second Story

Stairwell – Room 201 (Fig. 38)

General

The Stairwell is located slightly to the south of center on the east side of the station house and contains a dogleg staircase that connects the first and second stories. The Stairwell measures 6 feet 10 inches wide by 9 feet 8 inches deep and the landing is 6 feet 10 inches wide by 4 feet 5 inches deep. Seven steps travel east up from the first story to a landing, and six steps travel west up from the landing to the second story hall. The stairwell has one window opening on the east wall at the second-story level.

Flooring

- Steps: 1931 wood with later rubberized mats
- Landing: sheet vinyl

Walls

- Plaster (1931)

Wall Trim

- Wainscot: vertical narrow-board, 47" high to top of chair rail
- Baseboard: 6"-wide plain board with 1 ½" applied beveled molding
- Chair Rail: 2"-wide molded wood
- Other: horizontal narrow-board paneling on west wall over stairs
  all features date to 1931

Window Opening – W203

- Location: east wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 4 ½"-wide plain board casing and 3"-wide plain apron
- Other: 1931 opening, surround, and apron

Ceiling

- Plaster (1931)

Staircase

- Type: dogleg with 7 steps up from 1st story to landing and 6 steps up from landing to 2nd story hall.
- Banister: on both flights and along west wall of 2nd-story hall; square balusters and carved hand rails; plain newels with eased-pyramidal top on 1st and 2nd stories and at landing
- Steps: 8"-high risers and 11"-deep treads (2nd step up from 1st story has 10"-deep tread)

Heating

- None

Second Story Hall - Room 202 (Figs. 39 & 40)

General

The Hall on the second story is located to the west of the Stairwell (Room 201) and accesses the rooms on the second story. The room measures 15 feet 5 inches long by 4 feet wide. There are six doorways in the room: one opens to a shallow closet, one to a bathroom, and four to the remaining rooms. Two hatchways in the ceiling – one original and one post-1931 – lead to the attic space (see "Attic Story" for description). The south end of the east wall is open to the Stairwell.

Flooring

- Sheet vinyl over plywood underlayment

Walls

- Plaster (1931)

Wall Trim

- Baseboard: 1931 6 ½ "-wide wood with beveled top edge

Doorways

- Location: D201 – east wall, to Spare Room (R203)
  D202 – north end, to Northeast Office (R204)
  D203 – west wall/north end, to Northwest Office (R205)
  D204 – west wall, to Bathroom (R206)
  D205 – south end, to Southeast Office (R208)
  D202a – west wall/south end, to closet (R202a)
- Opening: each (except D202a) - 2' 8" wide by 6' 7" high
  D202a – 2' wide by 6' 6 ½" high

- Door: each (except D203) – 1931 wood door with 6 horizontal panels
  D203 – hollow core
- Surround: each (except D203) - 1931 4 ½"-wide plain board
  D203 – post-1931 plain board; 5" wide on left and top, 3 ½" on right
- Other: 1931 doorways

Window Openings

- None

Ceiling

- Material: plaster (1931)
- Other: two hatchways to attic: 1931 opening (D301) in front of D204 & post-1931 opening (D302) to north of D301; vertical steel ladder to D302, 1" x 10" board covered with sheet copper mounted on wall behind ladder

Closet (Room 202a)

- Location: west wall to south of bathroom doorway (D204)
- Configuration: 15 ½" deep by 3' 5" wide, shelves
- Other: 1931 feature

Heating

- None

Spare Room - Room 203

General

The Spare Room is located to the north or the Stairwell (Room 201) on the east side of the second story. The room measures 8 feet 6 inches wide by 9 feet 4 inches deep. A doorway on the west wall opens from the Hall (Room 202). One window opening is located on the east wall.

Flooring

- 12" square vinyl tile

Walls

- Plaster (1931) with post-1931 faux-wood wainscot

Wall Trim

- Baseboard: 1931 7 ½"-wide wood with beveled top edge

Doorway – D201

- Location: west wall/south end, from Hall (R202)
- Opening: 2' 8" wide by 6' 7" high
- Door: 1931 wood door with 6 horizontal panels
- Surround: 1931 4 ½"-wide plain board
- Hardware: modern chrome lock knob
- Other: 1931 doorway

Window Opening – W204

- Location: east wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 1931 4 ½"-wide plain casing
- Other: 1931 opening

Ceiling

- Drop ceiling panels

Heating

- 1931 radiator under W204 on east wall

Second Story Northeast Office – Room 204 (No. 1 Man's Room - Figs. 41-43)

General

The former No. 1 Man's Room is located in the northeast corner of the second story of the station house. The room measures approximately 12 feet deep by 13 feet 1 ½" inches long. A doorway at the west end of the south wall opens from the Hall (Room 202). There are two window openings in the room – one located on the east wall and one on the north wall.

Flooring

- Carpeting

Walls

- Plaster (1931) with post-1931 faux-wood wainscot

Wall Trim

- Baseboard: 1931 7 ½"-wide wood with beveled top edge

Doorway – D202

- Location: south wall/west end, from Hall (R202)
- Opening: 2' 8" wide by 6' 7" high

- Door: wood door with 6 horizontal panels
- Surround: 4 ½" plain board
- Hardware: brass knob and back plate
- Other: all features 1931

Window Openings

- Location: W205 – east wall
  W206 – north wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 1931 4 ½"-wide plain casing
- Other: 1931 opening

Ceiling

- Drop ceiling panels – original plaster ceiling visible through missing panels

Heating

- 1931 radiator under W206 on north wall

Second Story Northwest Office – Room 205 (Sleeping Room B – Figs. 44 & 45)

General

The former Sleeping Room B is located in the northwest corner of the second story of the station house. The room measures approximately 13 feet 2" wide by 16 feet 6" inches deep. A doorway at the south end of the east wall opens from the Hall (Room 202). There is one window opening on the north wall and two window openings on the west wall.

Flooring

- Carpeting

Walls

- Plaster (1931) with post-1931 faux-wood wainscot
- Wall extends around chimney chase on east wall to north of D203

Wall Trim

- Baseboard: 1931 7 ½"-wide wood with beveled top edge

Doorway – D203

- Location: east wall/south end, from Hall (R202)
- Opening: 2' 8" wide by 6' 7" high
- Door: hollow core
- Surround: 1931 4 ½"-wide plain board

- Hardware: post-1931 brass knob
- Other: 1931 doorway

Window Openings

- Location: W207 – north wall
- W208 – west wall
- W209 – west wall/south end
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 1931 4 ½"-wide plain casing
- Other: 1931 opening

Ceiling

- Drop ceiling panels

Heating

- 1931 radiator under W207 on north wall

Second-Story Bathroom - Room 206 (Fig. 46)

General

The Second-Story Bathroom is centered on the west side of the second story. The room measures 7 feet 5 inches wide by 11 feet 9 inches deep. A doorway on the east wall opens from the Hall (R202), and a window opening is located on the east wall. Two shower stalls and two toilets are situated along the south wall, and two sinks along the north wall.

This room is shown on the 1930 construction drawings for the station house as part of Sleeping Room A (Rooms 207 & 208), but it is now thought to have been built in 1931 as a separate room.

Flooring

- Vinyl tiles over plywood underlayment

Walls

- North wall: fiberglass-type panels

Wall Trim

- Baseboard: post-1931 6 ½"-wide plain board

Doorway – D204

- Location: east wall, from Hall (R202)
- Opening: 2' 8" wide by 6' 7" high
- Door: 1931 wood door with 6 horizontal panels

- Door: 1931 wood door with 6 horizontal panels
- Other: Possible 1931 doorway

Window Opening – W210

- Location: west wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 4 ½"-wide plain casing
- Other: Possibly 1931 opening and surround

Ceiling

- Plaster (1931 and later patches)

Heating

- 1931 radiator under W210 on west wall

Second Story Southwest Office – Room 207 (Sleeping Room A – Figs. 47 & 48)

General

What used to be the west end of Sleeping Room A is located in the southwest corner of the second story of the station house. The room measures approximately 12 feet 9 inches wide by 15 feet 8 inches deep. A doorway at the north end of the east wall opens from the Southeast Office (Room 208). There are two window openings on the west wall and one window opening on the south wall. The closet in the Hall (Room 202) protrudes slightly into the room at the east end of the north wall.

The east wall of the room is a post-1931 addition that divided the original Sleeping Room A into two rooms.

Flooring

- Sheet vinyl

Walls

- Plaster (1931) with post-1931 faux-wood wainscot on north, west, and south walls
- Plaster board (post-1931) on east wall

Wall Trim

- Baseboard: 1931 7 ½"-wide wood with beveled top edge on north, west, and south walls
  6"-wide plain board on east wall

Doorway – D206

- Location: east wall/north end, from Southeast Office (R208)
- Opening: 2' 6" wide by 6' 6" high

- Door: hollow core
- Surround: modern 3 ½" plain board
- Hardware: post-1931 brass knob

Window Openings

- Location: W211 – west wall/north end
  W212 – west wall/south end
  W213 – south wall
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 1931 4 ½"-wide plain casing
  1931 3"-wide plain apron on W211 and W213
- Other: 1931 openings

Ceiling

- Drop ceiling panels

Heating

- 1931 radiator under W211 on west wall
- Modern baseboard unit along south wall

Second Story Southeast Office – Room 208 (Sleeping Room A – Figs. 49 & 50)

General

What used to be the east end of Sleeping Room A is located in the southeast corner of the second story of the station house. The room measures approximately 13 feet 3 inches wide by 14 feet 9 inches deep. A doorway at the west end of the north wall opens from the Hall (Room 202), and one at the north end of the west wall opens from the Southwest Office (Room 207). There are two window openings on the east wall and one window opening on the south wall.

The west wall of the room is a post-1931 addition that divided the original Sleeping Room A into two rooms.

Flooring

- Sheet vinyl

Walls

- Plaster (1931) with post-1931 faux-wood wainscot on north, west, and south walls
- Plaster board (post-1931) on west wall

Wall Trim

- Baseboard: 1931 7 ½"-wide wood with beveled top edge on north, east, and south walls
  6"-wide plain board on west wall

Doorways

- Location: D205 – north wall/west end, from Hall (R202)
  D206 – west wall/north end, from Southwest Office (R207)
- Opening: D205 – 2' 8" wide by 6' 7" high
  D206 – 2' 6" wide by 6' 6" high
- Door: D205 – 1931 wood door with 6 horizontal panels
  D206 – hollow core
- Surround: D205 – 1931 4 ½"-wide plain board
  D206 – modern 3 ½"-wide cove molding
- Hardware: D205 – 1931 brass knob
  D206 – post-1931 brass knob
- Other: D205 – 1931 doorway

Window Openings

- Location: W214 – south wall
  W201 – east wall/south end
  W202 – east wall/north end
- Sash: 1990s 1/1 double-hung aluminum-clad sash
- Surround: 1931 4 ½"-wide plain casing
  1931 3"-wide plain apron on W201 and W214
- Other: 1931 openings

Ceiling

- Drop ceiling panels

Heating

- 1931 radiator under W201 on east wall

Attic Story

Attic – Room 301 (Figs. 51-53)

General

The Attic occupies all of the original attic space in the station house. Two hatchways that open from the second story below are located on the east side of the attic story: the original hatchway, near the center of the room, is not used, and to its north is a modern hatchway with a steel ladder. A doorway on the north wall leads to the monitor. Doorways on either side of the monitor doorway, along the east and west walls, and at the south end of the room, open into closets. A peaked window opening opening, now blocked with plywood, is also located at the south end. A masonite-cased chimney chase is located at the north end of the room in front of the monitor doorway.

Flooring

- 3 ½"-wide boards

Walls

- Plasterboard

Wall Trim

- Narrow boards covering seams of plasterboard walls

Doorways

- Location: D301 – attic floor, from Second-Story Hall (R202)
  D302 – attic floor, from Second-Story Hall (R202)
  D303 – north wall
- Opening: D301 – 2' 3" wide by 4' 1" long
  D302 – 2' wide by 2' 4 ½" long
  D303 – 2' 6" wide by 6' 6" high
- Door: D301 – 1931 tongue & groove narrow boards in wood frame
  D302 – plywood
  D303 – hollow core
- Surround: D303 – 4 ½"-wide plain board

Window Opening – W306 (fig. 53)

- Location: south wall
- Sash: none – blocked with plywood
- Surround: 4 ½"-wide plain board casing
- Other: 1931 opening and surround

Ceiling

- Plasterboard with wood trim covering seams

Storage

- Configuration: kneewall storage areas on east and west walls
  closets on either side of D303 and W306

Heating

- None

Monitor - Room 302 (Fig. 54)

General

The Monitor is a rectangular room located at the north end of the attic story that is perched over the original north hipped portion of the station house roof. The room measures 14 feet 7 inches wide by 7 feet 3 inches deep. A doorway on the south wall opens from the attic, and window openings line the east, north, and west walls.

Flooring

- 12"-square vinyl tile

Walls

- Plywood

Doorway – D303

- Location: south wall, from attic (R301)
- Opening: 2' 6" wide by 6' 6" high
- Door: hollow core

Window Openings

- Location: W301 – east wall
  W302 – north wall/east end
  W303 – north wall/center
  W304 – north wall/west end
  W305 – west wall
- Sash: W301, W303, & W305 – fixed plate glass
  W302 & W304 – 1/1 double-hung wood
- Surround: 3 ½"-wide plain board

Ceiling

- Material: Plasterboard

Heating

- Remnants of baseboard heat along north wall

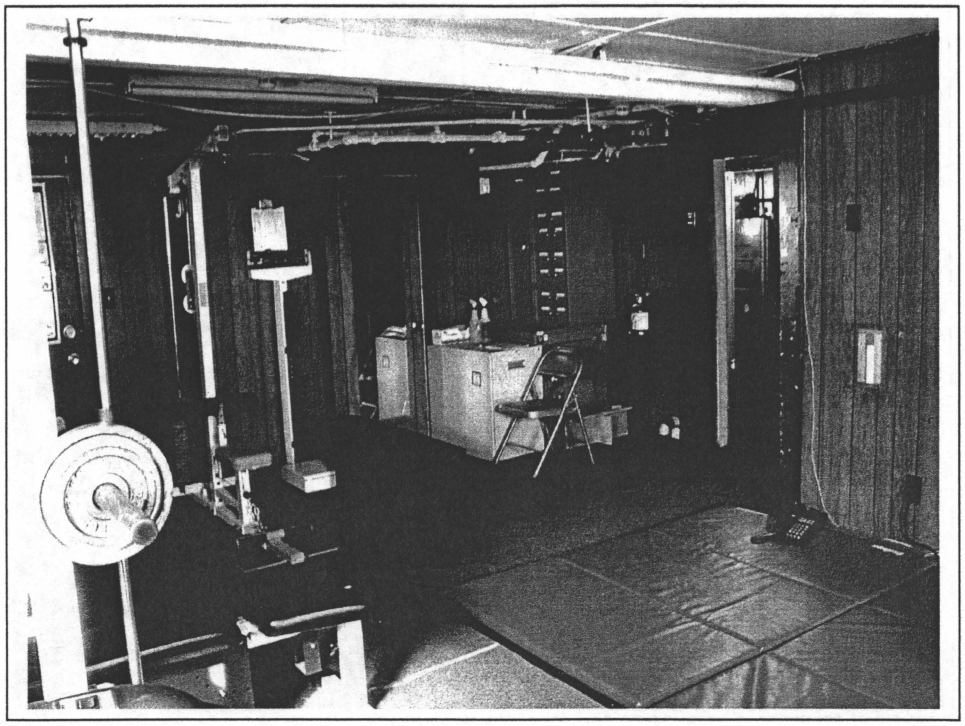


Figure 25. Race Point Coast Guard Station, fitness room (Room 001), looking northwest (2005).

