



Santa Rosa Life-Saving Station and Coast Guard Garage Restoration Feasibility Study

Ch. 1 & 2 Preview Draft

April 2021



Cultural Resources Partnerships and Science Division

Interior Region 2

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**Santa Rosa Life Saving Station and
Coast Guard Garage
Gulf Islands National Seashore**

Restoration Feasibility Report

April 2022

**Ch. 1 &2
PREVIEW DRAFT**

for

**Gulf Islands National Seashore
Interior Region 2: South Atlantic-Gulf, National Park Service**

by

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The restoration feasibility report presented here exists in two formats. A traditional, printed version is available for study at the park, at the Interior Region 2: South Atlantic-Gulf office of the National Park Service (NPS), and at a variety of other repositories. For more widespread access, the historic structure report also exists in digital format through the IRMA Portal, Integrated Resource Management Applications, including the NPS Data Store, accessed at <<https://irma.nps.gov/App/Reference/Welcome>>, a website of the National Park Service.

April 2022 - DRAFT
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Santa Rosa Life Saving Station and Coast Guard Garage
Gulf Islands National Seashore
(GUIS)

Santa Rosa Life Saving Station and Coast Guard Garage
Gulf Islands National Seashore
Restoration Feasibility Study
2022

Approved by:

Superintendent, Gulf Islands National Seashore

Date

Recommended by:

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Foreword

To be included in Final Draft.

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Project Team

To be included in Chapters 1-4 Draft.

List of Figures

To be included in Chapters 1-4 Draft.

Management Summary

To be included in Chapters 1-4 Draft.

Administrative Data

To be included in Chapters 1-4 Draft.

Chapter 1: Historical Background and Context

Location

Santa Rosa Island Life-Saving Station is located on the western extent of Santa Rosa Island, near the ruins of Fort Pickens. Santa Rosa is an approximately 40-mile-long barrier island off of the Florida panhandle, bounded by Pensacola Bay to the west, Choctawhatchee Bay to the east, the Gulf of Mexico to the south, and a narrow body of water to the north called Santa Rosa Sound, which connects the two bays. Just west of Santa Rosa Island is another barrier island, Perdido Key. These two islands define the inlet to Pensacola Bay.

Establishing Pensacola as a U.S. Navy Depot

Following the ratification of the Adams-Onís Treaty on February 21, 1821, Spain ceded the colonies of East and West Florida to the United States. General Andrew Jackson was appointed Military Governor of the two colonies, which were formally ceded to the U.S. in July of that year. Under Jackson, the Florida Territory was formed on March 30, 1822, combining West Florida (whose capital was Pensacola) and East Florida (whose capital was St. Augustine), and a new capital was established in Tallahassee. The part of West Florida west of the Perdido River extending to the Mississippi River was reallocated to other jurisdictions.¹

From the beginning, the U.S. was interested in establishing naval presence in Florida for coastal defense. Pensacola caught the attention of the War Department Board of Engineers for Fortifications in 1821, and in

1822 they conducted a survey of Santa Rosa Island for the purpose of establishing a navy depot. Legislation to establish a “navy yard and depot on the coast of Florida, within the Gulf of Mexico,” at Pensacola was passed on March 3, 1825, and on May 28, 1828, 1,181 arpents of land at the western point of Santa Rosa Island was purchased for \$4,000 from Henry Michelete and transferred to the U.S. government for this purpose.²

Construction of Fort Pickens commenced in 1829 on this land as part of the harbor defense at Pensacola. Largest of the port’s defensive structures, Fort Pickens was completed in 1839.³ Santa Rosa Island Life-Saving Station would later be located on the property of Fort Pickens.

Origins of a National Life-Saving Service

The Life-Saving Service “arose belatedly and suffered through decades of parsimonious funding and administrative uncertainty. . . . the hazards of the [American] coastline were well recognized from the early days of settlement, but public policies (and funding) for dealing with them were very slow in coming. It was a costly omission, for which volunteers (such as the pioneering Massachusetts Humane Society, founded in 1785) tried to compensate.”⁴

Formally established in 1786, the Humane Society of the Commonwealth of Massachusetts, or the Massachusetts Humane Society (MHS), coalesced in 1785 from a series of meetings of prominent

¹ Edwin C. Bearss, *Historic Structure Report, Fort Pickens* (U.S. Department of the Interior, National Park Service Denver Service Center, February 1983).

² Ibid.

³ Ibid.

⁴ David E. Whisnant and Anne Mitchell Whisnant, *Gateway to the Atlantic World: Cape Lookout National Seashore Historic Resources Study* (Atlanta: National Park Service Southeast Regional Office, 2015), p. 140.

