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The Lifesaving Service
At Sandy Hook Station
1854-1915

Commander Robert F. Bennett, USCG

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AT SANDY HOOK STATION

1854-1915

by

Commander Robert F. Bennett, USCG

DEDICATION AND ACKNOWLEDGEMENT

This historical account of the role of the U.S. Life-Saving Service at Sandy Hook is dedicated to the memory of all the surfmen who served there, and in particular to that of a man I never met, my great-grandfather, Charles A. Bennett (served 1881-1882).

I am very grateful for the assistance I received in the preparation of this document and do hereby express my sincerest appreciation to Rear Admiral Sidney A. Wallace, Captain Adrian L. Lonsdale, Commander James L. Webb, Coast Guard Historian Truman R. Strobridge, Mrs. Joan M. Butler, and Mr. Donald W. Griffiths.

THE LIFESAVING SERVICE AT SANDY HOOK STATION
1854-1915

Sandy Hook, the lee shore to Atlantic gales and the southern gate post to 19th Century shipping entering New York Harbor, was a likely place to start a federal rescue establishment. Thus, on August 14, 1848, Congress authorized the expenditure of \$10,000 for the purpose of providing "surfboats, rockets and carronades, and other necessary apparatus for the better protection of life and property from shipwrecks" on the New Jersey coast "between Sandy Hook and Little Egg Harbor."

None of the first group of stations was located near the Hook, but one was sited several miles south at a point called "the horseshoe" or "Spermacetti Cove." Realizing that the embryonic system of stations needed to be expanded, on March 3, 1849, authorization was given by Congress to extend coverage the full length of the Jersey coast and on Long Island as well.

A series of serious shipwrecks in 1854 pointed to the need for additional stations on both coasts to be interspaced between the existing ones. Congress again acted on August 3, 1854 to provide the necessary funding.

THE LIFESAVING STATION

On October 7, 1854, Samuel C. Dunham, who had been designated by the Treasury Department to report on the condition of the 14 existing stations on the New Jersey coast and to recommend sites for 14 additional ones authorized by the Act of August 3, 1854, filed his report with the Secretary of the Treasury.

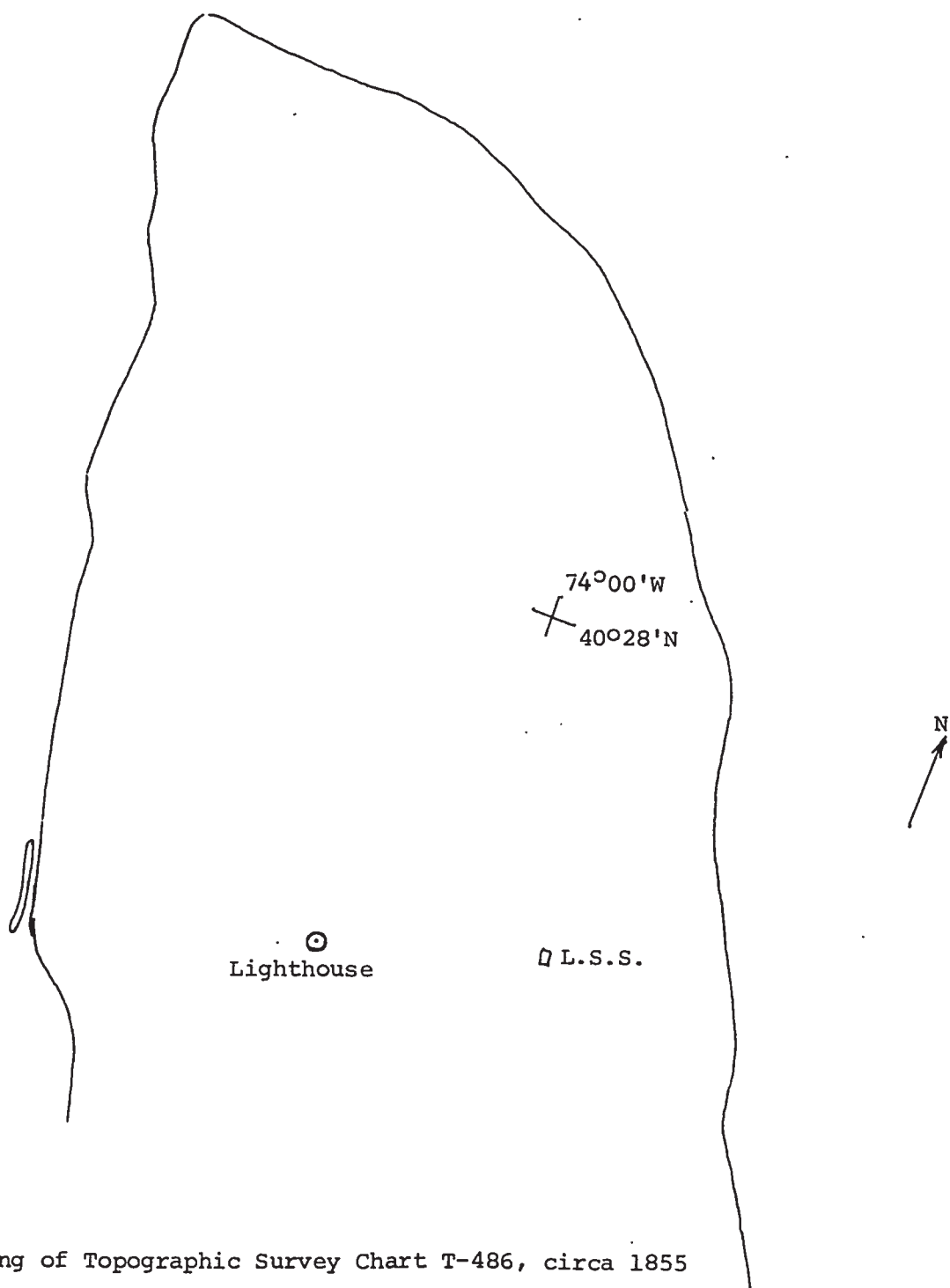
Dunham selected a site for a new station on Sandy Hook which he described in his report to be "about 100 feet east of the Telegraph House lately built--and 3/4 of a mile NNE from the main lighthouse--and 100 yards eastwardly from the East Beacon--and 3/4 of a mile NNE from Station House No. 1. It commands the ocean--Romer Shoals--and the whole bay--on Government land." The following were the geographical coordinates of the government lights and beacons on Sandy Hook:

Sandy Hook Light - LAT. $40^{\circ}27'39''$ N., LONG. $73^{\circ}59'49''$ W., built 1762.
East Beacon (marks north point of Sandy Hook) - LAT. $40^{\circ}28'15''$ N.,
LONG. $74^{\circ}00'06''$ W. White tower, 35' above sea level, built 1842,
wood closing over concrete base.

West Beacon (on bay side of Sandy Hook N.W. of main light) -
LAT. $40^{\circ}27'49''$ N., LONG. $74^{\circ}00'09''$ W. White tower, 35' above sea
level, built 1842, wood closing over concrete base.

Dunham's description of the site has some contradictions, especially with regard to the "3/4 of a mile NNE" notation; 3/4 of a mile NNE of the lighthouse would have placed the station out to sea and 3/4 of a mile NNE of Station No. 1 would place it in the surfline or wetter. Nevertheless, the East Beacon and Telegraph House references are most likely accurate. This site description does not mean that the new station was built on that site. Since the land was government owned, there was no deed recorded as there were for the other early stations built in that era.

The station was constructed in 1855 by Contractors Andrew Smock and William H. Howell. It was 36' X 17', had a peaked roof, and had 10' posts



Scale: $\frac{1}{10,000}$

(distance from floor to top of walls at the eaves). The station house was mainly a place for storing a surfboat, a surfcar, the mortar, some pyrotechnics, and the various line-throwing apparatus. It also was intended as a shelter for the shipwrecked and was equipped with a stove. Provision for crew quarters was not necessary since the crew of surfmen at the scenes of wrecks was made up of volunteers. In 1854, paid Superintendents of the New Jersey and Long Island coasts were authorized as was the employment of a paid Keeper at each station on these coasts; there were 56 stations. The Keepers resided at home and did not require quarters.

No mention relative to the physical condition or location of what was now "Station No. 1" (Spermacetti Cove became "No. 2") appears until 1864. On March 22, 1864, John N. Shellinger, acting for the Secretary of Treasury as an inspector of lifesaving stations reported on the condition of Station No. 1:

"The House is located at a point where there is danger of being washed away by the surf. The doors require repairs. Chimney, of brick in a bad condition, should be removed, and a galvanized iron chimney put in its place. The house is poorly built, requires strengthening. To make it durable, I think it should have the sides covered with cedar shingles, now covered with cedar boards of poor quality, and slightly fastened."

A number of other inspections were conducted of the stations comprising the federal lifesaving establishment. The remarks were general but are indicative of a need to replace the existing structures, particularly the 14 built in 1855.

In 1870, paid 6-man crews were provided at alternately numbered stations on the New Jersey coast. The employment was limited to December, January and February--the "winter season." Sandy Hook was one of the manned stations. There is no record of any alterations to the existing 1855 station house

to provide living quarters. It is presumed that the crew "roughed it" during the winter of 1870-71. The Keeper of the station, C. W. Patterson, was also the Sandy Hook Lighthouse Keeper. It is reasonable to suppose that his crew shared the lighthouse facilities.

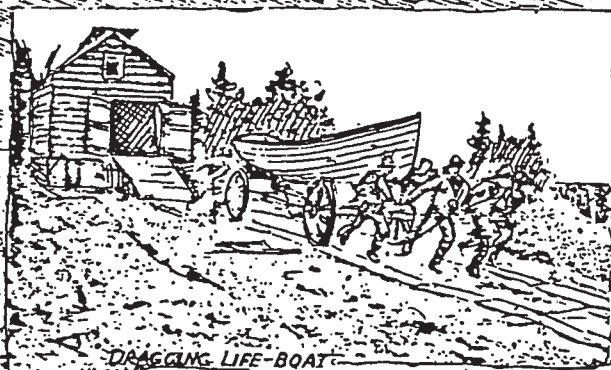
In April 1871, funds were provided to build new station houses in New Jersey at 12 designated new sites and to refurbish the existing 28 stations. The plan was to erect new two-story 42' X 18' houses at the new sites and to modify the 14 1848-49 stations by raising their roofs 3 1/2 feet and adding 12 feet to their length. The 14 remodeled 1855 stations were to retain their same height but were to have 9 feet added to their length. Contracts for stations at the new sites were bid and awarded to one builder, Cottrell, Gallup and Company of Mystic, Conn.; the remodeled stations in New Jersey to the firm of Hand and Ware of Cape May, New Jersey. Upon further consideration, and in the light of experiences with altering a few existing structures on Long Island, the modification plans were scrapped and, instead, new buildings were erected at most all of the existing old station sites. The old structures were disposed of, their parts often going into the new buildings.