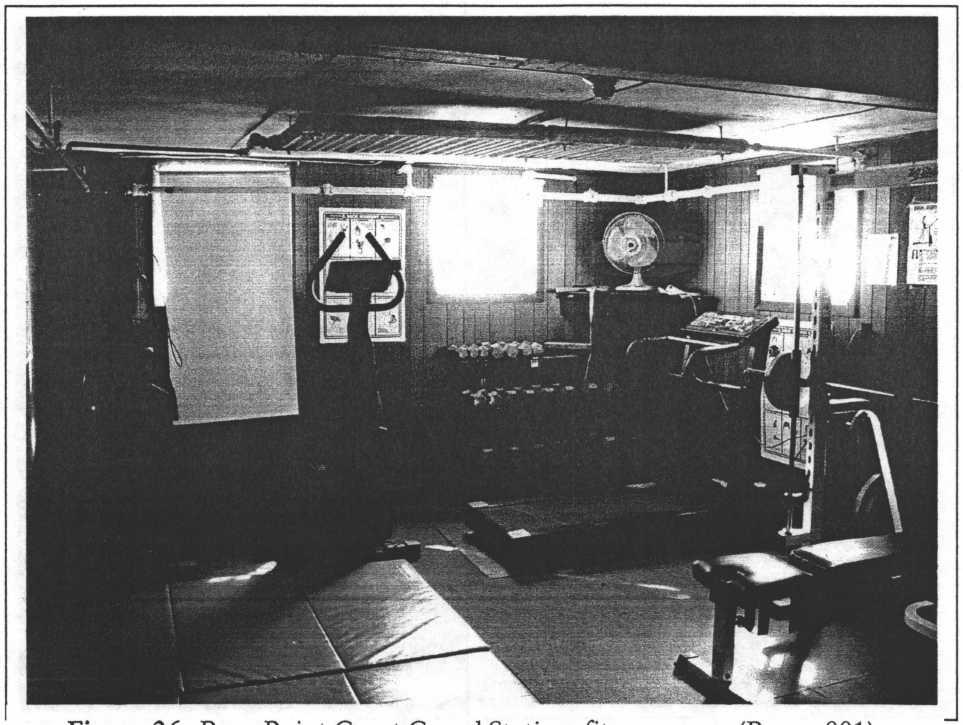


Figure 26. Race Point Coast Guard Station, fitness room (Room 001), looking southeast (2005).

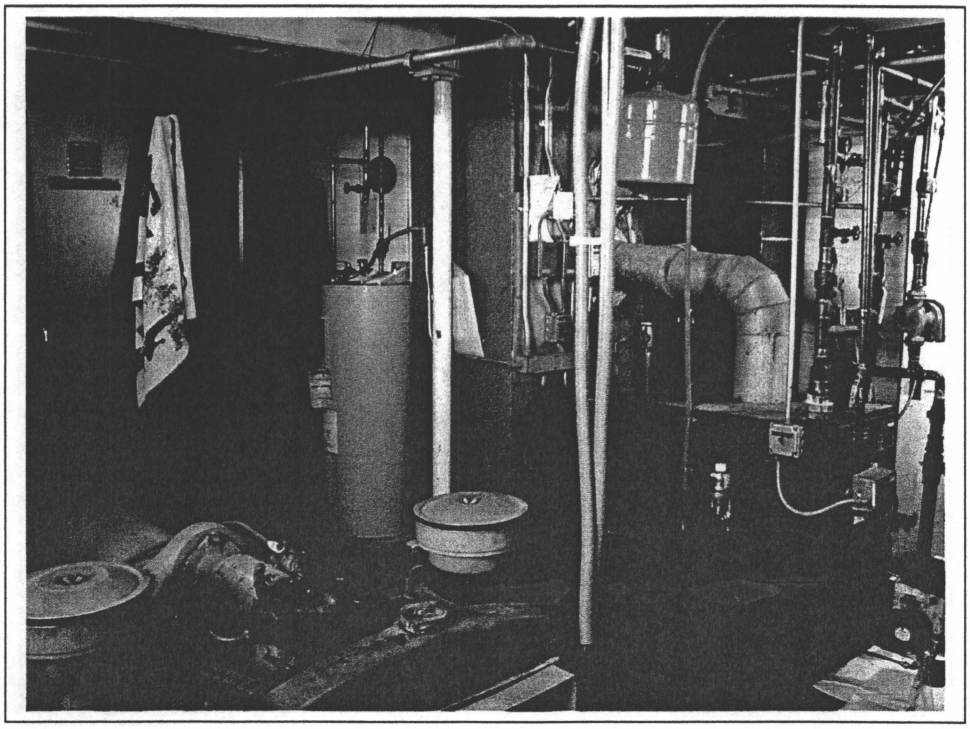


Figure 27. Race Point Coast Guard Station, boiler room (Room 003), looking southeast; 1931 narrow- board walls visible in background on left and right (2005).

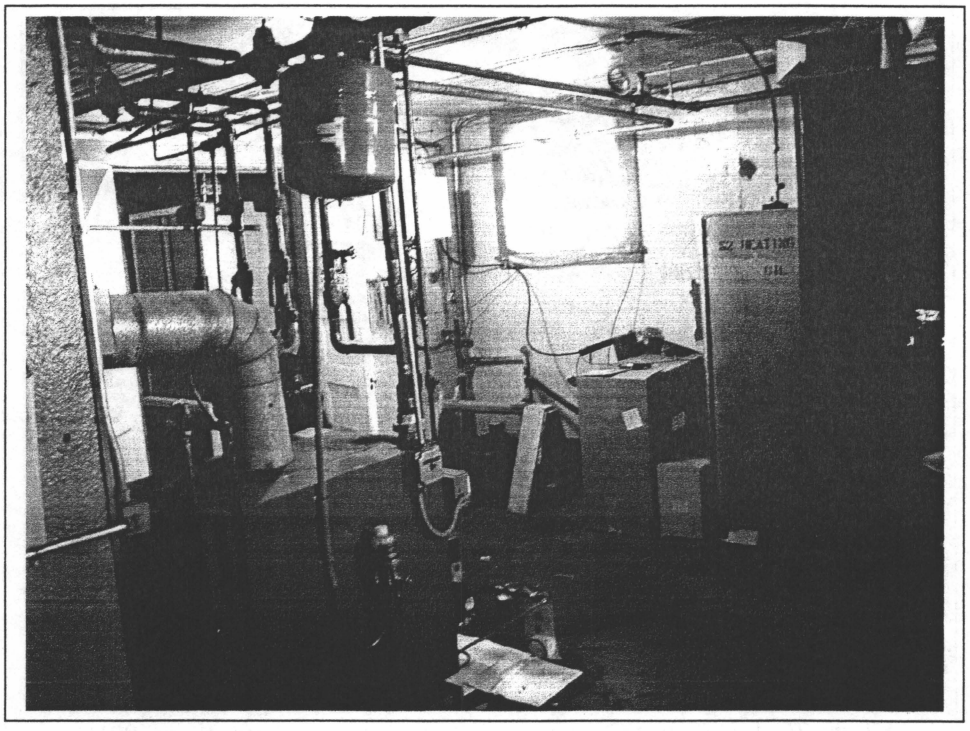


Figure 28. Race Point Coast Guard Station, boiler room (Room 003), looking northwest, 1931 doorway D006 left and window W006 (2005).

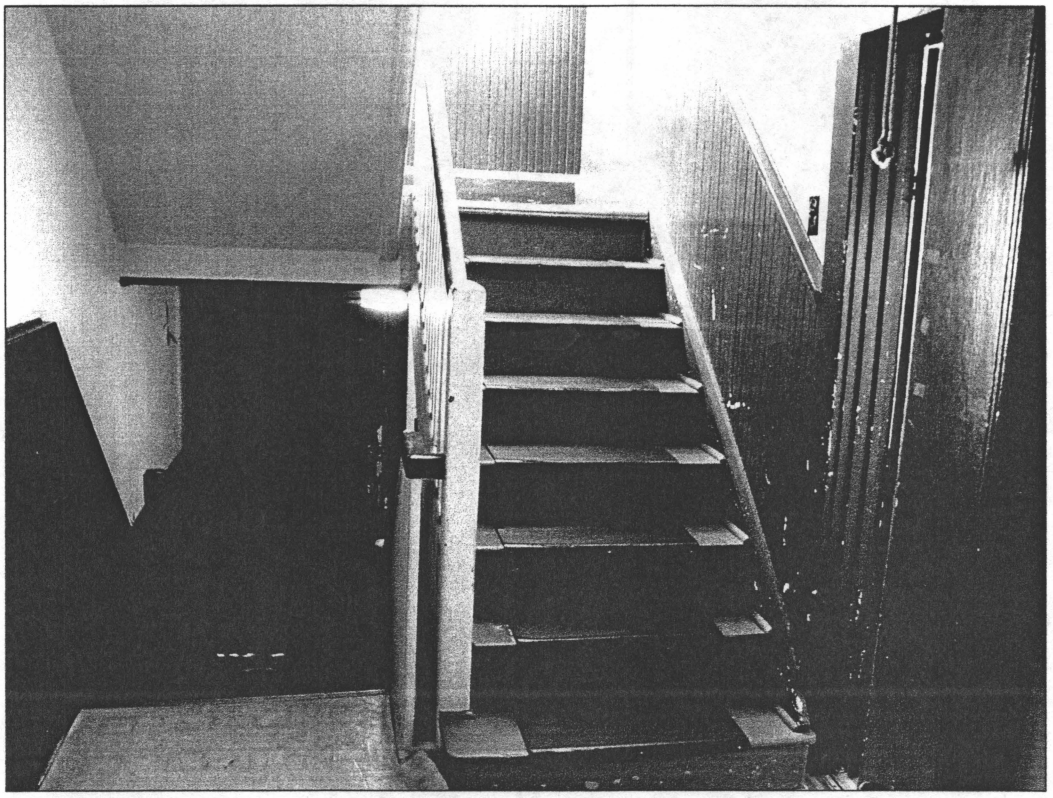


Figure 29. Race Point Coast Guard Station, stair hall (Room 101), looking east (2005).

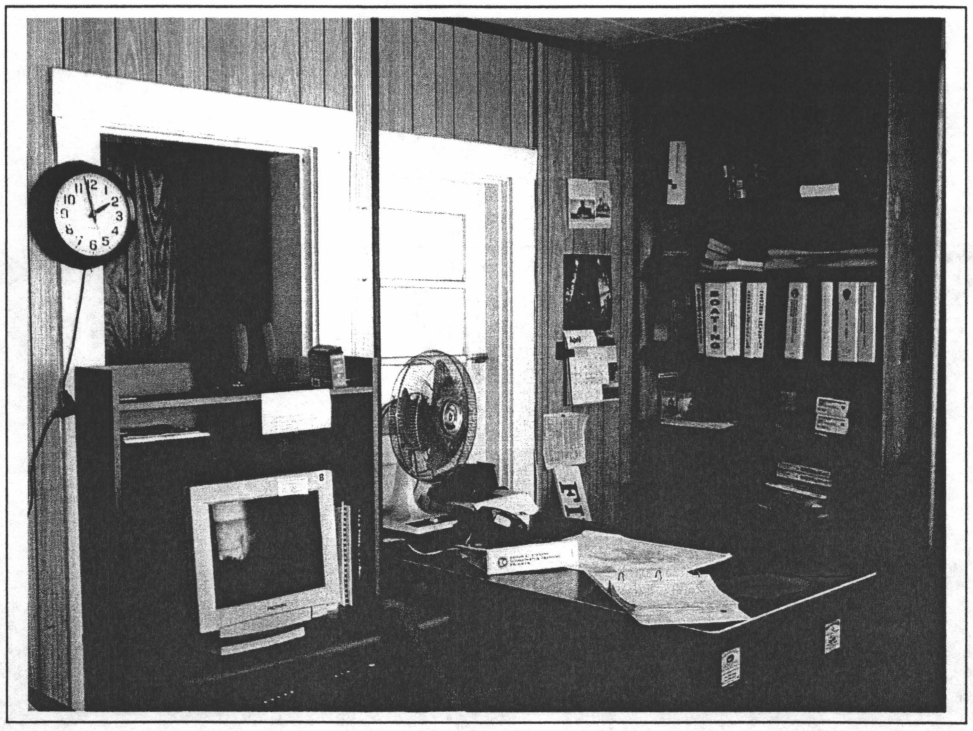


Figure 30. Race Point Coast Guard Station, northeast office (Room 102), looking northwest; 1931 closet opening (left) and doorway D107 (2005).

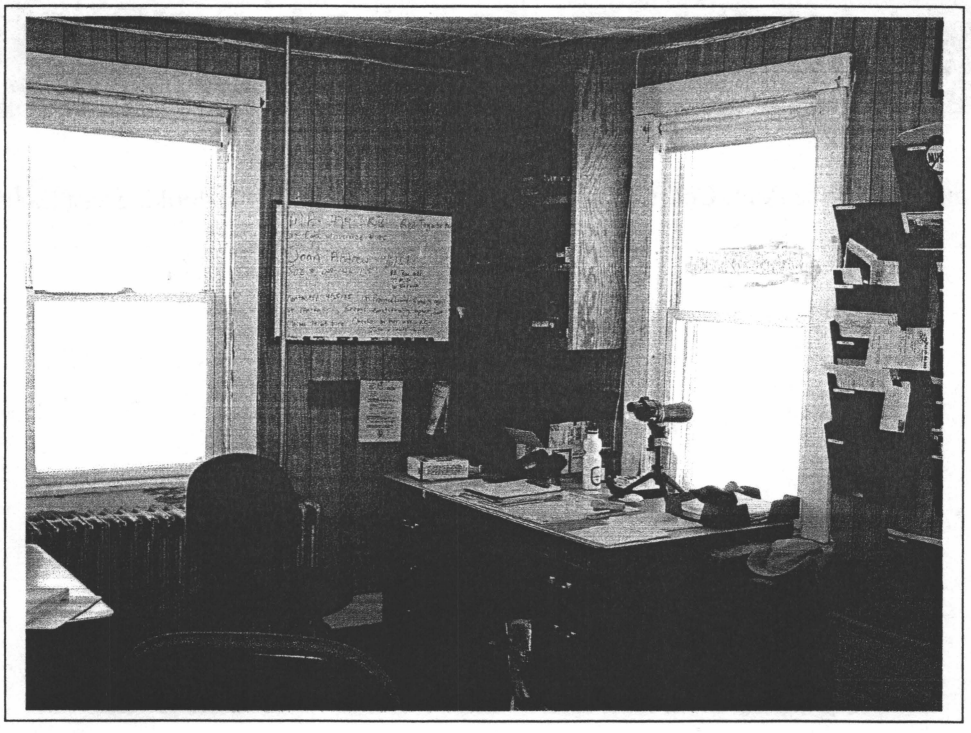


Figure 31. Race Point Coast Guard Station, northeast office (Room 102), looking northeast (2005).

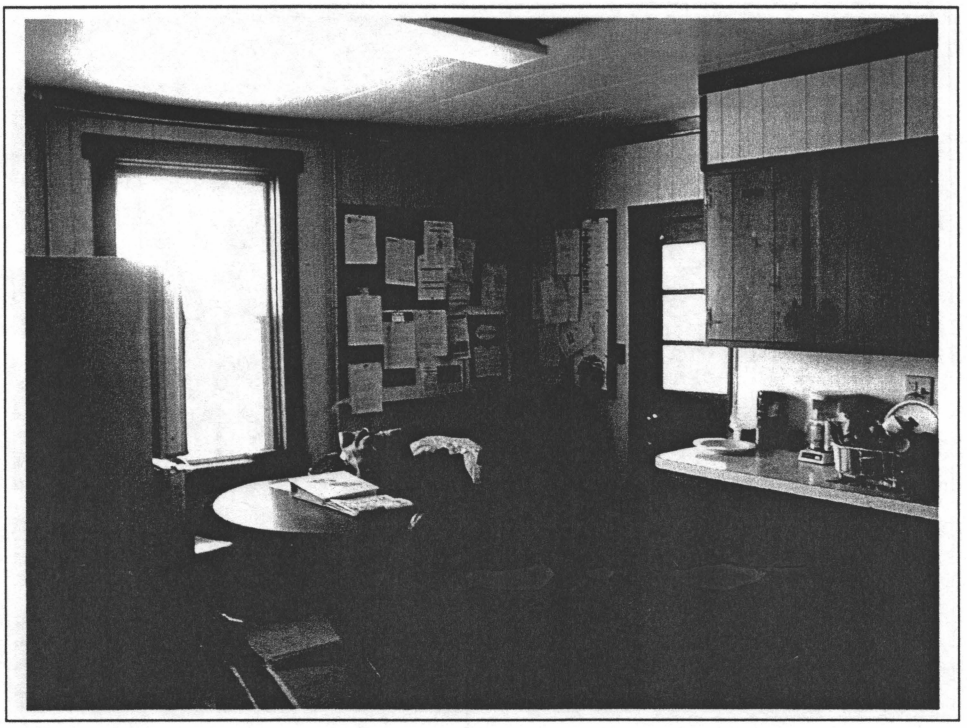


Figure 32. Race Point Coast Guard Station, kitchen (Room 103), looking northeast (2005).

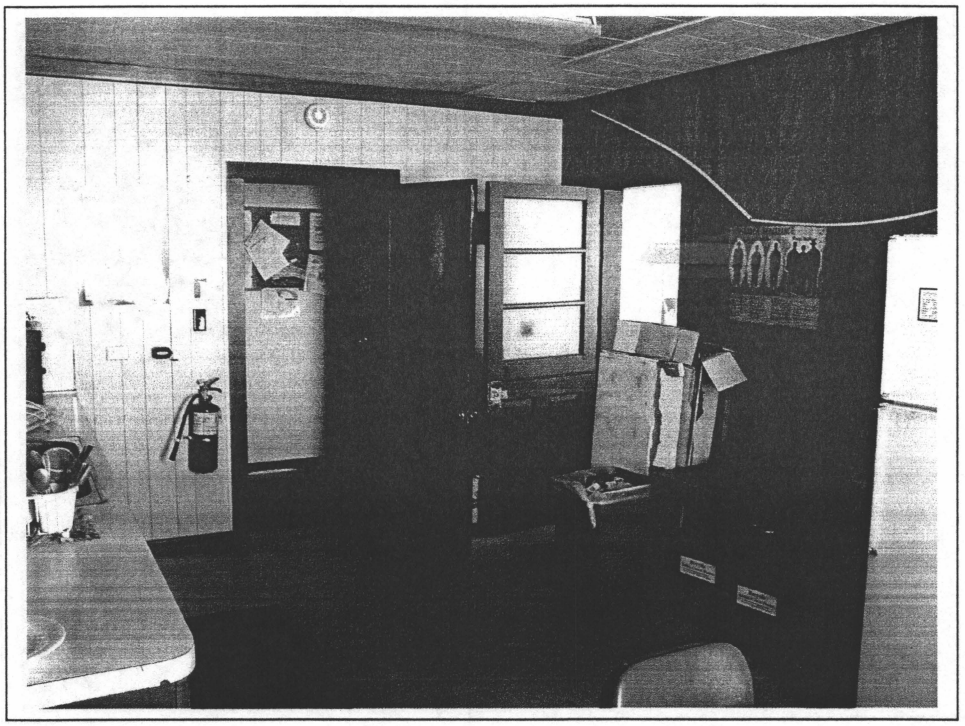


Figure 33. Race Point Coast Guard Station, kitchen (Room 103), looking southwest; D107 former pantry doorway at left and D108 former exterior doorway at right (2005).

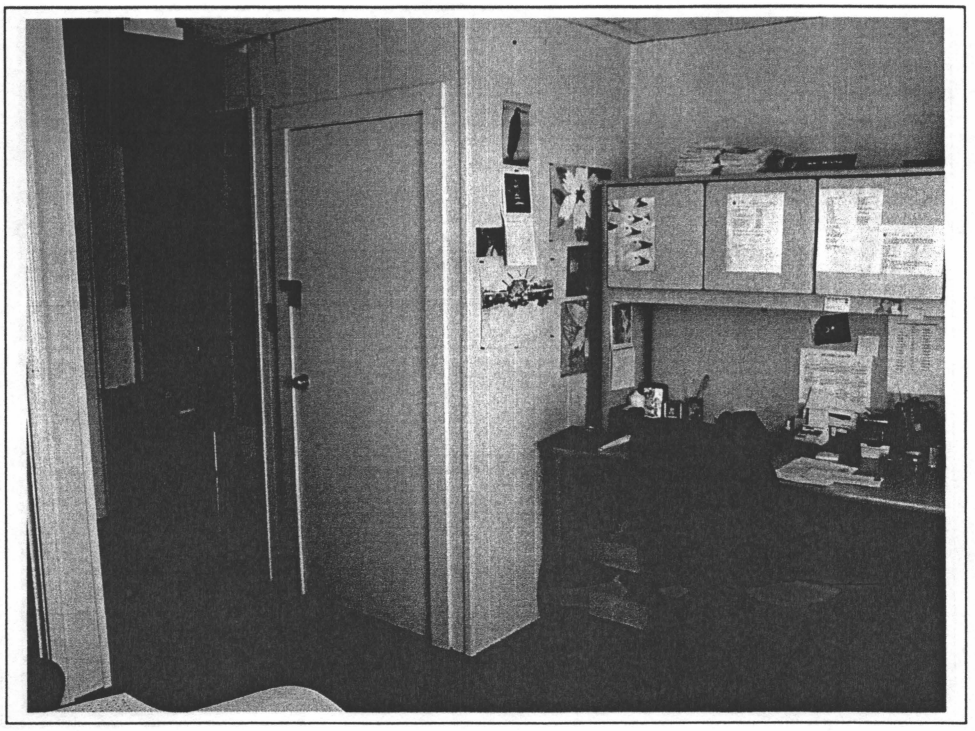


Figure 34. Race Point Coast Guard Station, southwest office (Room 107), looking northeast (2005).

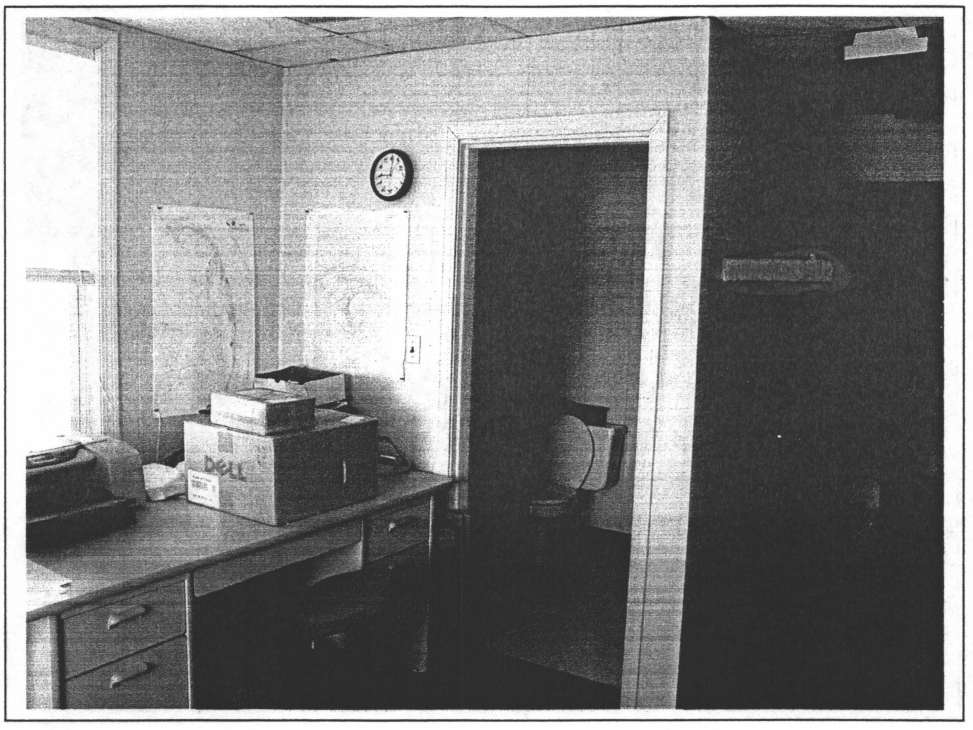


Figure 35. Race Point Coast Guard Station, southwest office (Room 107), looking northwest to bathroom (Room 108) (2005).

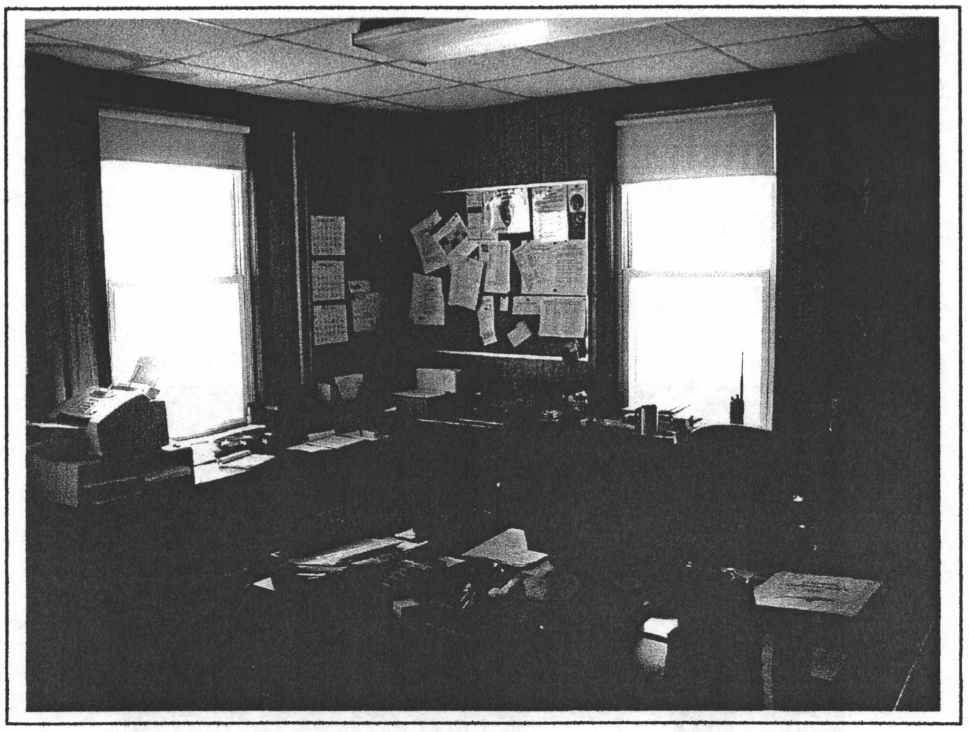


Figure 36. Race Point Coast Guard Station,
southeast office (Room 109), looking southeast (2005).

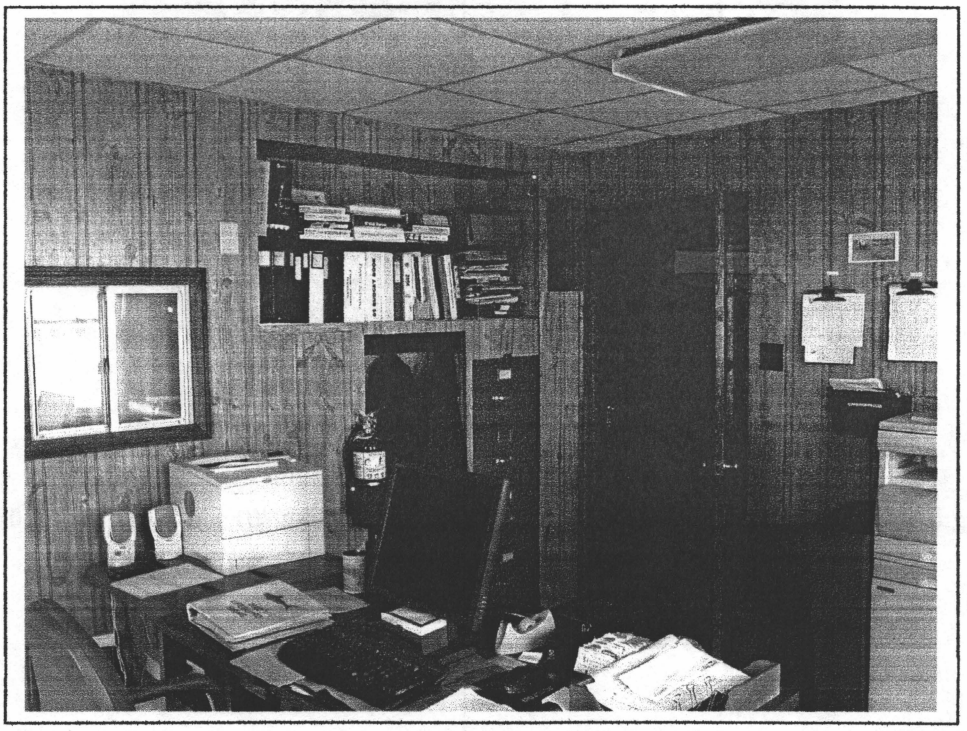


Figure 37. Race Point Coast Guard Station,
southeast office (Room 109), looking northwest (2005).