The 1872-style building was shingled, roof and sides, and was painted red. These buildings were, logically, termed "red houses." Many were later altered in the 1880's and some are still standing. Others were torn down and scrapped when they were replaced by new structures while others were sold and relocated. A few old "red houses" became storage buildings and lasted past the turn of the century.

The drawings in the Harper's Weekly, January 27, 1877, show a "red house" at Sandy Hook.



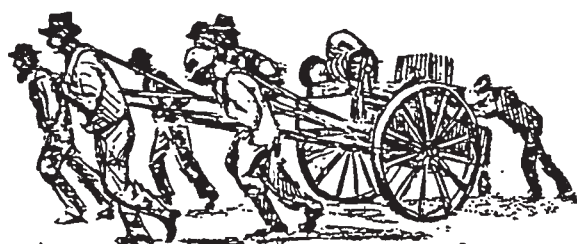
WARNING A VESSEL
AWAY FROM SHORE.



DRAWING LIFE-BOAT
TO THE BEACH.



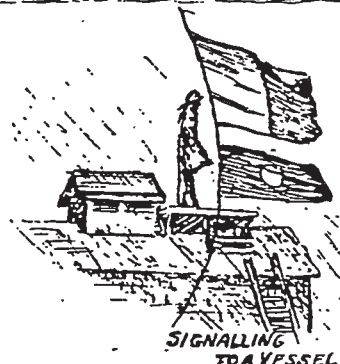
LAUNCHING
LIFE-BOAT.



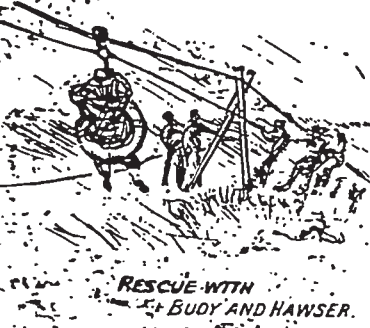
THE GUN CART.



SIGNALLING AT NIGHT.



SIGNALLING
TO A VESSEL.



RESCUE WITH
DORY AND HAWSER.



PULLING A LINE.



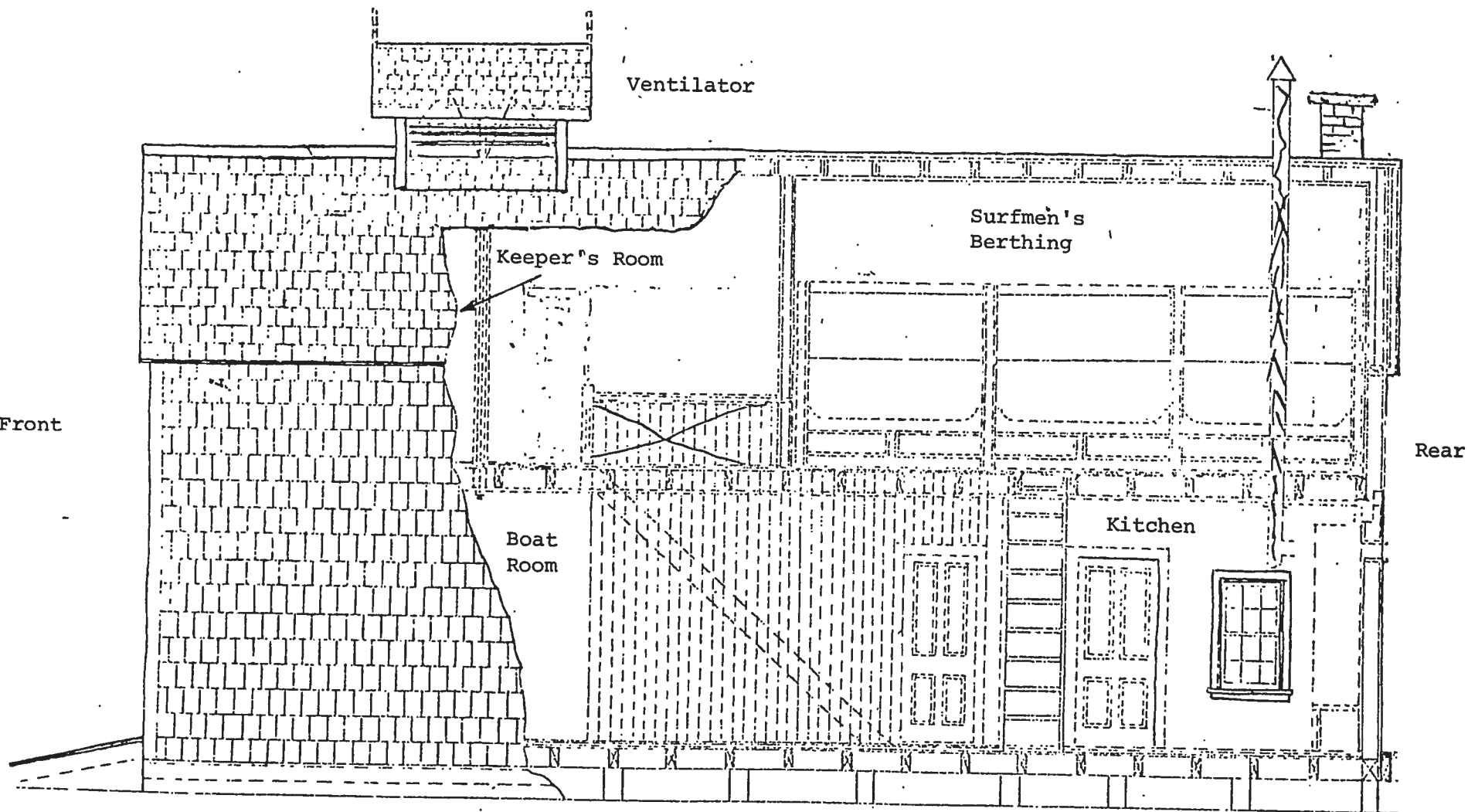
BEACHING
THE LIFE-BOAT.

The Life-saving Service in action at Sandy Hook.

Harper's Weekly. January 27. 1877.

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Front



Side elevation ~ cutaway view of interior

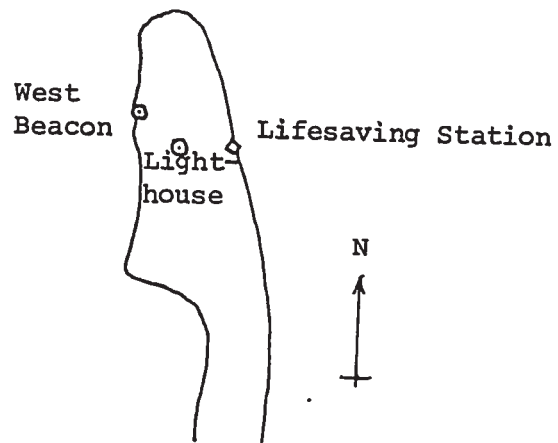
Sandy Hook Station
1872-1891

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 Feet.

Station No. 1 was provided with a remodeled structure or a new "red house" in 1872 and by December 1, 1872, Sandy Hook's paid crew--by now such crews were authorized at all, not just odd-numbered, stations--reported for duty to new quarters. Captain J. H. Merryman, U.S. Revenue Marine, inspected 25 stations built by Hand and Ware in December 1872; 3 of the original 28 remain unaccounted for as "built new" and may have been remodeled. Two of those, Long Branch and Spring Lake, were reported built new in 1877. Sandy Hook could have been a third, but not mentioned in the records because it was so remote from public interest to be included in the Annual Report of the USLSS. There is no evidence to support such a conclusion and in view of the Harper's drawing, just the opposite is true.