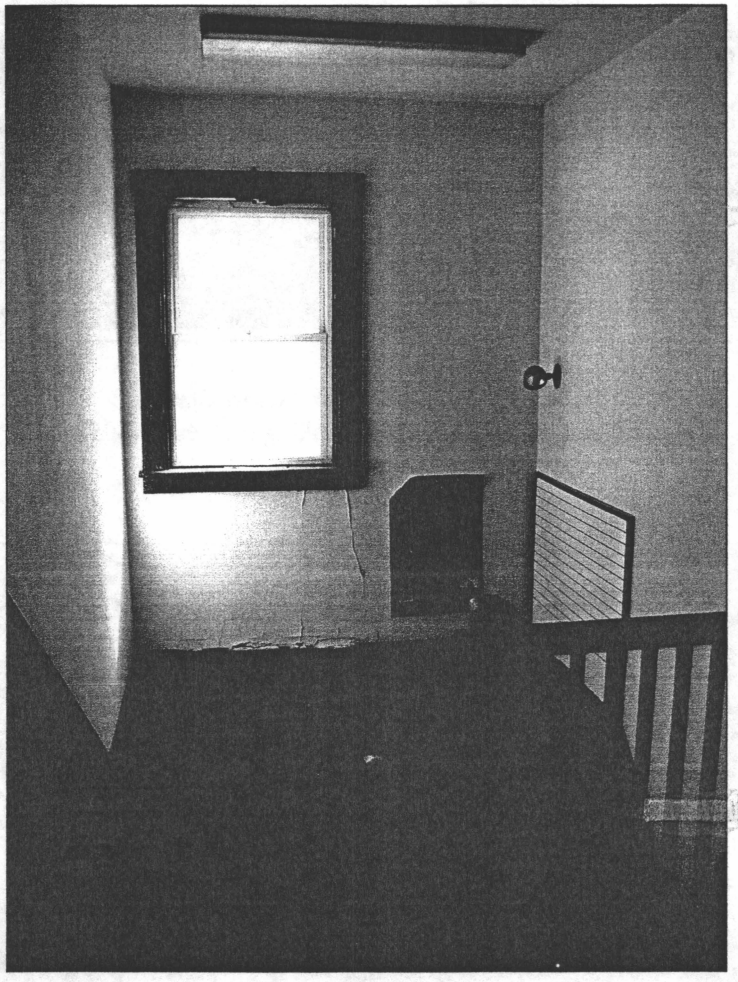


Figure 38. Race Point Coast Guard Station, stairwell (Room 201), looking east (2005).

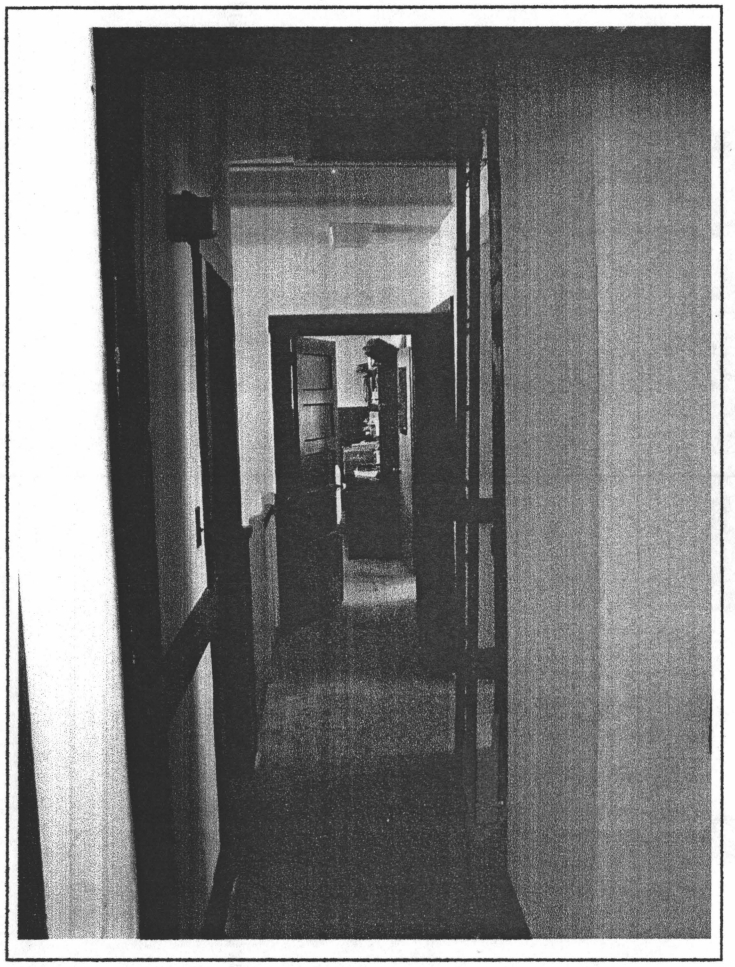


Figure 39. Race Point Coast Guard Station, second-floor hall (Room 202), looking south (2005).

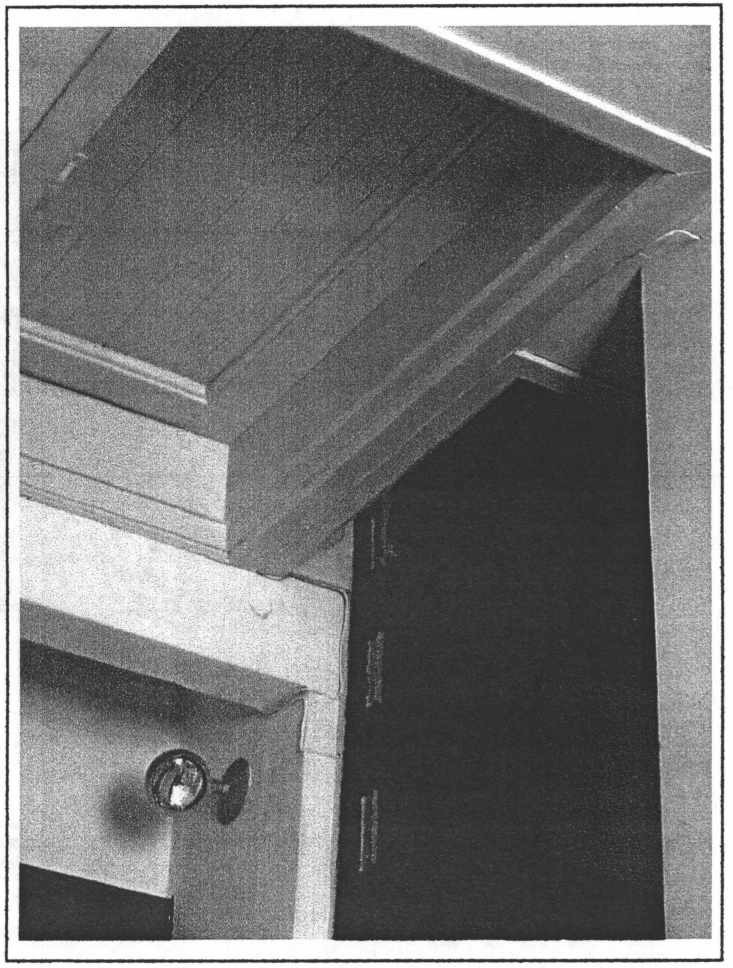


Figure 40. Race Point Coast Guard Station, second-floor hall (Room 202), ceiling hatchways D301 and D302 (2005).

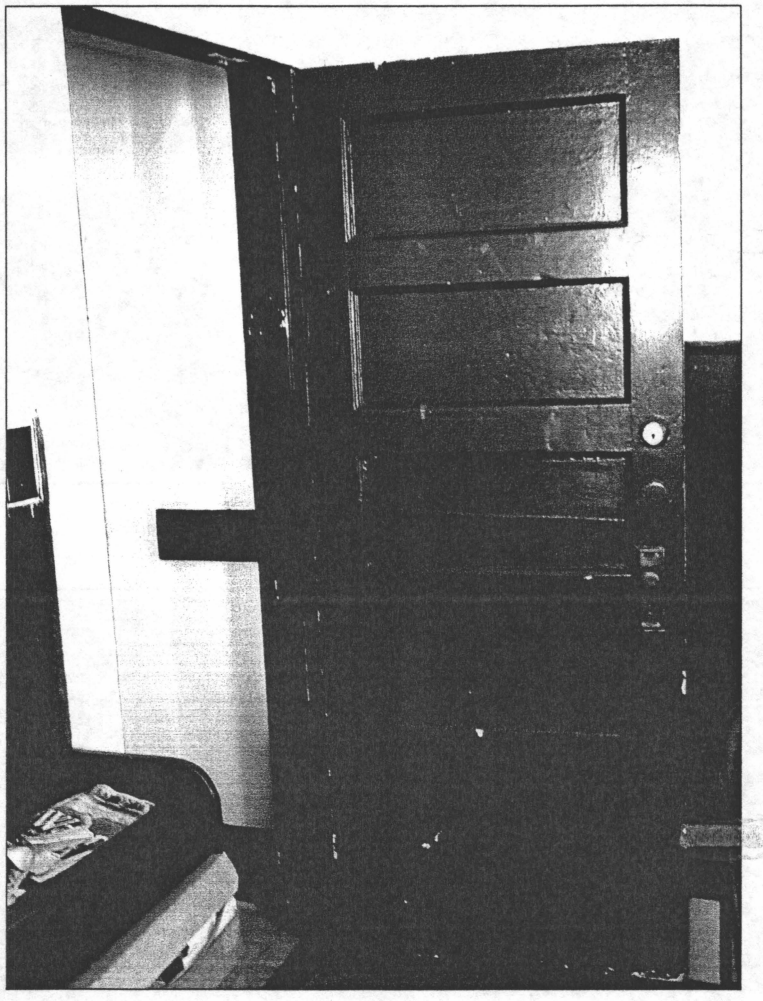


Figure 41. Race Point Coast Guard Station, second- floor northeast office (Room 204), showing typical 1931 door in doorway D202 (2005).

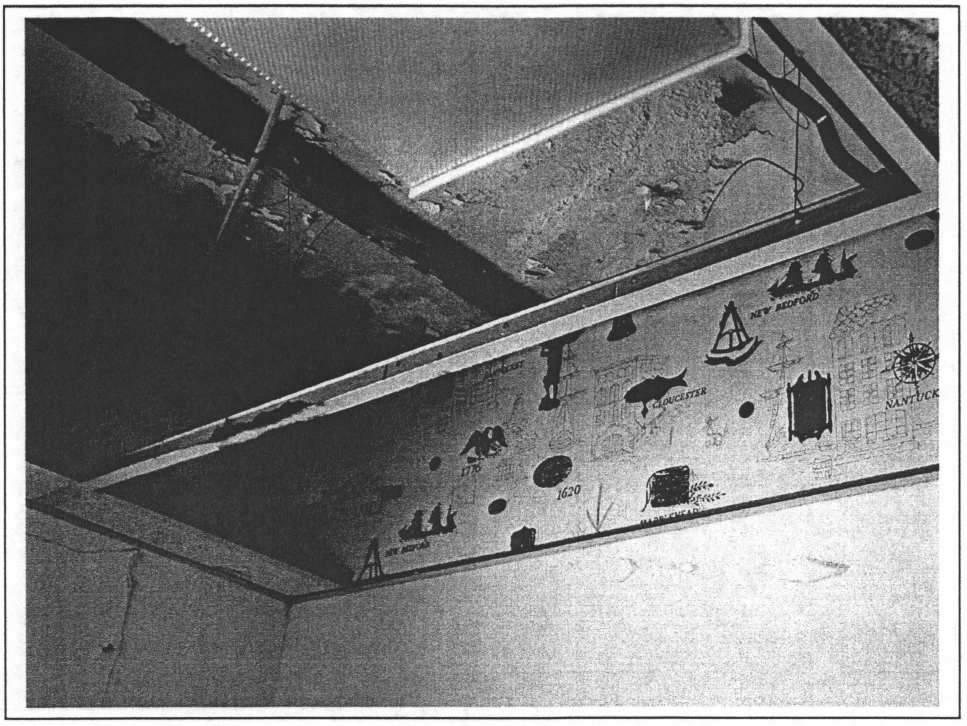


Figure 42. Race Point Coast Guard Station, second- floor northeast office (Room 204), exposed original wall and ceiling above dropped ceiling (2005).

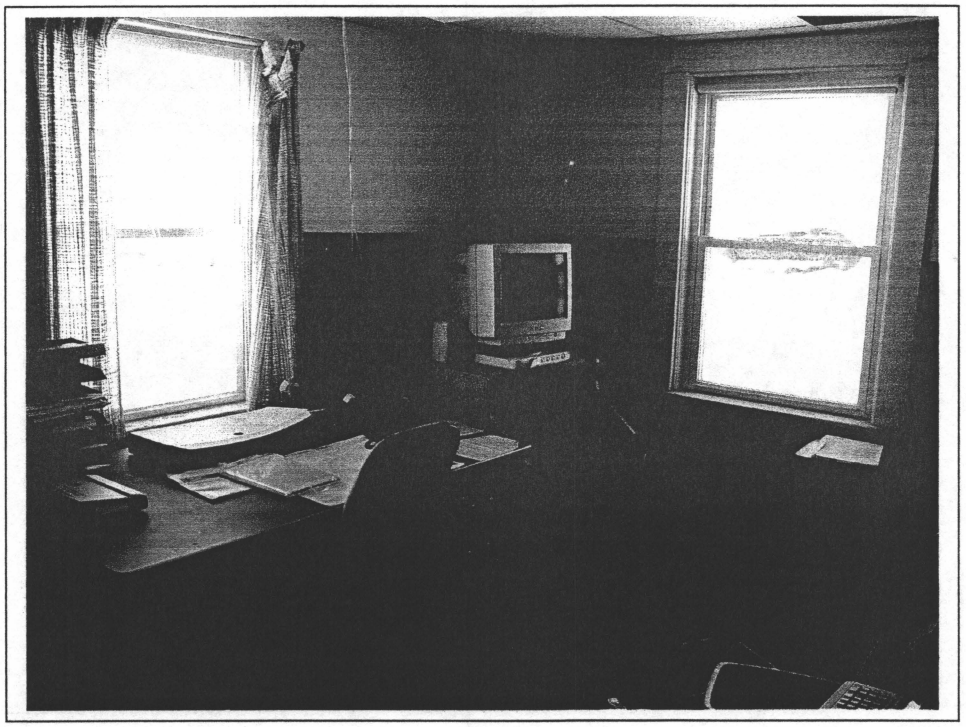


Figure 43. Race Point Coast Guard Station, second- floor northeast office (Room 204), looking northeast (2005).