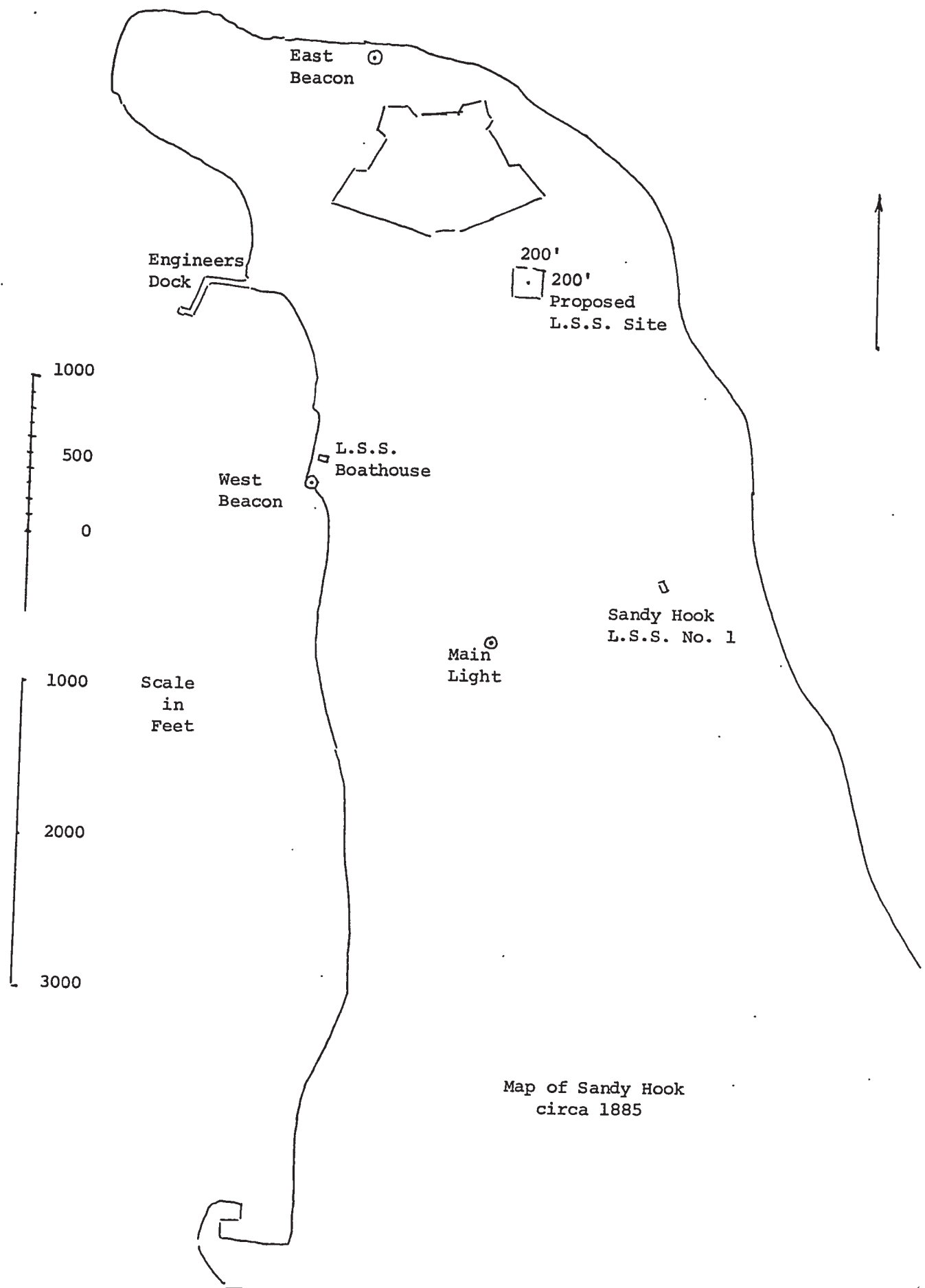
The location of the 1872 station would appear to coincide with the position of the 1855 station shown on an 1855 topographical survey chart (T-486). A Coast Survey Chart, dated 1879, shows the station house at the intersection of land and sea (which was the usual manner of locating such stations) at essentially the same place as the 1855 spot. If the 1855 house was relocated before 1879, as recommended by Mr. Shellinger in his 1864 report, that relocation is not recorded as having been accomplished.

In December 1874, the U.S. Army Storm Signal System was connected with the Lifesaving Service. Telegraph wires were run to each of the stations affected; Sandy Hook was one of the stations. Each station with a signal observer was modified somewhat to provide quarters for the soldier assigned. Also in 1874, a series of specifications for buildings to be constructed at Lifesaving Service stations was published. The simple "red house" design became a thing of the past. Overhanging eaves, gingerbread, battens, became representative of the new architectural style.



Tracing of Coast Survey Chart
circa 1879

Out buildings, oftentimes old station buildings, usually accompanied the stations. They were strictly "local options." Sandy Hook was the scene of some early demonstrations and experiments by the Board on Lifesaving Appliances as well as being a temporary storage location for boats being delivered to other stations. Later, these activities were shifted to Sea Bright. In the late 1870's, Sandy Hook was assigned a lifeboat, in addition to the lighter, more easily rowed and launched surfboat used on "open beaches." A lifeboat was necessarily located at or near its launching point, which was usually on protected waters in a cove or bay near the entrance to the ocean. A building of some sort sheltered the lifeboat. In 1884, that building was officially called a "storehouse" and was about 60' X 20' in size. It was located near Sandy Hook Bay and accounts for the connotations on the 1877 Army maps showing the location of a L.S.S. Building to the west of "Rodman Gun." The Sandy Hook storehouse is described as one being used to store boats that were in transit from New York to other stations. In 1885, the storehouse/boathouse was positioned about 200' NNE of West Beacon--the same place as shown on an 1877 Army map. There is an indication that in 1885 the station may have been relocated "200 yards" north of its existing site, to land donated by the Secretary of War. An 1885 map shows a 200' X 200' proposed L.S.S. site about 600 yards north of the 1872 "red house" with its site center due east of the Engineers dock and its western boundary due north of the lighthouse. Curiously, this site coincides with the approximate location of the site originally proposed for the 1855 station. By 1885, the action of wind and sea had added more sand to the northern end of Sandy Hook. Quite possibly, an 1885 relocation was effected to accommodate the placement of gun batteries near the lighthouse.



Map of Sandy Hook
circa 1885

In 1886-87, proposals were made relative to modifying the storehouse at Sandy Hook by installing launching skids for the lifeboat and providing additional boat storage for transient boats. This proposal gave way to plans for constructing a new station house. The new building looked more like a private dwelling. A sketch is shown. The new station was completed on June 12, 1891 by Rowland A. Robbins, Contractor, of 141 Chambers Street, New York. The site for the new station was adjacent to the storehouse, a few hundred feet from the West Beacon.

During the Spanish-American War, the Treasury Department (Lifesaving and Lighthouse Services) and the War Department attempted to resolve the boundaries between the Military Reservation and the Lighthouse Reservation, on which the Lifesaving Service premises were located.

About the turn of the century, a number of buildings were erected to the east of the 1891 station. This led to the issuance of an order in 1902 that the Western Union tower be used as a lookout by USLSS personnel since the view of the beach was totally blocked by the erection of new buildings. In 1915, the 1891 station house was moved north to near the site of the present CG station.

In 1936, the 1891 station was replaced by a new structure; existing photos show the old station immediately adjacent to the west end of the 1936 station. The 1891 station was torn down by 1951.



Sandy Hook Station
1891 through 1915

THE LIFESAVERS

As discussed, the first lifesavers were volunteers...men who risked their lives to rescue others. Their reward was the right to enter into a salvage contract with the insurance underwriters who, in turn, represented the owners of the shipwrecked vessels. These volunteers were of a breed of men called "surfmén." They earned their living from crossing the surf in small wooden skiffs, either to fish or to salvage.

When paid Keepers were authorized by Congress in 1854, many of the most experienced volunteer surfmen were designated to that responsibility. The actual employment of Keepers did not begin until 1856. At Sandy Hook, however, the government lighthouse Keeper was designated as Keeper of Station No. 1.

Following the institution of full-time paid crews during the stormy winter seasons, a number of organizational shifts took place within the U.S. Revenue Marine which was the agency charged with supervising the lifesaving establishment.

Regulations were promulgated, regular inspections instituted, reports submitted, training conducted, and drills required.

Initial pay of the surfmen was \$40 per month; by the turn of the century it had risen to \$65. Meager by today's standards, \$40 in 1871 was a neat sum of money and job competition, even in the sparsely populated coastal areas of the 1870's, was keen. In 1900, the typical first class Boatswains Mate on a Navy battleship earned \$16 per month.

The lifesavers, as the surfmen became known as, were hired because of their skills. Each year they signed an employment contract called the "Articles of Agreement" to work for the winter season. While under the

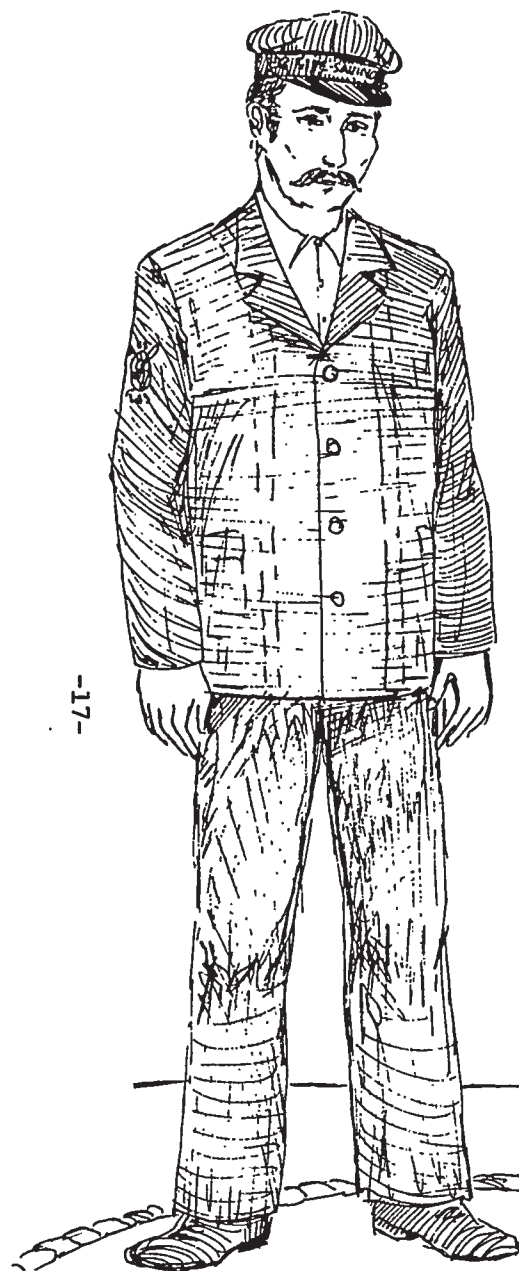
terms of the contract, these rough, independent and generally uneducated men were subject to the leadership and discipline of the station Keeper, the Regulations, and to the guidance of Revenue Marine officers who were given overall operational responsibility within geographical boundaries termed Lifesaving Districts. These Revenue Marine officers were usually lieutenants and were referred to as Assistant Inspectors of the Life Saving Service. The Inspector, to whom they reported, was a Revenue Marine Captain whose office was in New York. He, in turn, reported directly to the General Superintendent.

A second U.S.L.S.S. chain of command, an administrative one, placed the Keepers under the direction of District Superintendents, civilians appointed by the Treasury Department, who also reported to the General Superintendent.

In 1878, the lifesaving establishment became an independent agency of the Treasury Department, was headquartered in Washington, and was called the "United States Life Saving Service", abbreviated "U.S.L.S.S." Its logo was a ring buoy and a crossed oar and boat hook. The independent agency status did not alter the relationship of the U.S.L.S.S. and the officers of the Revenue Marine.

The lifesavers were annually examined by doctors of the Marine Hospital Service to determine their physical fitness to serve. Eventually, in the 1880's, the requisite for experience began to give way to literacy tests and exacting physical standards which turned many surfmen from the U.S.L.S.S. back to their non-government, surf-oriented vocations. In 1889, the Service became uniformed. During the decade of the 1880's, many lifesavers left the U.S.L.S.S. to enter the private businesses now booming in the developing coastal resort areas.