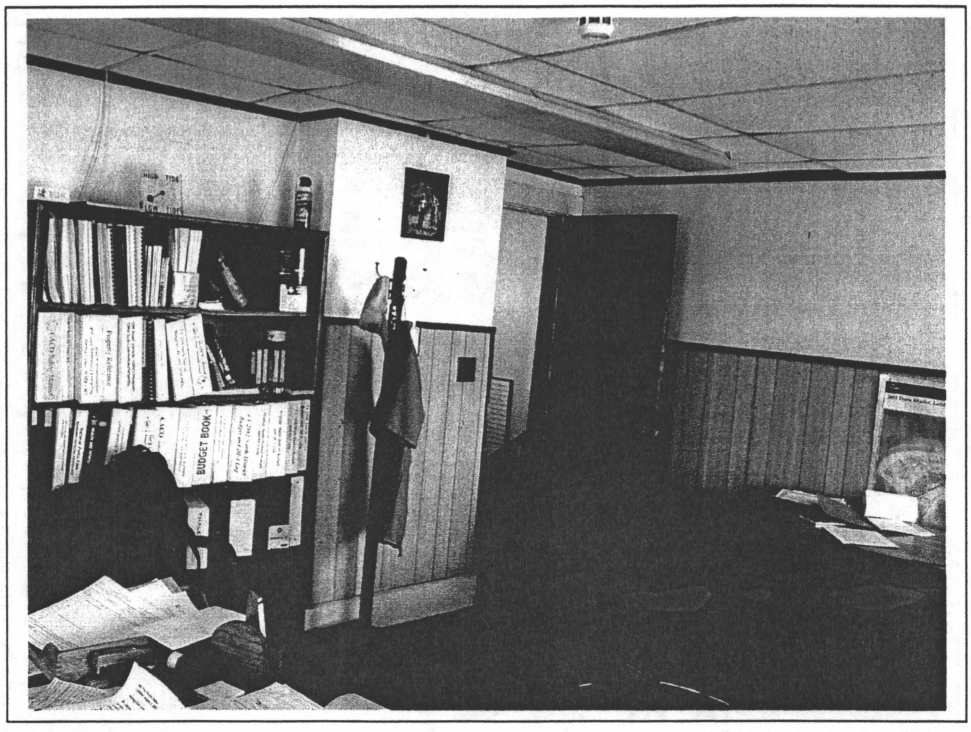


Figure 44. Race Point Coast Guard Station, second- floor northwest office (Room 205, looking southeast (2005).

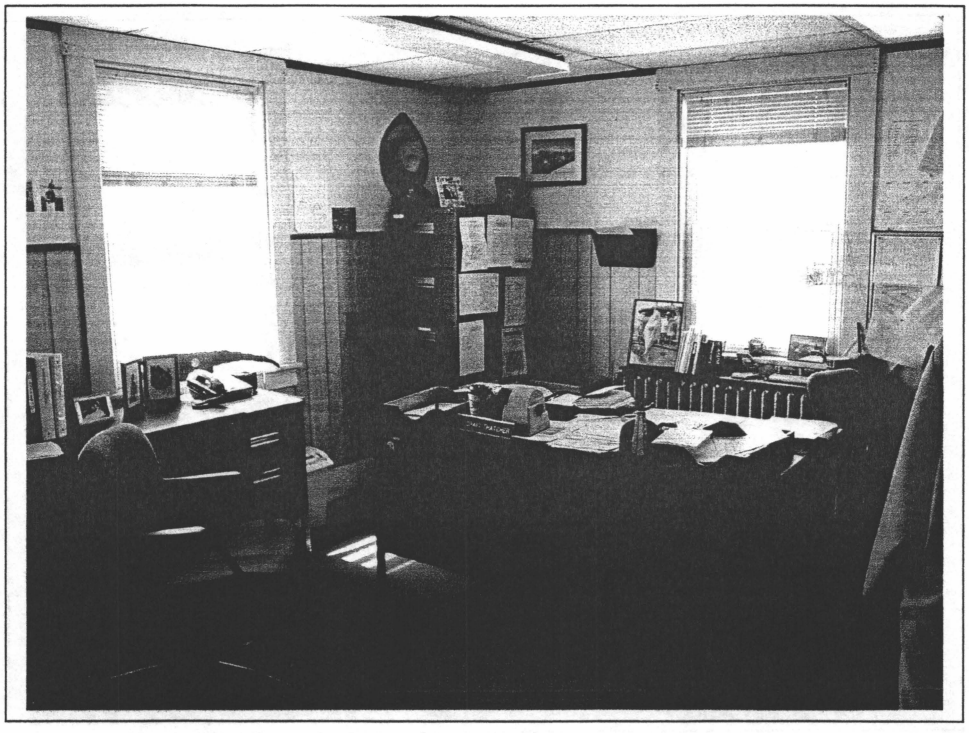


Figure 45. Race Point Coast Guard Station, second- floor northwest office (Room 205), looking northwest (2005).

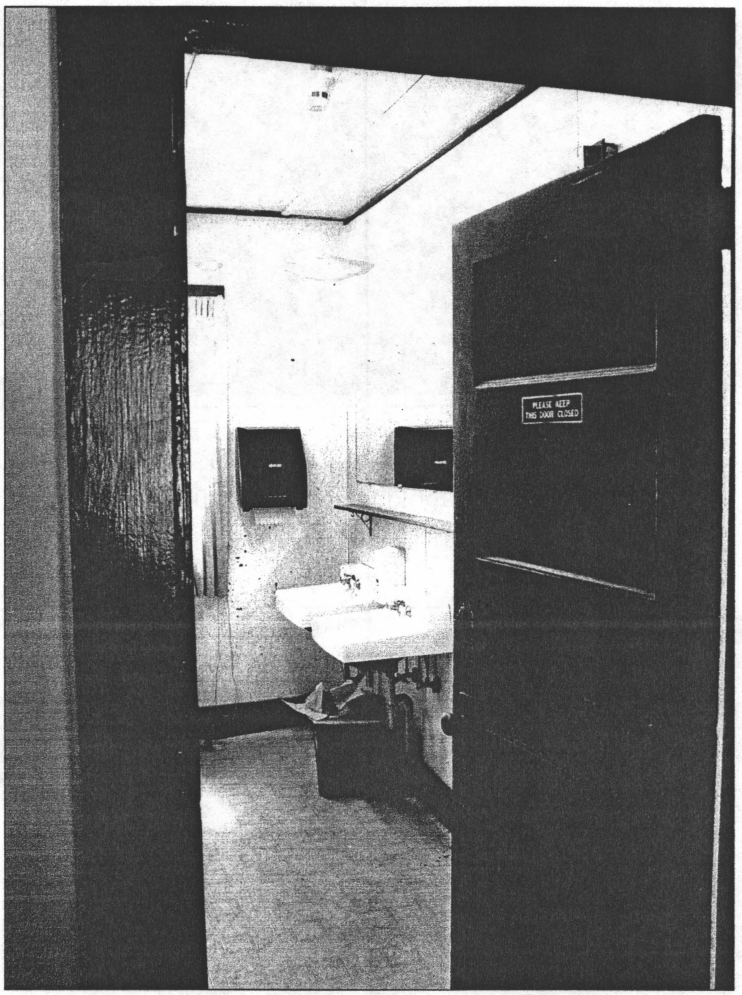


Figure 46. Race Point Coast Guard Station, second- floor bathroom (Room 206), looking west through 1931 doorway D204 (2005).

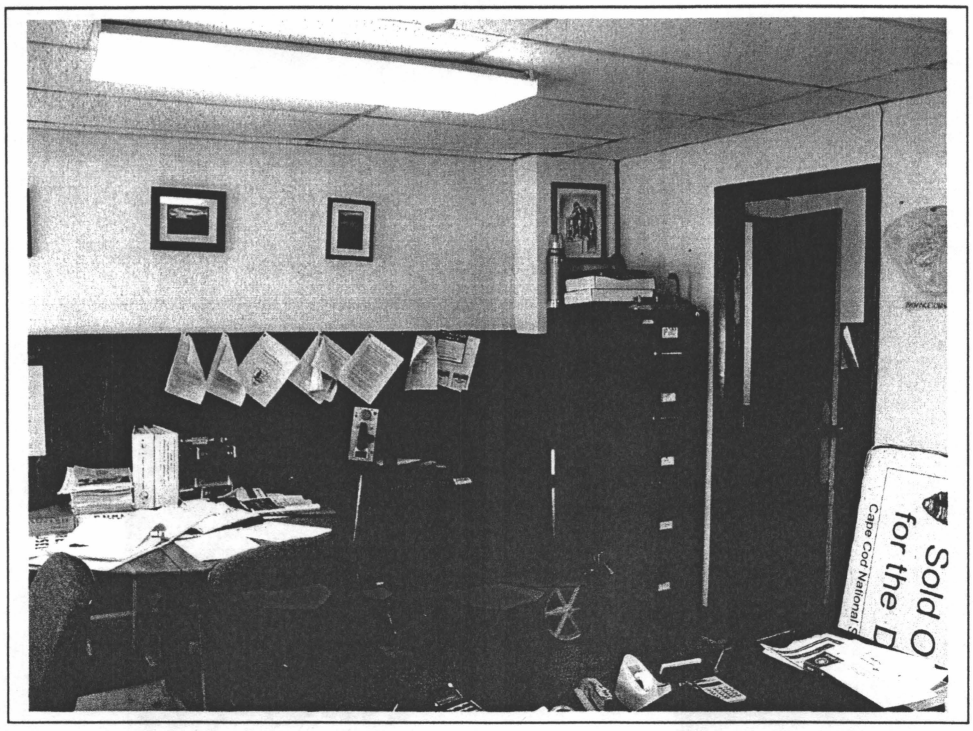


Figure 47. Race Point Coast Guard Station, second- floor southwest office (Room 207), looking northeast (2005).

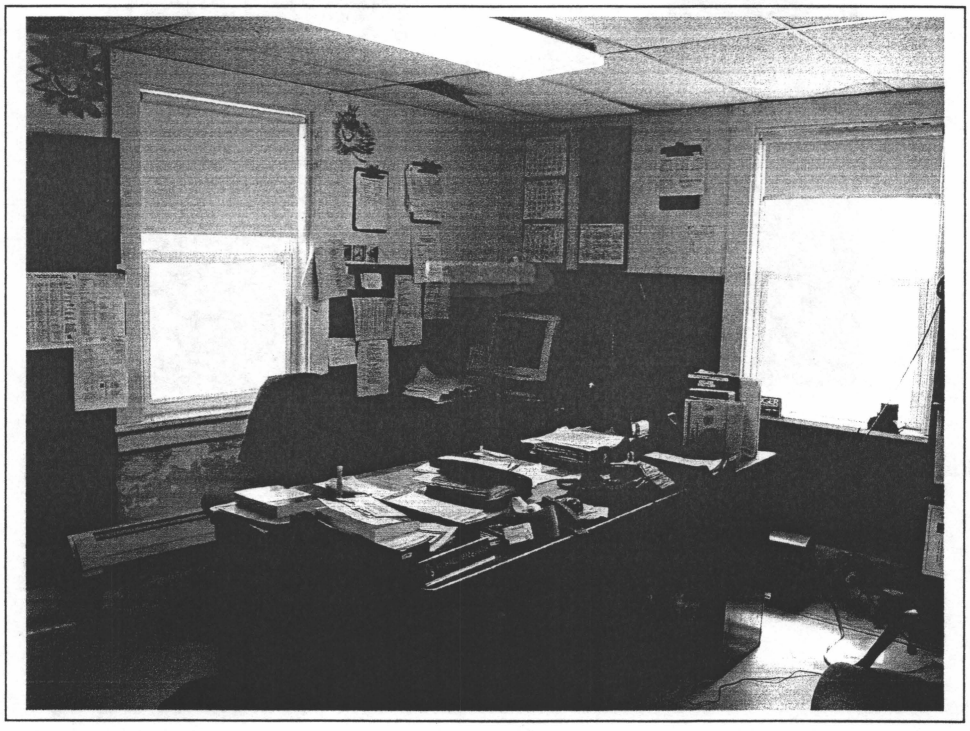


Figure 48. Race Point Coast Guard Station, second- floor southwest office (Room 207), looking southwest (2005).

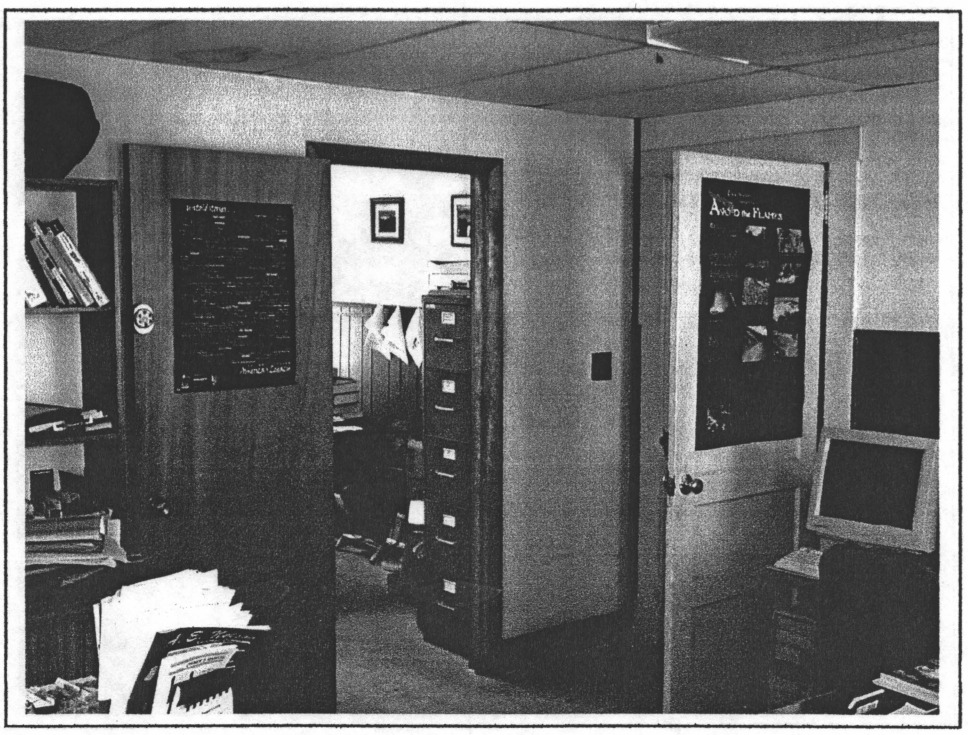


Figure 49. Race Point Coast Guard Station, second-floor southeast office (Room 208), looking northwest; D206 (left) to southwest office,D205 (right) to hall (2005).

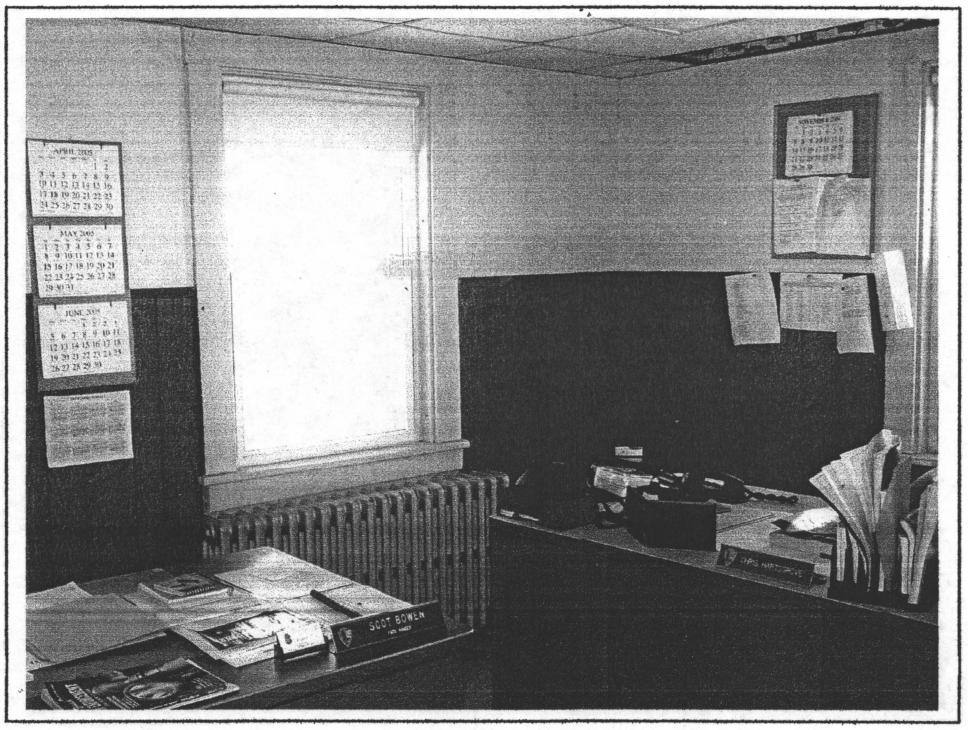


Figure 50. Race Point Coast Guard Station, second-floor southeast office (Room 208, looking southeast (2005).

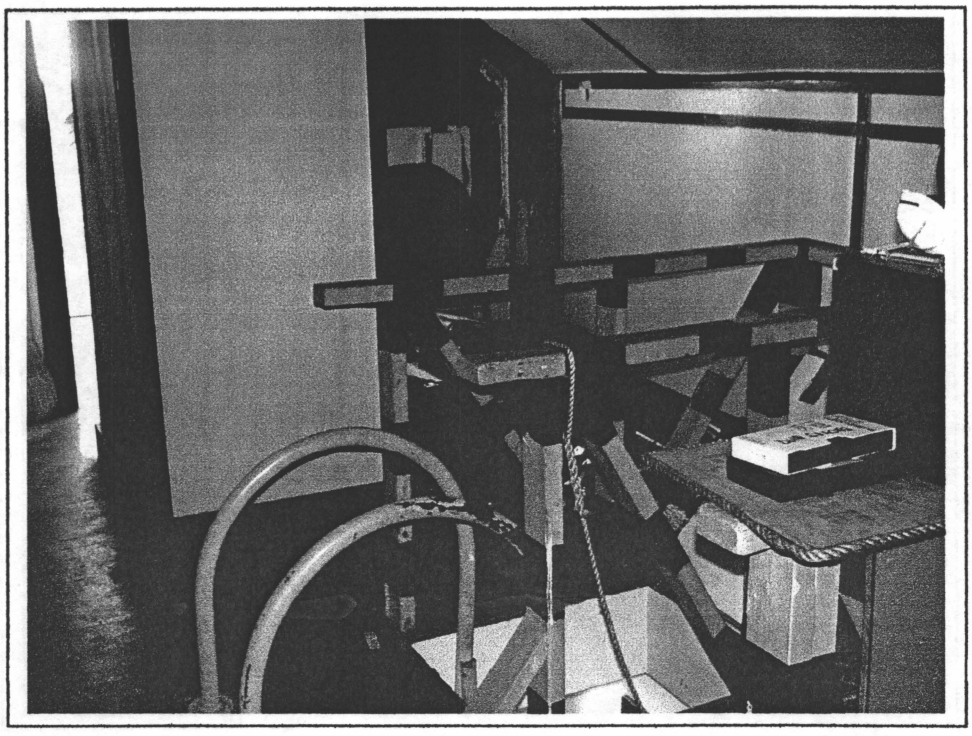


Figure 51. Race Point Coast Guard Station, attic (Room 301), looking northeast at hatchway D302 banister and ladder and at cased chimney chase (2005).

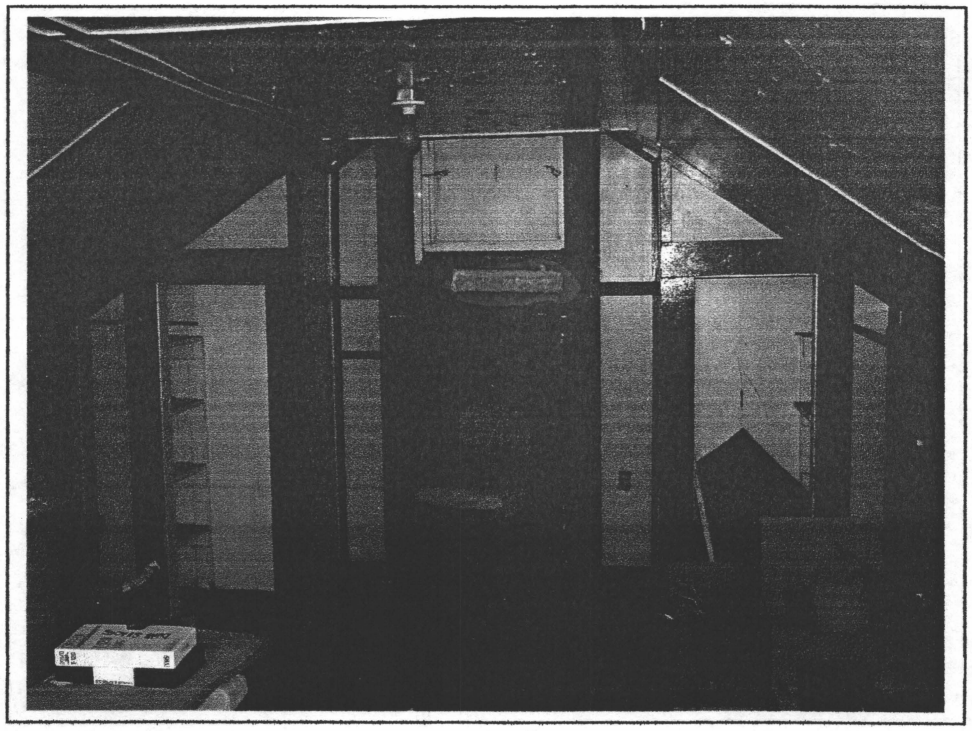


Figure 52. Race Point Coast Guard Station, attic (Room 301), looking south (2005).

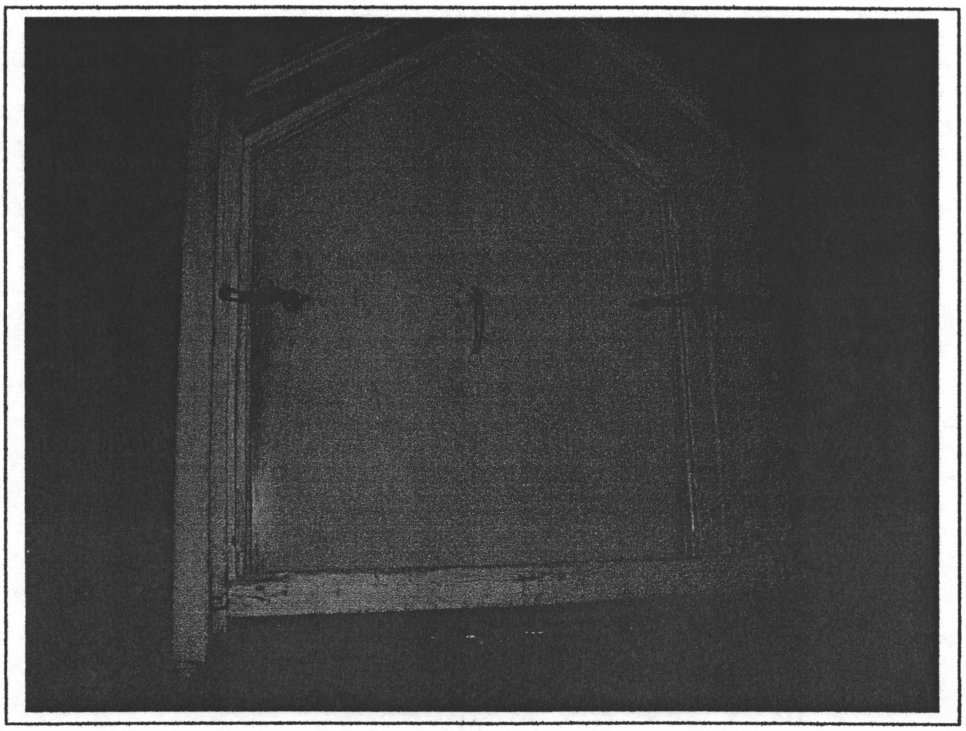


Figure 53. Race Point Coast Guard Station, attic (Room 301), south wall window W306 (2005).

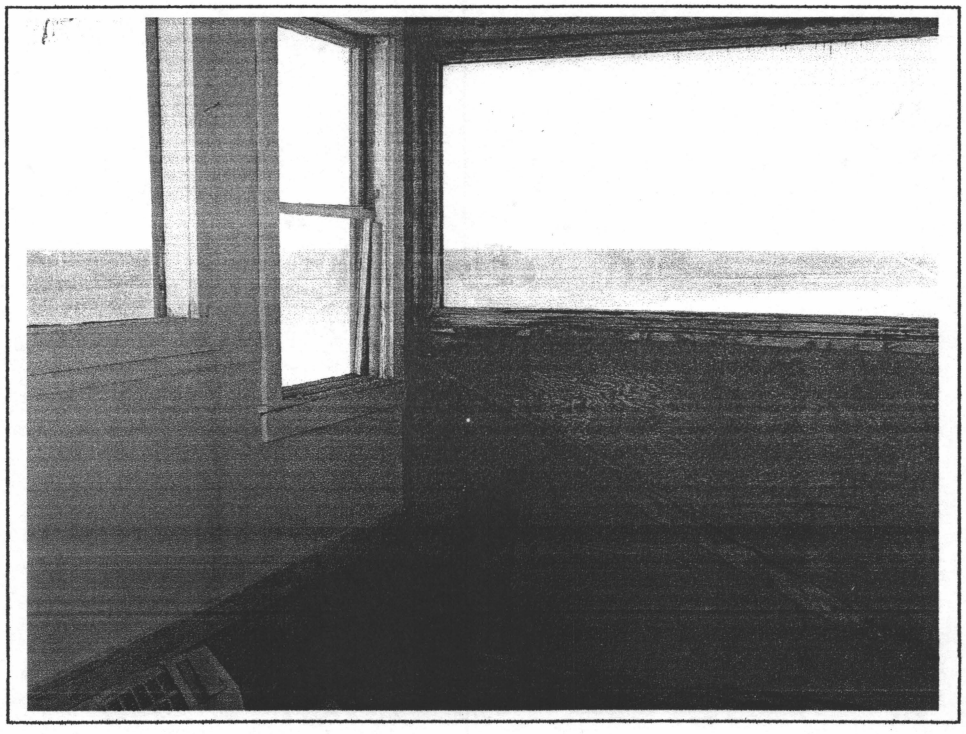


Figure 54. Race Point Coast Guard Station, monitor (Room 302), looking northeast (2005).



IV. CHARACTER-DEFINING FEATURES AND RECOMMENDATIONS

CHARACTER-DEFINING FEATURES

Overview

A character-defining feature (CDF) is defined in the *Secretary of Interior's Standards for the Treatment of Historic Properties* as follows:

> Character-defining features ... [are] those architectural materials and features that are important in defining the building's historic character ... The character of a historic building may be defined by the form and detailing of exterior materials, such as masonry, wood, and metal; exterior features, such as roofs, porches, and windows; interior materials, such as plaster and paint; and interior features, such as moldings and stairways, room configuration, and spatial relationships, as well as structural and mechanical systems.[14]

The identification of the CDFs for a structure is made in conjunction with its period of significance (POS). The most recent General Management Plan for Cape Cod National Seashore does not discuss the Race Point Station House and a National Register nomination has yet to be prepared. However, a National Register nomination form for a similar site at the National Seashore, the former Nauset Coast Guard Station, described that structure's significance as associated with the period of operation of the United States Coast Guard, and for purposes of this report a similar assumption will be made for the Race Point Coast Guard Station.[15] The period of operation of the Coast Guard at the Race Point station was from 1931 to 1978. Normally, the POS for a structure would be limited to no later than 50 years prior to its nomination to the National Register of Historic Places, or in the absence of a nomination, to the present date, which would make the period of significance of the station house 1931 to 1955. However, since it is possible that the entire Coast Guard period of operation at the station house from 1931 to 1978 could be considered significant under "Criteria Consideration G" of the *Secretary of the Interior's Standards and Guidelines for Historic Preservation* as "continuing to achieve significance into a period less than 50 years before the nomination," for purposes of this report the period of significance for the Race Point Coast Guard Station House will be assumed to be from 1931 to 1978, from the year the station house was built to the last year the U.S. Coast Guard used the building.

Therefore, the CDFs of the Race Point Coast Guard Station House are those distinctive materials and features that characterize the building as it appeared between 1931 and 1978. More specifically, the CDFs of the exterior and interior of the station house are as follows:

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[14] Kay E. 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, DC: U.S. Dept. of Interior/National Park Service, Cultural Resources Stewardship and Partnerships/Historic Preservation Services, 1995), p. 63.

[15] Dated February 1990; not yet accepted for review.