-17-



Surfman's Blues



Storm Suit with
Guernsey



Surfman's Working
Uniform



Keeper's
Blues

The introduction of a civil service employment program and the desirability of non-government jobs during the 1890's and 1900's dampened the enthusiasm of coastal residents for careers in the U.S.L.S.S. At that time, there was no civil service retirement. By 1900, the "stormy winter" season had expanded to 12 months, thus terminating the attractiveness of limited U.S.L.S.S. employment during that "off-season" for tourists, the winter season. Eventually, job applications dropped off, and the average age of Keepers and surfmen increased. The creation of the U.S. Coast Guard in 1915 by reamalgamating the Revenue Cutter Service (Revenue Marine) and the Life Saving Service provided for retirement of the older men and a rejuvenation of the rescue system.

THE LIFESAVERS' EQUIPMENT

Rescue was performed by one of two basic methods at Sandy Hook. The first method was by boat, the second by lifeline.

Boat rescue was somewhat uncomplicated as a method, although it was usually attended with great risk for the boat crew. Ships of the 19th century didn't get in trouble on calm days. Launching and operating a rescue boat was therefore likely to be in the adverse environment of a northeast gale. Several kinds of boats were used by Sandy Hook:

1855-1871: The Francis iron surfboat, a corrugated, galvanized metal boat about 26 feet long with integral air tanks. It had a squared stern and its lines were copied from the New Jersey surfboat as epitomized by the Sea Bright dory. Oar propelled.

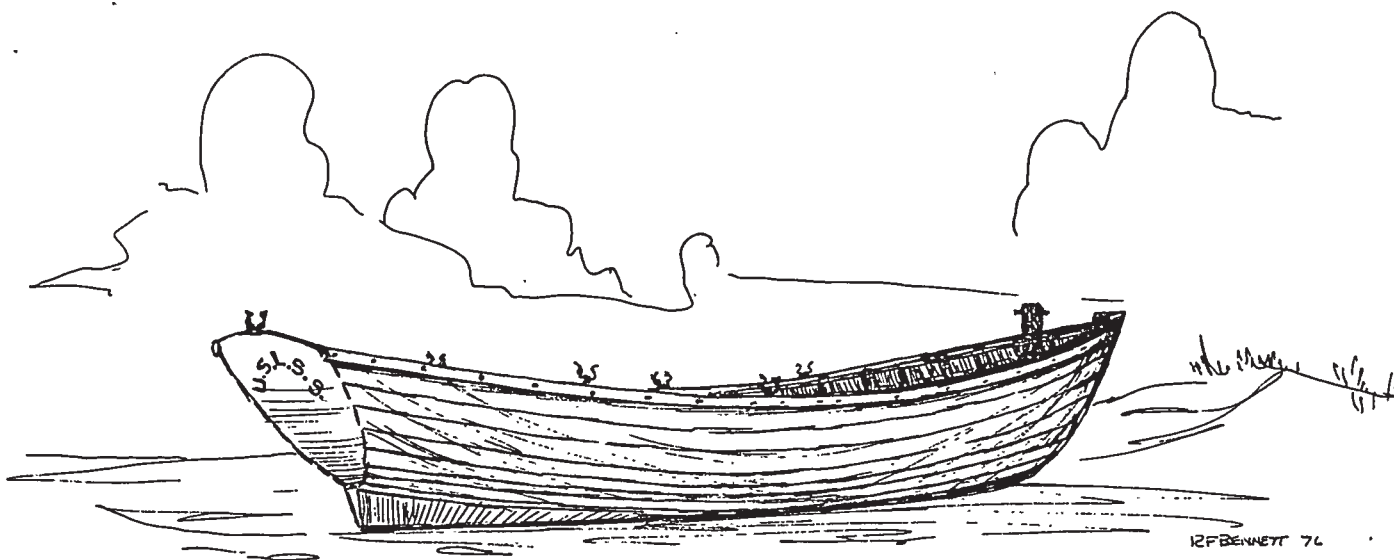
1858 through 1915: The wooden lapstrake, square sterned New Jersey surfboat. A number of models of this boat were used by the New Jersey stations ranging in size from 16 feet to 27 feet in length. Oar propelled.

1885 The Beebe-McLellan surfboat. Double ended, lapstrake, self-
through bailing, 25 feet in length, and almost twice as heavy as
1915: the 25 foot New Jersey skiff. It became the standard boat
 on the boat wagon for all launchings through the open surf.
 Oar propelled.

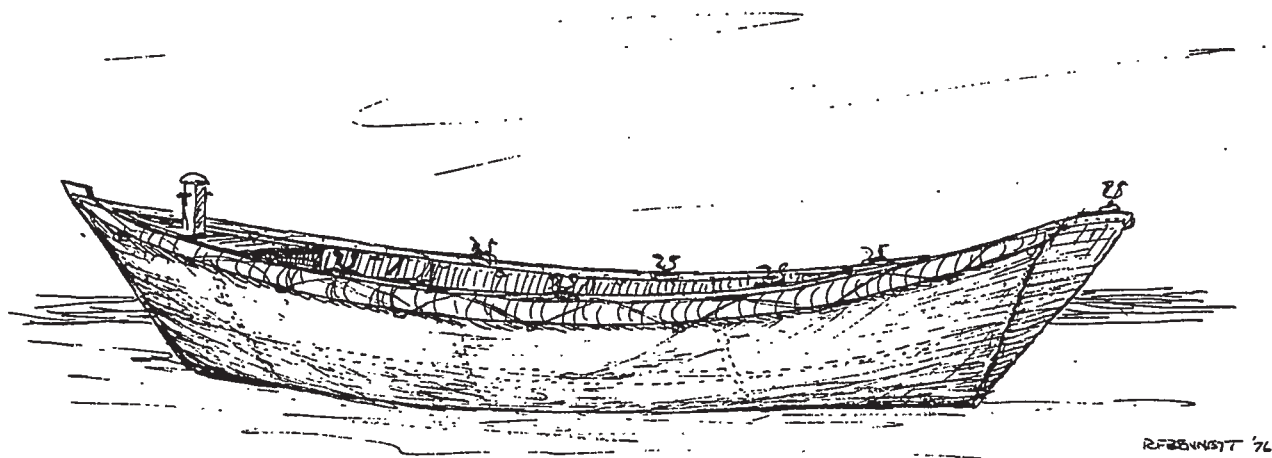
1880 Wooden self-righting, self-bailing lifeboats ranging in
through size from 30 to 36 feet. The early lifeboats were sail
1915: and oar propelled. Later versions, 1908 on, had a single
 gasoline engine.

Lifeline rescue was a far more unique and complex method. The apparatus used at Sandy Hook depended upon two kinds of guns. The first, in use from 1855 until 1878, was a 5½ inch bore, iron mortar, called an "eprouvette" mortar. The second gun, in use from 1878 through 1915 was a small, smooth bore gun designed by David Lyle, an Army Ordnance officer. Where the range of the mortar was on the order of 300 yards, the Lyle gun exceeded the maximum limits of the lifeline apparatus, or about 450 yards. With the Lyle gun, as well as the mortar, a light line was shot over the wreck. The light line, called a shot line, was used by the shipwrecked crew to haul out a heavier line and finally a large line, called a hawser, which was made fast to the ship thereby connecting the shipwreck with the beach.

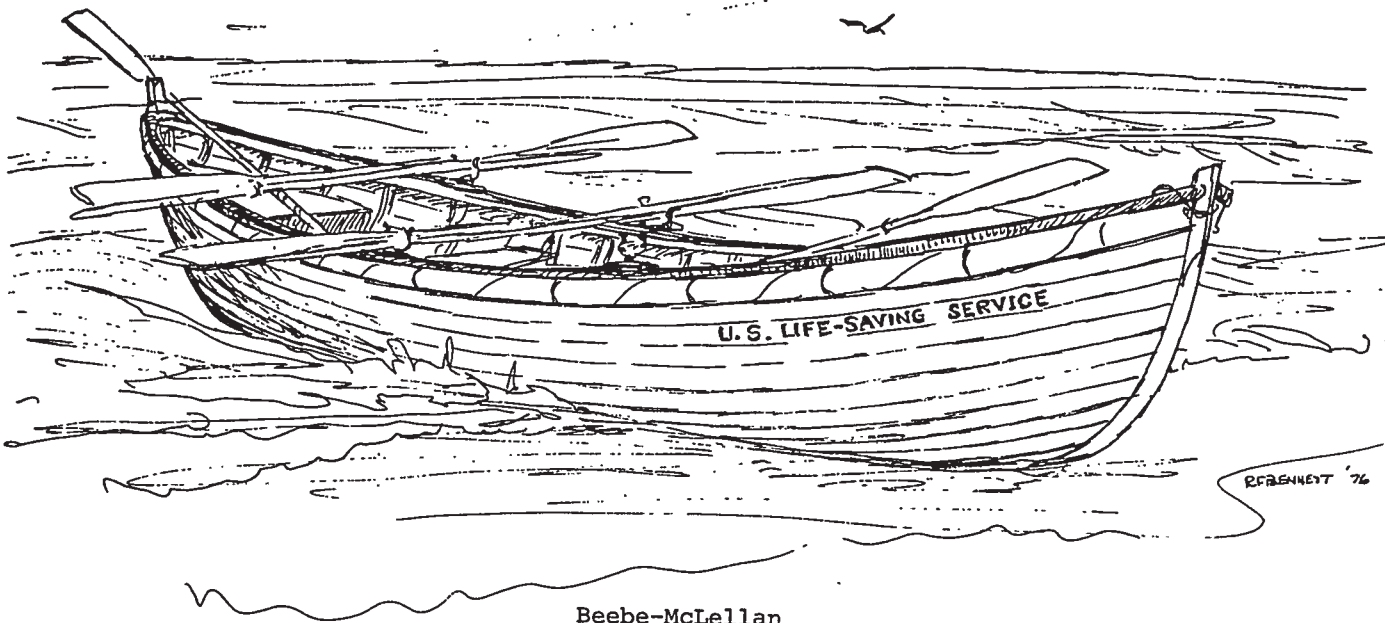
Two means of employing the lifeline were in use. The first means was a hawser-riding vehicle called the "surfcar"; the second a hawser-riding device called the "breeches buoy." Both contraptions rode suspended beneath the hawser. The "surfcar" was a small, covered, boat-like invention in which 5 adults could be placed. The "breeches buoy" was a ring buoy suspended by ropes from a pulley which slid along the length of the hawser. The center of the ring was fitted with a pair of short, oversized pants. A person sitting in the pants was pulled to safety. The rigging which moved both the "surfcar" and "breeches buoy" was very much like the horizontal clothesline sometimes led out of upstairs windows and attached to a pulley on a tree or another building. In the case of a wrecked ship, the



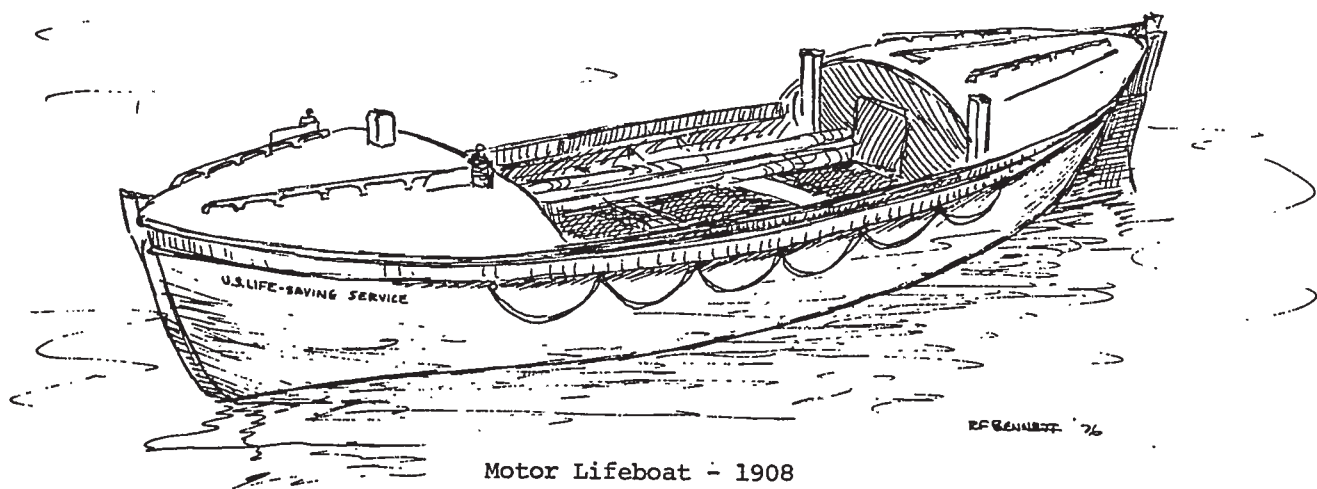
New Jersey Surfboat



Francis Metal Surfboat



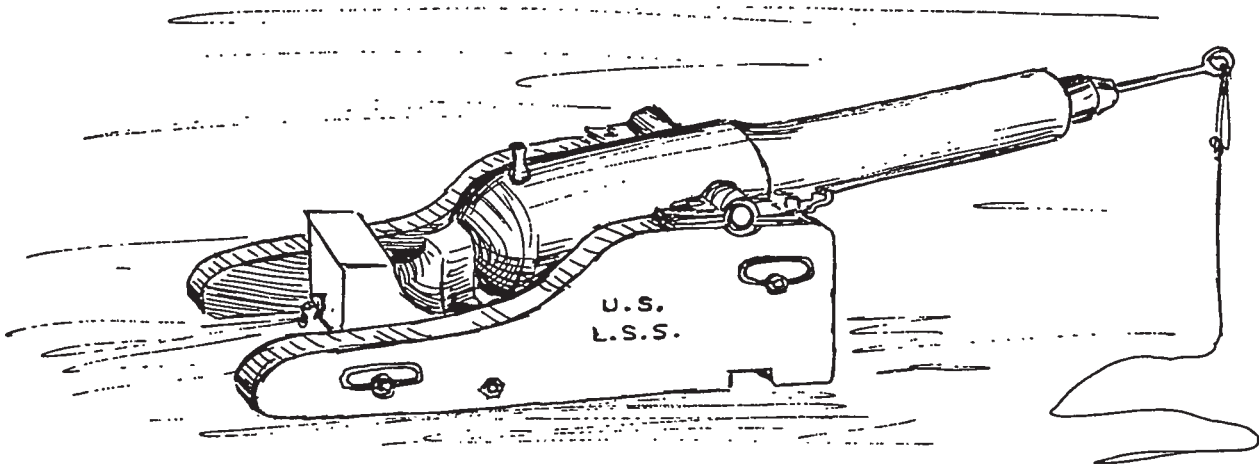
Beebe-McLellan
Surfboat



Motor Lifeboat - 1908

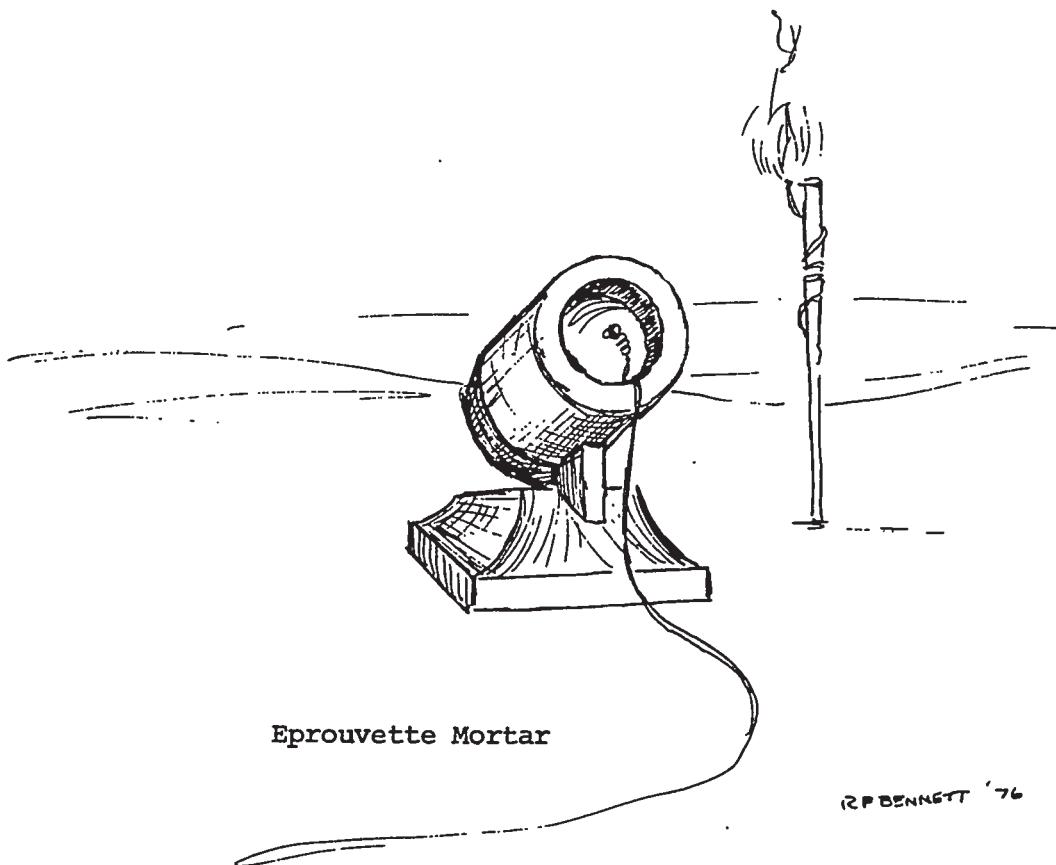
"clothesline" pulley, called a block, was attached to a mast on the wrecked ship. Just above that point, the hawser was made fast to the mast.

Boat wagons, apparatus carts, signals, and other paraphernalia completed the equipment at lifesaving stations.