Exterior

The exterior features of the station house reflect its use for the entire period of significance. Although the extant wood wall shingles date to the 1990s, they replaced in-kind shingles that had been in place since at least the 1950s. Similarly, the roofing material, although replaced since 1978, reflects the materials and appearance of the roofing material used on the building since it was constructed in 1931. The exterior CDFs of the station house are:

- the **siting** of the building at the northeast edge of the station site, overlooking the Atlantic Ocean;
- the distinctive 1931 **gable-on-hip main roof** with its wide eaves overhang and red asphalt-shingle roofing;
- the circa-1960 rectangular **monitor** at the north end of the roof with its three glazed walls;
- the **wood-shingle wall cladding**;
- the balanced configuration of the **doorway and window opening placement** on the east façade and on the south and north elevations of the 1931 building
- the basement window sashes (all other window sashes and all doors on the original building post-date 1979 and are not CDFs);
- the **front (east) porch** with its concrete steps and landing, paired columns, and pedimented gable roof;
- the **rear ell** (former rear porch) with its half-hip, red asphalt-shingle roof and wood-shingle siding (the plywood walls enclosing the entry porch and the rear entrance (D102) appear to post-date 1979 and are not CDFs).

Interior

The interior of the station house, including the configuration of the first story, has been significantly altered, but many of those alterations appear to have occurred during the 1931-1978 period of significance. The CDFs for the interior are:

- the **first and second-story spatial layout**, beginning at the bottom of the basement staircase;
- the **pre-1979 doors** and **door and window opening surrounds** (as noted in report);
- the **1931 Rockwall lath and plaster walls and ceilings**;
- the **1931 staircase banister and wainscot.**

Post-1979 alterations that are not CDFs include: the extant bathroom and kitchen fixtures and cabinets; the built-in cabinets, shelves, and closets in the first-story offices; the faux-wood paneling and wainscoting; cove, clamshell, and narrow-molded casings around doorways and window openings; the tiled ceilings; and the carpeted floors.

RECOMMENDATIONS

There are no treatment plans or recommended uses outlined in the Cape Cod NS General Management Plan or other Cape Cod NS administrative document for the Race Point Coast Guard Station House. The primary use of the station house will continue to be a ranger station for Cape Cod NS, and the proposed treatment of the structure is rehabilitation, based on the Secretary of the Interior Standards for Treatment of Historic Properties.

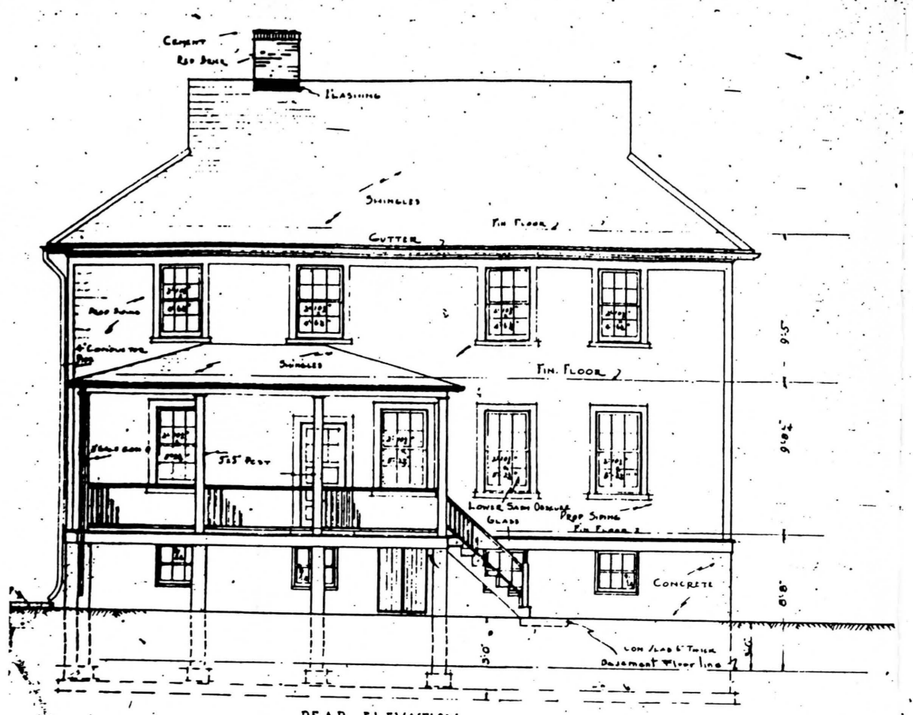
Cape Cod NS plans to rehabilitate the station house, which will involve making it ADA accessible, potentially moving and/or removing interior partitions, and fixing chronic roof leaks. It is recommended that all efforts be made to preserve all exterior and interior CDFs of the station house, and that any significant alterations be made as reversible as possible.

V. APPENDICES

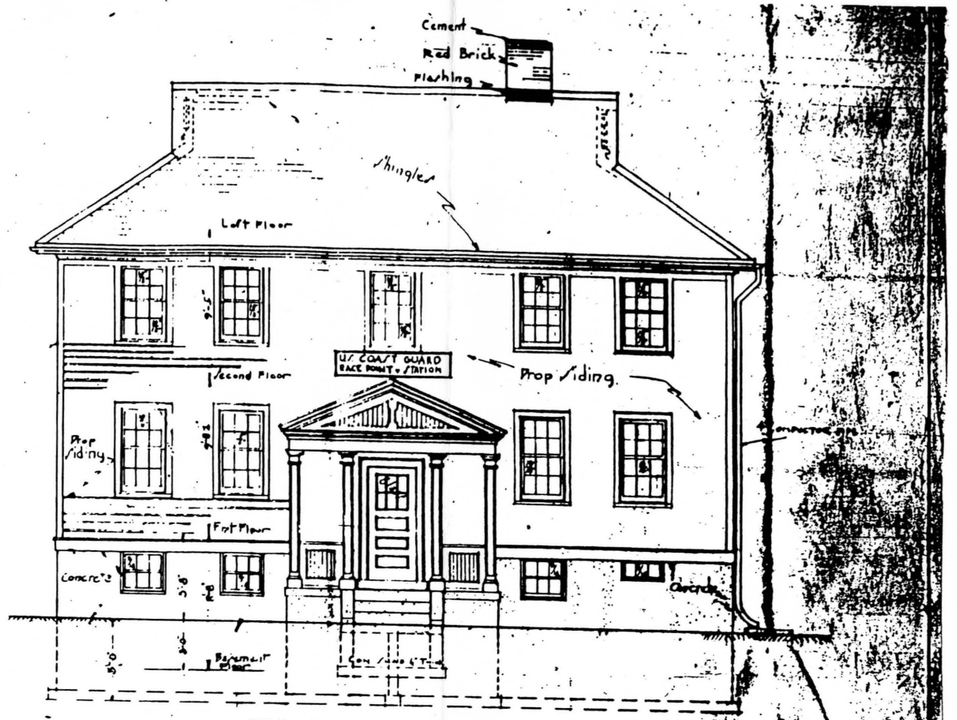
APPENDIX A

1930 CONSTRUCTION DRAWINGS FOR RACE POINT COAST GUARD STATION HOUSE

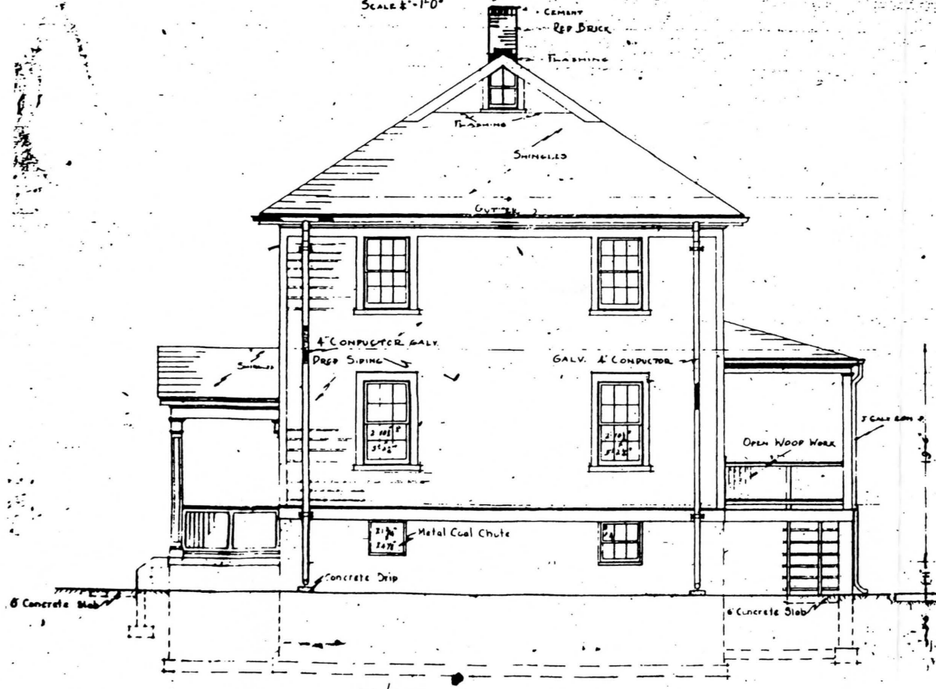
PORCH
TOILET
PANTRY
KITCHEN
DEP ROOM
OFFICER IN CHARGE
STAIR HALL
OFFICE
CHART CASE
ENTRY
MESS ROOM
FRONT PORCH
FIRST FLOOR PLAN
SCALE 1"-1'-0"
Furring Strips
Man Hole
LAUNDRY
CREW'S TOILET
HALL
BOILER ROOM
ELECTRIC GENERATOR ROOM
COAL BIN
STORM CLOTHES
CLOSET
STORE ROOM
BASEMENT PLAN
SCALE 1"-1'-0"
PORCH Roof
SLEEPING ROOM A
SLEEPING ROOM B
PLASTERED BEAM
HALL
SPARE ROOM
MEN'S ROOM
Porch Roof
SECOND FLOOR PLAN
SCALE 1"-1'-0"
2"x8" JOIST
8"x12" BEAM
2"x8" JOIST
Spiked To Beam
SECTION DETAIL OF CEILING BEAM
SECOND FLOOR
SCALE 1"-1'-0"
ELEVATION
SECTION
Below
Above
Counter Shelf
KITCHEN CABINET
PANTRY CUPBOARD SIMILAR
PLAN
ELEVATION
SECTION
CHART CASE
SCALE 1"-1'-0"
10" Diameter Cast Iron Manhole Cover with Lifting Ring
Ground Line
4" Cement
Brick
Basement Floor Level
4" TC Sewer Pipe Line, To Discharge
MANHOLE SECTION
SCALE 1"-1'-0"
#6
1
U. S. COAST-GUARD
RACE POINT STATION
2nd DIST ~ MASS.



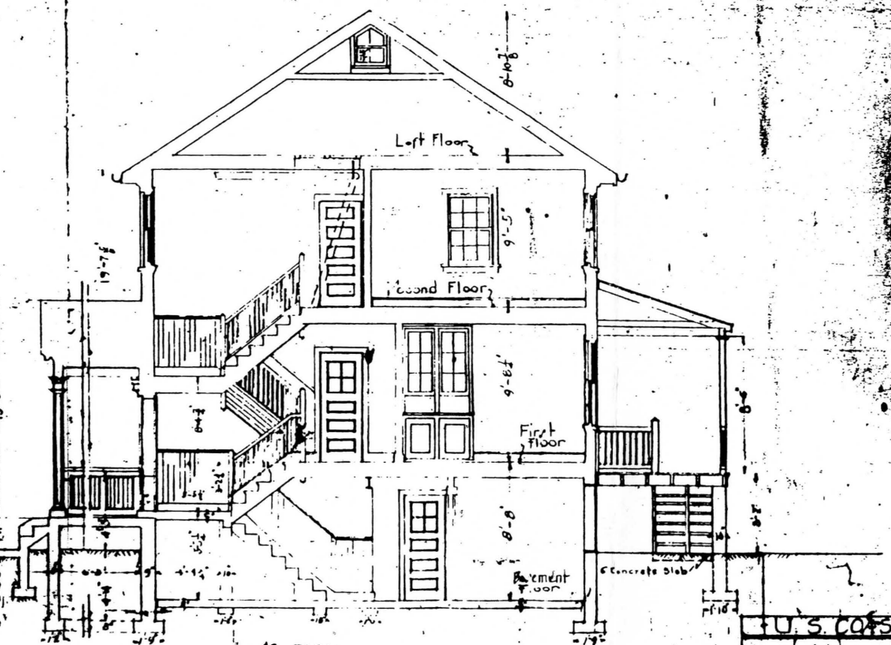
REAR ELEVATION
Scale ¼"-1'-0"



FRONT ELEVATION Scale ¼"-1'-0"



RIGHT SIDE ELEVATION
Scale ¼"-1'-0"



SECTION Scale ¼"-1'-0"

U. S. COAST GUARD
RACE POINT STATION
2nd DIST ~ MASS.

(2)

Shingles

Gal. Sheet Metal

Prop. Siding

Partition Studs Under Stairs

3'-9" Width of Concrete Stairs

WIDTH OF CONCRETE PLATFORM

Blocking

Flashing

Shingles

LOFT WINDOW DETAILS

Loft Floor

PETAIL OF LAPPER
Scale 3/4"=1'-0"

PETAIL SECTION OF STAIRS
SCALE 3/4"=1'-0"

Center Line of Building

12"x12" Balusters

Ridge

Rafters

Ceiling

Partition

Roof Sheeting

Roofing

Ridge Board

Rail

Newel

Wainscot

Concrete Stair

Steelcrete Expanded Metal 3-13-40

Steelcrete Expanded Metal 3-9-40

Planned Grade

Mastic Joint

RAIL DETAIL
SCALE 3"=1'-0"

INSCRIPTION BOARD
SCALE 3/4"=1'-0"

COLUMN SECTION
SCALE 3"=1'-0"

Concrete

Proposed Grade

Reinforcing bars

Mastic Joint

DETAIL DRAWING
SCALE 3/4" (UNLESS OTHERWISE NOTED)

U.S. COAST GUARD
RACE POINT STATION
2nd DIST. MASS.