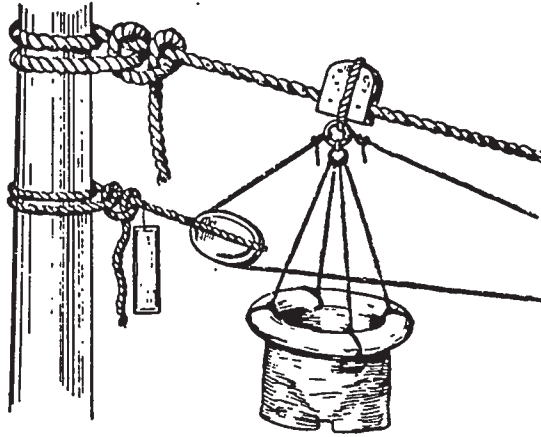
Lyle Gun

RF BENNETT '76

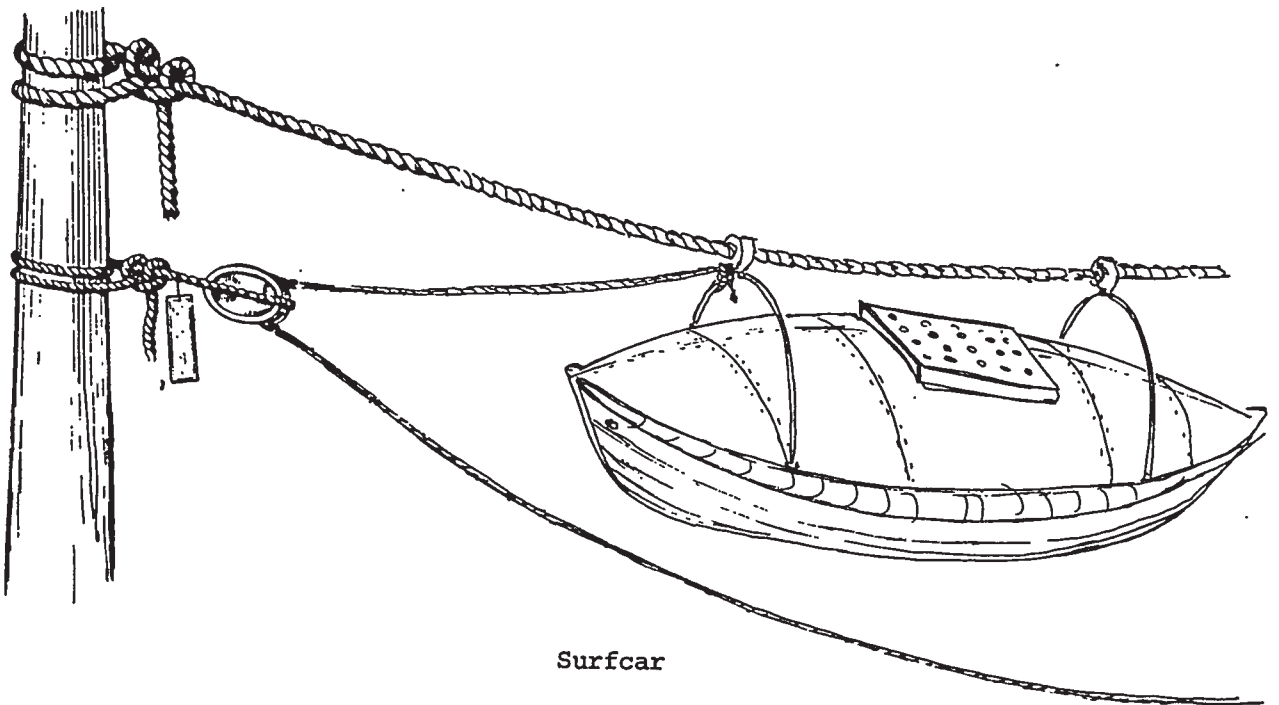


Eprouvette Mortar

RF BENNETT '76



Breeches Buoy



Surfcar

SHIPWRECKS AT SANDY HOOK

During the era of the organized (paid) lifesaving establishment (1870-1915), there was only one shipwreck which resulted in death. That single case was the wreck of the American Schooner MAGGIE M. WEAVER on March 20, 1876, with the loss of all six of her crew.

The vessel wrecked about 1½ miles south of the station between 4:00 and 5:00 p.m. Wreckage was found which indicated that the schooner first grounded closer to the Spermacetti Cove Station and had drifted northward. The sea was rough and snow was falling. The crew from neither Sandy Hook nor Spermacetti Cove was on beach patrol, however, a lookout was being kept by a surfman from the south upstairs window of Sandy Hook's station house. About 5:20 p.m., the lookout saw the wreck and gave the alarm. Keeper Patterson was attending to his lighthouse business and did not learn of the wreck until about 5:40. The leaderless crew reacted to the alarm with confusion. Some ran down the beach to see what gear was needed, boat or lifeline, while others made preparation to run out the apparatus. The view of the high surf from the station would have been sufficient to indicate that the lifeline apparatus would be needed, a surfboat not being practicable because of the storm. The apparatus was eventually run out by the crew, having been reassembled by the Keeper, but didn't arrive at the wreck until about 7:00 p.m. By then it was dark. A light shot line was passed over the wreck, but the single man observed on board in the rigging made no effort to retrieve the line. The surfboat was

pulled on its wagon to the scene and arrived at about 9:00 p.m. The wind was blowing at about 50 knots - strong enough to literally take the boat out of the hands of the surfmen while they were attempting to launch it and turn it over. In doing so, the hull of the boat was stove in. Shortly after 9:00 p.m., the MAGGIE M. WEAVER broke up in the seas and the man in the rigging disappeared. The body of a man was found several days later on the beach in the vicinity of the wreck.

Lieutenant Thomas D. Walker, U.S. Revenue Marine, the investigator of the disaster recommended that the duties of lighthouse and lifesaving station Keeper be separated into two full-time jobs, that patrols be more efficiently maintained during storms, and that entirely new crews be hired at both Sandy Hook and Spermacetti Cove for the 1876-1877 operating season.

The table of shipwrecks at Sandy Hook is appended.

U.S.L.S.S.
SANDY HOOK SHIPWRECKS

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1871-72</u>				
-0-				
<u>1872-73</u>				
OCT 8, 1873	1 mile S. Sandy Hook Pt.	Schr. J. W. MORRIS	4	0
<u>1873-74</u>				
-0-				
<u>1874-75</u>				
-0-				
<u>1875-76</u>				
DEC 28, 1875	On Stone Heap, North from Point of Hook	Bark GENTOO	18	0
20, 1876	1 1/2 mile S. of Station	Schr. MAGGIE M. WEAVER	0	6
<u>1876-77</u>				
DEC 9, 1876	Horseshoe, Sandy Hook	Schr. HERSCHEL	7	0
DEC 9, 1876	Horseshoe, Sandy Hook	Schr. SAMUEL WOOD	4	0
DEC 9, 1876	Sandy Hook Light	Schr. MARY B. CURTIS	9	0
DEC 9, 1876	Sandy Hook Light	Sloop GEN THOM.	10	0
<u>1877-78</u>				
MAR 3, 1878	600 yards S. of Station	Sloop L. C. WALLACE	3	0
<u>1878-79</u>				
NOV 23, 1878	On West Beach	Sloop STAR	3	0
DEC 7, 1878	Near Railroad Pier, on West Beach	Sloop GENERAL SCOTT	4	0
<u>1879-80</u>				
NOV 20, 1879	1/2 mile S. of main light	Schr. MARY CHILTON	5	0
14, 1880	Near Station	Schr. XEBEC	7	0

<u>ate</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1880-81</u>				
JAN 21, 1881	1 mile N. of Station	Sloop Wm H. MILLS	2	0
<u>1881-82</u>				
OCT 7, 1881	100 yds. S. of Station	Schr. LUCY	2	0
JAN 2, 1882	Sandy Hook	Steamer COMMONWEALTH	9	0
APR 12, 1882	3/4 mile NNW of Station	Schr. THOMAS W. H. WHITE	6	0
APR 17, 1882	1 mile NNE of Station	Sloop (No Name)	4	0
<u>1882-83</u>				
OCT 15, 1882	Sandy Hook Point	Sloop ADDA TAYLOR	4	0
DEC 11, 1882	3 miles NNW of Station	Steamer SALIER*	341	0
DEC 13, 1882	3 miles NNW of Station	Steamer FURNESSIA*	367	0
DEC 17, 1882	North Point of Sandy Hook	Schr. 1 SAAC L. CLARK	7	0
, 1883	1 3/4 mile SE of Station	Steamer CITY OF RICHMOND ⁺	425	0
APR 3, 1883	1 1/4 mile NW of Station	Schr. BOUNDING BILLOW	14	0
* No L.S.S. assistance required.				
+ Assisted by Spermacetti Cove Station, got off by tugs.				
<u>1883-84</u>				
SEPT 21, 1883	1/2 mile S. of Station	Skill (No Name)	2	0
DEC 28, 1883	1 mile N.W. of Station	Schr. KATE E. CLIFFORD	7	0
JAN 1, 1884	3/4 mile NNE of Station	Steamer JABEZ HOWES	29	0
MAR 5, 1884	Romer Shoals	Steamer COLON*	66	0
APR 19, 1884	2 miles NE of Station	Steamer OREGON*	713	0
JAN 30, 1884	Sandy Hook	Schr. H. L. JAMES*	6	0

* No L.S.S. assistance required.

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1884-85</u>				
JULY 17, 1884	Point of Sandy Hook	Schr. Wm H. VAN BRUNT*	8	0
JULY 19, 1884	1 1/4 mile S.W. of Station	Catboat (No Name)	4	0
AUG 10, 1884	Point of Sandy Hook	Sloop LINDA	14	0
AUG 30, 1884	Point of Sandy Hook	Yacht SUNSHINE	4	0
NOV 5, 1884	3/4 mile W. of Station	Sloop SADDLE ROCK	2	0
DEC 24, 1884	Point of Sandy Hook	Ship E. W. STETSON*	18	0
JAN 9, 1885	Romer Shoals	Schr. ANNA E. CRANMER	6	0
JAN 27, 1885	Outer Middle Ground	Schr. CORA MAY	6	0
FEB 10, 1885	Point of Sandy Hook	Canalboat W. E. JENNEY (unmanned)		0
MAR 15, 1885	3 miles NE of Station	Sailboat (unnamed)	1	0
MAR 19, 1885	Abreast West Beacon Light	Sloop PERUVIAN	3	0
MAR 26, 1885	Swash Channel, 2 1/2 miles N. of Station	Ship AURORA I.	31	0
APR 29, 1885	1 mile SW of Station	Schr. CHARLES HASKELL	16	0
MAY 6, 1885	Point of Sandy Hook	Schr. JOE HOOKER	14	0

* No. L.S.S. assistance required.

<u>1885-86</u>				
JULY 11, 1885	Point of Sandy Hook	Sloop ACTIVE	2	0
OCT 10, 1885	2 miles NW of Station	Steamer EDUARDO*	30	0
OCT 29, 1885	Point of Sandy Hook	Schr. CHARLES H. VALENTINE	8	0
DEC 7, 1885	3/4 mile W. of Station	St. Yht. WAIKNA	14	0
JAN 6, 1886	1200 yds. N. of Station	Schr. FANNIE R. WILLIAMS	7	0
FEB 1, 1886	2 miles NW of Station	Schr. CHARLES E. BALCH	10	0
MAR 21, 1886	Point of Sandy Hook	Steamer DORIAN	25	0
APR 1, 1886	W. Side of Swash Channel	Ship SOUTH AMERICAN*	28	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1886-87</u>				
JULY 18, 1886	3/4 mile W. of Station	Sloop AVALON	4	0
SEPT 21, 1886	Point of Sandy Hook	Sloop ST. JOHN	3	0
SEPT 21, 1886	Point of Sandy Hook	Steamer RUNAWAY	7	0
SEPT 26, 1886	Point of Sandy Hook	Catboat (unnamed)	3	0
NOV 8, 1886	False Hook	Schr. WAPELLA	8	0
DEC 2, 1886	1/2 mile SE of Station	Schr. EVA R.	5	0
DEC 3, 1886	Romer Shoal	Bark NAVARCH	14	0
FEB 12, 1887	Point of Horseshoe	Schr. LOUISE HASTINGS	6	0
FEB 12, 1887	Point of Horseshoe	Schr. WILLIAM MAZYCK	6	0
FEB 14, 1887	Point of Sandy Hook	Schr. MARGARET A. AMELIA	3	0
JUNE 19, 1887	Point of Sandy Hook	Sloop FIRE FLY	8	0
<u>1887-88</u>				
14, 1887	1/4 mile W. of Station	Steam Yht. HINDA	12	0
DEC 24, 1887	Romer Shoals	Schr. GEORGE TEMPLE	8	0
FEB 5, 1888	Flynn's Knoll	Schr. JAMES B. OGDEN	9	0
FEB 8, 1888	Point of Sandy Hook	Steamer OLIVE BAKER	7	0
MAR 28, 1888	1 1/2 miles from Station	Steamer SAALE	394	0
<u>1888-89</u>				
SEPT 20, 1888	1/4 mile N. of Station	Sloop VIRGINIA BEDELL	2	0
NOV 30, 1888	Romer Shoals	Schr. JULIEN	6	0
DEC 13, 1888	Flynn's Knoll	Ship TREASURER	20	0
JAN 21, 1889	Point of Sandy Hook	Schr. CENTENNIAL	13	0
FEB 3, 1889	2 miles SE of Station	Schr. F. MERWIN	6	0
FEB 7, 1889	2 miles SE of Station	Schr. JENNIE HALL	9	0
MAY 26, 1889	Point of Sandy Hook	Sloop EVA	3	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1889-90</u>				
JULY 5, 1889	Point of Sandy Hook	Sloop ANNIE	6	0
SEPT 1, 1889	Flynn's Knoll	Brig. EDWARD H. WILLIAMS	9	0
SEPT 19, 1889	Point of Sandy Hook	Schr. S. W. TRUSLOW	10	0
NOV 15, 1889	3/4 mile SW of Station	SCOW C and SCOW D	8	0
DEC 17, 1889	1 1/2 miles S. of Station	Schr. CHARLES H. MARSHALL	6	0
DEC 30, 1889	1/4 mile W. of Station	Schr. MARIETTA SMITH	8	0
JAN 2, 1890	Point of Sandy Hook	Sloop SOVEREIGN	3	0
APR 14, 1890	1/2 mile WSW of Station	Steamer ANN JANE LAUGHLIN	6	0
MAY 18, 1890	Point of Sandy Hook	Sloop (unnamed)	3	0
<u>1890-91</u>				
JULY 4, 1890	1/4 mile W. of Station	Sloop GAEL	9	0
AUG 23, 1890	Point of Sandy Hook	Catboat MARTIN	3	0
AUG 24, 1890	Point of Sandy Hook	Sloop PETREL	2	0
SEPT 13, 1890	300 yds. W. of Station	Schr. EMMA JANE	2	0
SEPT 24, 1890	Off Sandy Hook	Sailboat (unnamed)	1	0
OCT 6, 1890	Point of Sandy Hook	Brig ELIZABETH S. LEE	9	0
OCT 6, 1890	Point of Sandy Hook	Schr. STARLIGHT	10	0
OCT 16, 1890	1/3 mile NE of Station	Schr. WILLIAM A. ALLISON	10	0
NOV 22, 1890	1/4 mile NW of Station	Sloop RELIANCE	2	0
DEC 20, 1890	3/4 mile E. of Station	Sloop SOPHIA VAN NAME	3	0
DEC 26, 1890	.2 1/2 miles from Station	Schr. MELISSA TRASK	7	0
FEB 16, 1891	Romer Shoals	Schr. WILLIAM E. LEE	7	0
MAR 13, 1891	Point of Sandy Hook	Schr. HOPE	9	0
MAR 13, 1891	Romer Shoals	Bark UMBERTO I.	12	0
APR 3, 1891	Point of Sandy Hook	Schr. GEORGIE L. DRAKE	8	0
MAY 20, 1891	Point of Sandy Hook	Schr. E. J. HAMILTON	6	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1891-92</u>				
OCT 7, 1891	Point of Sandy Hook	Schr. ETNA	7	0
OCT 11, 1891	2 miles SE of Station	Sloop THREE SISTERS	7	0
OCT 20, 1891	Romer Shoals	Schr. MOSES B. BRAMHALL	7	0
NOV 24, 1891	Romer Shoals	Schr. ADELE TRUDELL	8	0
APR 12, 1891	Romer Shoals	Schr. WILD FIRE	4	0
<u>1892-93</u>				
JULY 3, 1891	1/4 mile NW of Station	Sloop CENTURION	3	0
JULY 4, 1891	Point of Sandy Hook	Cutter NANON	7	0
SEPT 5, 1891	3/4 mile SW of Station	Sailboat (unnamed)	8	0
DEC 2, 1891	False Hook	Bark PRINCE FREDERICK	19	0
FEB 19, 1892	1/5 mile NW of Station	Schr. JAMES BUTLER	4	0
11, 1893	Point of Sandy Hook	Schr. ROGER DRURY	31	0
4, 1893	Point of Sandy Hook	Schr. EMMA B.	12	0
<u>1893-94</u>				
JULY 23, 1893	1 mile from Station	Sloop SYLVAN SHORE	9	0
JULY 23, 1893	Point of Sandy Hook	Yht. OSCEOLA	7	0
AUG 13, 1893	Near Romer Shoal	Rowboat (unnamed)	2	0
AUG 21, 1893	Point of Sandy Hook	Sloop CLARITA	3	0
AUG 29, 1893	1 1/4 miles S. of Station	Schr. FRANK A. WILLIAMS*	11	0
SEPT 2, 1893	1 1/4 miles SW of Station	Sailboat (unnamed)	3	0
APR 13, 1894	Point of Sandy Hook	Schr. JOHN D. PAIGE	8	0
<u>1894-95</u>				
JULY 12, 1894	Point of Sandy Hook	Yht. VENUS	3	0
AUG 10, 1894	Point of Sandy Hook	Sailboat (unnamed)	4	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1894-95 Con't</u>				
OCT 7, 1894	Point of Sandy Hook	Sloop ANNIE F.	4	0
NOV 22, 1894	Romer Shoals	Schr. F. GRENVILLE RUSSELL	6	0
JAN 13, 1895	Romer Shoals	Schr. D. M. ANTHONY	8	0
MAR 7, 1895	2 1/2 miles NE of Station	Steamer HAVEL	680	0
MAR 12, 1895	Romer Shoals	Steamer F. W. VOSBURGH	7	0
MAR 18, 1895	Romer Shoals	Schr. MARGARET	5	0
APR 20, 1895	Romer Shoals	Schr. LESTER A. LEWIS	6	0
<u>1895-96</u>				
JULY 4, 1895	1/2 mile N. of Station	Yht. HIT OR MISS	3	0
SEPT 1, 1895	Point of Sandy Hook	Launch (unnamed)	(unmanned)	
SEPT 9, 1895	Point of Sandy Hook	Sloop PATHFINDER	3	0
SEPT 15, 1895	Point of Sandy Hook	Schr. E. ARCULARIUS	5	0
NOV 11, 1895	Point of Sandy Hook	Steamer IVANHOE	7	0
NOV 11, 1895	Point of Sandy Hook	Steamer F. R. SHARP	6	0
NOV 23, 1895	Romer Shoals	Schr. CORNELIA M. KINGSLAND	9	0
MAR 19, 1896	3/4 mile SW of Station	Schr. JONATHAN SAWYER	7	0
MAR 23, 1896	Romer Shoals	Schr. E. H. WEAVER	8	0
JUNE 14, 1896	4 miles SW of Station	Sloop LONE STAR	19	0
JUNE 17, 1896	1/3 mile NW of Station	Schr. FRANCONIA	2	0
<u>1896-97</u>				
JULY 5, 1896	Near Gov't. Dock	Sailboat FRANCIS	2	0
JULY 27, 1896	8 miles SW of Station	Sloop ALWILDA	1	0
SEPT 5, 1896	Point of Sandy Hook	Schr. SAXON	6	0
SEPT 15, 1896	4 1/2 miles NE of Station	Schr. HENRY P. MASON	7	0
OCT 3, 1896	1/2 mile NW of Station	Sloop LOUISE	5	0
MAY 25, 1897	Point of Sandy Hook	Sloop CLAUDE L. GREEN	2	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>	
<u>1897-98</u>					
JULY 4, 1897	3/4 mile N. of Station	Schr. JENNIE Z.	22	0	AI
AUG 15, 1897	1/4 mile S. of Station	Sloop KATE	3	0	AI
AUG 17, 1897	Point of Sandy Hook	Sloop CLARA	5	0	AI
JAN 12, 1898	Point of Sandy Hook	Steamer ORDNANCE	20	0	DI
JAN 29, 1898	Point of Sandy Hook	Schr. WILLIAM O. SNOW	8	0	M
<u>1898-99</u>					
OCT 2, 1898	Point of Sandy Hook	Schr. STEPHEN BENNETT	7	0	M
OCT 15, 1898	Romer Shoals	Schr. FLORENCE AND LILLIAN	7	0	M
MAY 1, 1899	Point of Sandy Hook	Sloop BERTHA	2	0	
MAY 1, 1899	Point of Sandy Hook	Sloop EXCHANGE	2	0	F
<u>1899-1900</u>					
JAN 14, 1900	Point of Sandy Hook	Schr. HATTIE GODFREY	5	0	M
MAY 24, 1900	Point off Sandy Hook	Sloop TAMMANY	2	0	
MAY 25, 1900	1 mile NE of Station	Boat of Yht. JESSICA	3	0	(
MAY 30, 1900	Point off Sandy Hook	Sloop ROVER	6	0	1
<u>1900-01</u>					
SEPT 15, 1900	Point of Sandy Hook	Catboat ALMA	4	0	
NOV 9, 1900	1/6 mile WNW of Station	Sloop (unnamed)	1	0	
NOV 9, 1900	1/6 mile WNW of Station	Schr. GROVER CLEVELAND	4	0	
FEB 25, 1901	3 miles NE of Station	Schr. ANNA	7	0	
MAY 13, 1901	Romer Shoals	Schr. LYDIA A. HARVEY	6	0	
JUNE 16, 1901	Point of Sandy Hook	Datboat MARGUERITE	5	0	