3

Proposed Site for New Station

Drain for Water Line

Pump House

Tank

Flag Tower

Keeper's Station

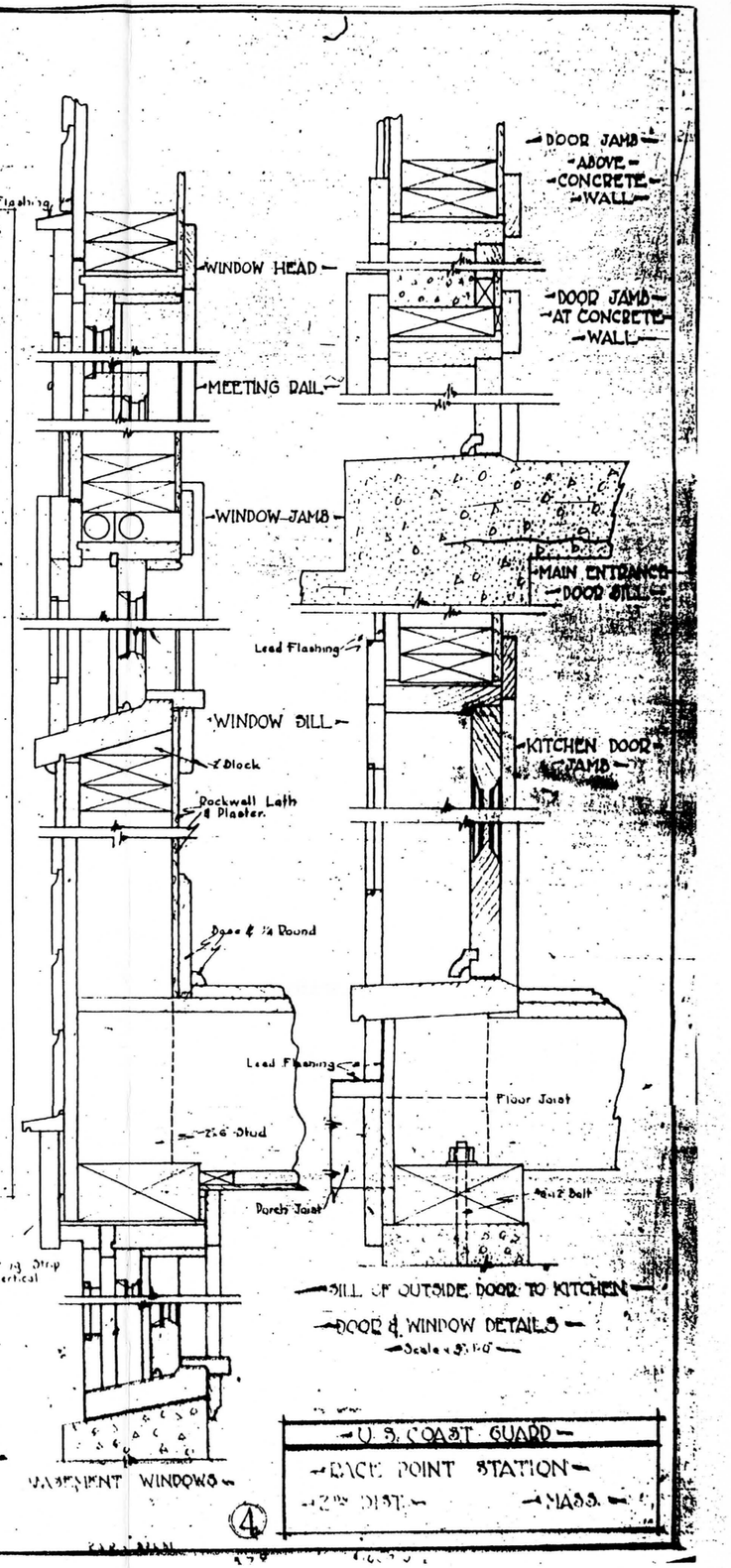
Barn

Privy

Smith's Cottage

Datums are Referred to Mean Low Water as Zero.
Bearings are Referred to Magnetic North.

Traced from Blue Print Dated March 29, 1901
Examined by Office of Assistant Engineer, Boston
April 1, 1901

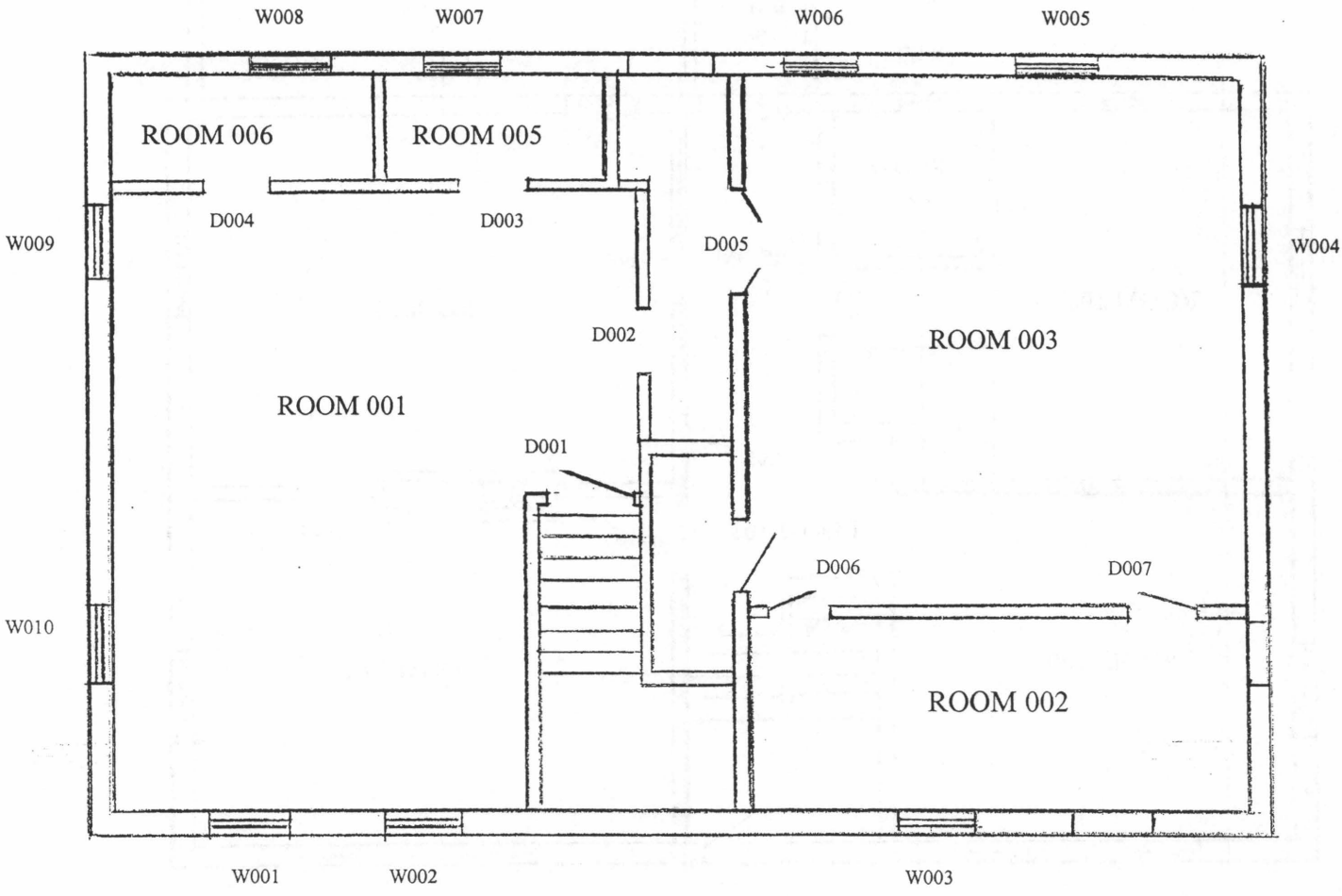


U. S. COAST GUARD
RACE POINT STATION
2ND DIST. MASS.

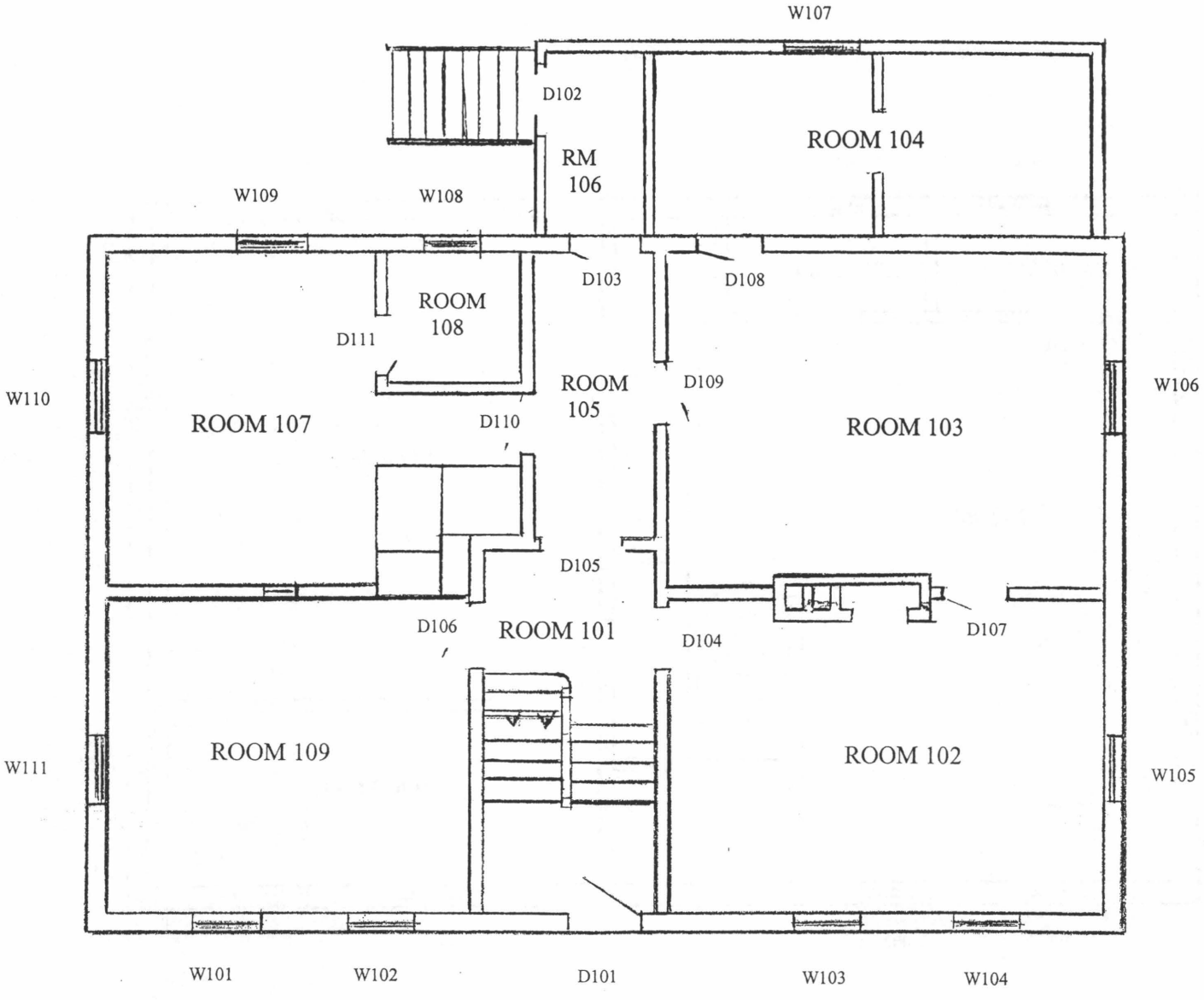
4

APPENDIX B

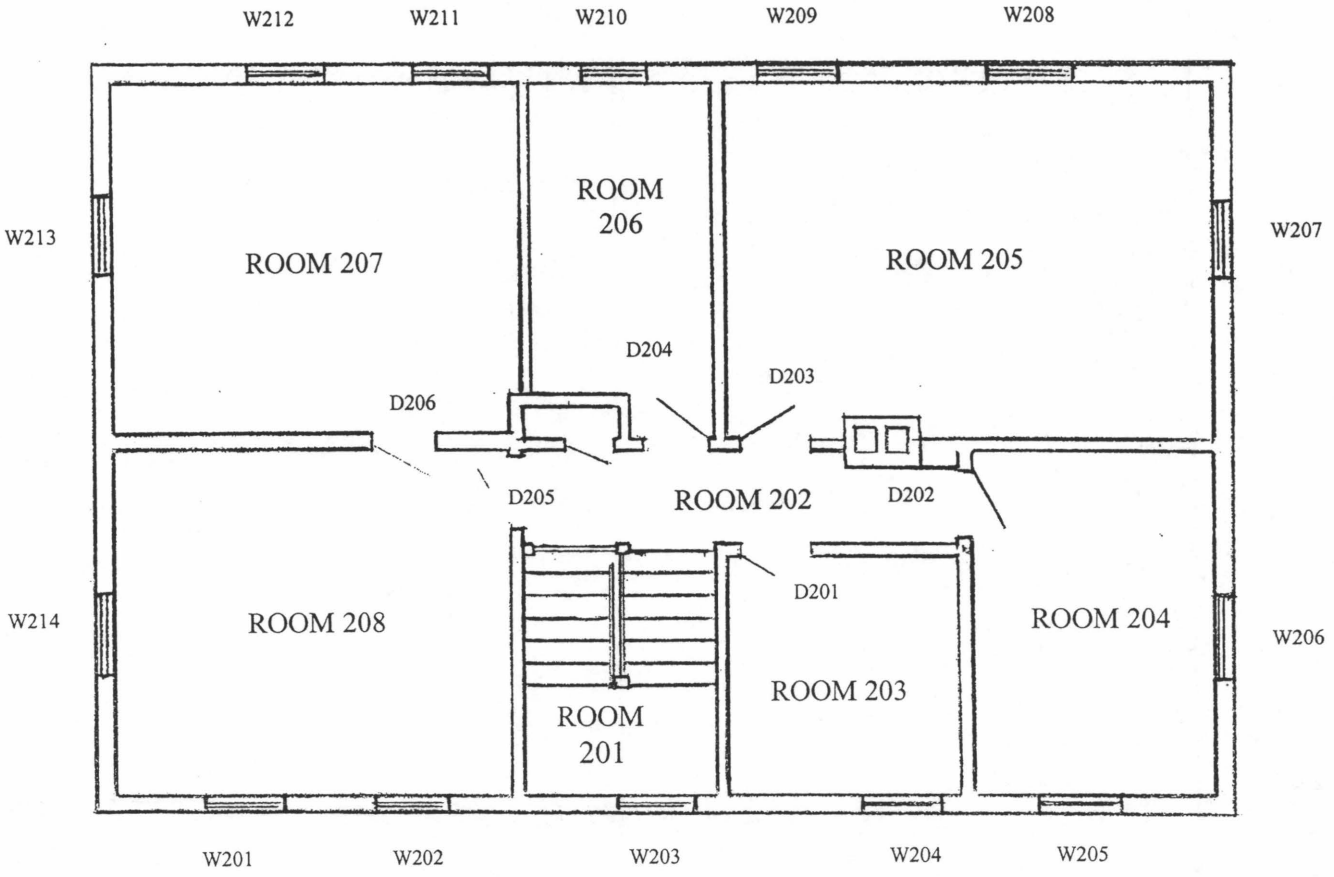
2005 SCALED PLANS OF RACE POINT COAST GUARD STATION HOUSE


W008
W007
W006
W005
ROOM 006
ROOM 005
D004
D003
D005
W009
W004
D002
ROOM 003
ROOM 001
D001
D006
D007
W010
ROOM 002
W001
W002
W003

BASEMENT


W107
D102
ROOM 104
RM
106
W109
W108
D103
D108
ROOM
108
D111
W110
ROOM
105
D109
W106
ROOM 107
D110
ROOM 103
D105
D106
ROOM 101
D104
D107
ROOM 109
ROOM 102
W111
W105
W101
W102
D101
W103
W104

FIRST FLOOR



SECOND FLOOR