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1901-02</u>				
AUG 4, 1901	1 mile NE of Station	Sloop (unnamed)	2	0
AUG 4, 1901	1 mile NE of Station	Catboat BUSTER	2	0
AUG 13, 1901	3 miles SW of Station	Launch SATUMETTE	2	0
DEC 26, 1901	3/4 mile NNW of Station	Schr. LYMAN M. LAW	10	0
MAR 5, 1902	1/4 mile SSW of Station	Schr. JULIA I. GRATTON	8	0
<u>1902-03</u>				
MAY 21, 1903	Point of Sandy Hook	Schr. REBECCA	16	0
MAY 22, 1903	Abreast Main Light	Catboat (unnamed)	1	0
<u>1903-04</u>				
AUG 29, 1903	10 miles S. of Station	Yawl (unnamed)	12	0
APR 26, 1904	Point of Hook	Schr. ANGIELENA	8	0
MAY 18, 1904	Point of Hook	Schr. SAMOSET	8	0
<u>1904-05</u>				
OCT 28, 1904	3/4 mile NNW of Station	Steamer F. H. BECKWITH	24	0
NOV 13, 1904	Point of Hook	Scow AMERICA	(unmanned)	
MAY 2, 1905	Point of Hook	Schr. WESLEY W. SINNETT	8	0
<u>1905-06</u>				
JAN 4, 1906	Romer Shoals	Steamer ARIOSIA	9	0
JAN 6, 1906	Romer Shoals	launch (unnamed)	2	0
<u>1906-07</u>				
-0-				
<u>1907-08</u>				
SEPT 8, 1907	2 miles N. of Spermacetti Cove Station	Gas Launch (unnamed)	4	0
SEPT 25, 1907	Point of Sandy Hook	Gas Launch (unnamed)	4	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1907-08 Con't</u>				
OCT 15, 1907	3 miles NE of Station	Schr. CARRIE C. MILES	4	0
NOV 11, 1907	Point of Sandy Hook	Sloop GOLDEN GATE	3	0
NOV 22, 1907	Point of Sandy Hook	U.S. Steamer GENERAL MEIGS	26	0
NOV 30, 1907	Point of Sandy Hook	Brigentine LADY NAPIER	8	0
DEC 14, 1907	2 3/4 miles N. of Spermacetti Cove Station	Bark EDMUND PHINNEY	10	0
APR 11, 1908	1 1/2 miles NW of Station	Gas Launch (unnamed)	(unmanned)	
MAY 5, 1908	1/2 mile N. of Station	2 Fishboats (unnamed)	10	0
<u>1908-09</u>				
FEB 22, 1909	800 yds. N. of Station	Steamer URBANUS DART	6	0
APR 22, 1909	3 miles ENE of Station	Schr. WILLIAM H. CONNER	4	0
22, 1909	2/3 mile N. of Station	Lighter C. H. GRAVES	(unmanned)	
JUNE 15, 1909	2 miles N. of Station	2 Scows (unnamed)	(unmanned)	
JUNE 22, 1909	2 miles NNE of Station	Schr. REBECCA M. WALLS	7	0
<u>1909-10</u>				
JULY 18, 1909	N/A	Launch MABEL S.	2	0
JULY 24, 1909	1/2 mile SW of Station	Barge MARYLAND	5	0
AUG 5, 1909	N/A	Launch (unnamed)	1	0
AUG 21, 1909	N/A	Launch DOLLY	2	0
SEPT 5, 1909	N/A	Launch SPORT	8	0
SEPT 5, 1909	N/A	Launch ARION	32	0
FEB 11, 1910	2 1/2 miles SSE of Station	Launch LIBBIE	9	0
FEB 11, 1910	3 3/4 miles SSE of Station	Schr. FRANKLIN D. NELSON	8	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1910-11</u>				
AUG 5, 1910	N/A	Launch PETER PAN II	2	0
SEPT 4, 1910	1/2 mile N. of Station	Gas Steamer NETTIE	24	0
MAR 16, 1911	3/4 mile NE of Station	Schr. T. MORRIS PEROT	6	0
APR 1, 1911	N/A	Sloop CHALFONTE	2	0
APR 20, 1911	N/A	Scow H. H. 16	(unmanned)	
<u>1911-12</u>				
AUG 20, 1911	N/A	Launches (2) (unnamed)	4	0
AUG 27, 1911	3/4 mile NE of Sea Bright Station	Gas Steamer TUSCAN	27	0
AUG 28, 1911	N/A	Sloop SKIDOO	2	0
SEPT 3, 1911	N/A	Launch ARAB	5	0
SEPT 4, 1911	1/2 mile WSW of Station	Gas Steamer WILLOW BROOK	4	0
SEPT 16, 1911	N/A	Launch LILLIAN J.	4	0
SEPT 24, 1911	N/A	Launch SERENAH	7	0
OCT 4, 1911	1/2 mile WSW of Station	Gas Steamer WILLOW BROOK	4	0
NOV 7, 1911	3 miles NE of Station	Schr. SULLIVAN SAWIN	8	0
MAR 2, 1912	9 miles WNW of Station	Schr. EDWARD H. BLAKE	7	0
JUNE 18, 1912	N/A	Launch DAISY	3	0
<u>1912-13</u>				
JULY 21, 1912	N/A	Launch NINA	2	0
AUG 3, 1912	N/A	Launch AQUILLO	2	0
AUG 10, 1912	N/A	Launch VERMONT	4	0
AUG 24, 1912	N/A	Launch KAYMISS	4	0
SEPT 2, 1912	N/A	Launch COLUMBIA	5	0
SEPT 22, 1912	N/A	Sloop SUNBEAM	2	0

<u>Date</u>	<u>Place</u>	<u>Vessel Wrecked</u>	<u>Lives Saved</u>	<u>Lives Lost</u>
<u>1912-13 Con't</u>				
DEC 19, 1912	3 1/2 miles NE of Station	Schr. L. HERBERT TAFT	12	0
DEC 19, 1912	2 miles S. of Station	Schr. JOHN H. MAY	7	0
MAY 4, 1913	1 mile E. of Station	Schr. LOTTIE G. MERCHANT	22	0
MAY 7, 1913	1 mile NW of Station	Steamer TORMENTER	16	0
MAY 25, 1913	1 mile NE of Station	Schr. NORSEMAN	17	0
JUNE 21, 1913	1 mile NW of Station	Sloop WILLIAM A. STEVENS (unmanned)		
<u>1913-14</u>				
AUG 10, 1913	N/A	Launch KATHERINE MAY	1	0
AUG 16, 1913	N/A	Houseboat YANKEE GIRL	7	0
AUG 31, 1913	N/A	Launch HELEN W.	2	0
AUG 3, 1913	N/A	Launch MOTHER	2	0
12, 1913	N/A	Launch ROYAL	3	0
NOV 28, 1913	3 miles NW of Station	Sloop EL DORADO	3	0
DEC 5, 1913	N/A	Launch JESSIE C.	3	0
DEC 25, 1913	1 1/2 miles SE of Station	Steamer ICE KING and Tow	12	0
APR 11, 1914	8 miles NNW of Station	Schr. FRANCONIA	3	0
JUNE 28, 1914	N/A	Skiff (unnamed)	3	0
JUNE 28, 1914	N/A	Launch (unnamed)	4	0
June 29, 1914	N/A	Skiff (unnamed)	2	0
JUNE 30, 1914	N/A	Launch ALLEGRO	3	0
<u>1914-15 (January 28)</u>				
JULY 19, 1914	Point of Hook	Motorboat SIS	7	0
JULY 23, 1914	Point of Hook	Motorboat ROY	9	0
OCT 4, 1914	Off Station	Motorboat (unnamed)	5	0
23, 1914	Off Station	Motorboat (unnamed)	7	0
DEC 13, 1914	Off Station	Motorboat WAVE	7	0

SANDY HOOK LIFESAVING STATION PERSONNEL, 1856-1906

Volunteer Era, Salaried Keepers Only

Aaron Brower	1856-1858
Charles W. Patterson	1858-1870

1870-1871 Keeper and Surfmen
(As Authorized At Alternate Stations)

Charles W. Patterson	Keeper
Samuel Jewell	Surfman
James Farrell	Surfman
Trevonia H. Patterson	Surfman
John J. Reynolds	Surfman
Jacob Williams	Surfman
John Francis	Surfman

Keepers 1871 Through 1906

John C. Patterson	1871-1872; 1876-1882
Charles W. Patterson	1873
Trevonia H. Patterson	1883-1906*

Surfmen 1871 Through 1906

Henry W. Foster	1871-72; 1877-80; 1893
George H. Newman	1871-72; 1880-81
Trevonia H. Patterson	1871-76; 1878-83
George Lohsen	1871-72; 1879-81
John F. Wright	1871-72; 1880-83
Ganet A. Lee	1871-72; 1880-81
John C. Reynolds	1873-76
James H. Reynolds	1873-76
Jacob C. Williams	1873-76
John Francis	1873-76
John C. Patterson, Jr.	1873-76
Winfield S. White	1877-79; 1889-93
Charles Brand	1877-79
Samuel Kittell	1877-79
Edward Brand	1877-78
Daniel W. Vannote	1877-79
Charles A. Bennett	1881-82
John Greenfield	1882-84
Alvin B. Mount	1884-99
Elwood Brand	1881-84

John W. Edwards	1884; 1886-89
John H. Huber	1881-84
Frank Wills	1881
Joseph H. Langley	1881-83
Samuel Van Brunt	1883-89
John H. Smith	1880-82
John H. Riddle	1881-82
George B. Milliken	1882-88
Ferdinand Newman	1883-89
Ellsworth Cuttrell	1883-85
Joel P. Hulse	1888-94
Frank Whidden	1894-95
Alexander Brower	1895-1900
Joseph L. Leming	1900-05
Samuel Vanderveer	1899-06*
Charles P. Everett	1885-87
Thomas R. Truex	1887-93
Edmund B. Ridgway	1893-97
Benjamin F. Butler	1897-98
Samuel C. Dunham	1899
Harry Smith	1899-1906*
William F. Ortley	1889-90
George E. Smith	1890-91
William S. Simpson	1892-1905
M. O. Phillips	1889-1906*
Edward J. Worth	1885-1906
Joseph A. Truex	1894-99
Watson Parker	1899-1900
Chester A. Lippincott	1900-1906*
Abram O. S. Halsey	1896-1904
Elwood Butler	1904-1906*
Loren Tilton	1905-1906*
George T. Gaskill	1905-1906*
Nelson G. Rogers	1906-*

Footnote: Names with an asterisk (*) were on duty in 1906 at which time the remaining records for USLSS employment are incomplete.

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