Boston residents concerned about the human cost of shipwrecks.⁵ They modeled their efforts on the Royal Humane Society, previously the Society for the Recovery of Persons Apparently Drowned, formed by two London doctors in 1774, which promoted pioneering, sometimes controversial medical techniques to resuscitate the drowning and offered payment to those brave enough to carry out these teachings and save lives.⁶

Like the British organization that inspired it, the MHS focused on education, sponsoring public lectures, publishing research studies, and championing medical innovation. It paired an award system with financial incentives “for those who risked their lives to save others.”⁷

Its trustees quickly recognized a need to shelter shipwreck survivors on isolated beaches until they could be rescued. The first coastal life-saving installation in the United States was constructed in 1787 at Scituate Beach, Massachusetts, and by 1806, 18 were in service. Called “huts of refuge,” they were simple, vernacular structures outfitted with basic provisions, firewood, and a stove.⁸

The society also became interested in the infrastructure necessary for water rescue, and in 1807, commissioned a 30-foot craft and the nation’s first lifeboat station,

followed by other similar small structures along the Massachusetts coast. Each housed a lifeboat, rafts, and equipment, with a volunteer crew called when needed and paid for successful rescues. By 1872, the society had built 76 lifeboat stations.⁹ Its success highlighted the need for a national program.

Early Government-Funded Efforts in Life Saving

In the decades after the Revolutionary War, U.S. maritime commerce expanded rapidly, with a commensurate increase in shipwrecks. Despite the efforts of the MHS and other independent organizations, they could not keep pace, sparking public support for federal involvement.¹⁰ Many of the government’s later approaches were based on MHS precedents.

In August 1848, New Jersey Representative William A. Newell, a former doctor who had seen the human cost of shipwrecks, secured a \$10,000 appropriation to procure “surfboats, rockets and carronades and other necessary apparatus for the better protection of life and property from shipwrecks on the coast of New Jersey between Sandy Hook and Little Egg Harbor.”¹¹ The federal government was now involved; the Treasury Department supervised construction of eight stations using those funds and, over the next six years, used subsequent appropriations to

⁵ For the official website of the Humane Society of the Commonwealth of Massachusetts, see masslifesavingawards.com/history.

⁶ The Royal Humane Society (royalhumane.org.uk/history) began in response to the alarming rate of drownings in the River Thames and smaller waterways in London. At the time, few could swim. It gradually extended its efforts to the coastal communities of Great Britain.

⁷ Humane Society of the Commonwealth of Massachusetts, hereafter Humane Society.

⁸ Ibid., Daniel Koski-Karell, et al., *U.S. Government Lifesaving Stations, Houses of Refuge, and pre-1950 U.S. Coast Guard Lifeboat Stations*, National Register of Historic Places Multiple Properties Documentation Form

(NR MPDF) (2013), section E, p. 2. Contradicting the official history of the Massachusetts Humane Society, Koski-Karell’s research, based on M.A. De Wolf Howe, *The Humane Society of the Commonwealth of Massachusetts: An Historical Review* (1918), places the first refuge hut on Lovell’s Island at the entry to Boston Harbor.

⁹ Humane Society; Koski-Karell, section E, pp. 2-3.

¹⁰ Koski-Karell, section E, pp. 3-4.

¹¹ Robert F. Bennett, *Surfboats, Rockets and Carronades* (Washington, D.C.: U.S. Government Printing Office, 1976), p. 5; Eugene V. York, *The Architecture of United States Life-Saving Stations* (Master’s Thesis, Boston University, 1983). p. 5.

construct 16 more. In 1850, stations were built on Long Island and in Rhode Island, while 26 unmanned lifeboats were placed along the coasts of North and South Carolina, Georgia, Florida, and Texas.¹² By 1856, the 56 stations between Cape May, New Jersey, and Watch Hill, Rhode Island, combined with the earlier MHS stations provided a reasonable measure of protection for the northeastern states.¹³

Although by 1853, a paid superintendent was assigned to manage each station, these buildings were not occupied. Government-sponsored stations still relied on local volunteer crews, often untrained, and who had to be gathered in the event of a shipwreck, severely limiting their effectiveness. The Revenue Marine Division under the Treasury Department was responsible for station maintenance and management, but without full-time occupants, buildings and equipment were often left to deteriorate.¹⁴

Establishment of the United States Life-Saving Service: 1871-1915

In the winter of 1870-1871, the number of fatal shipwrecks along the Atlantic coast aroused public outcry. In April 1871, Congress appropriated \$200,000 to establish a professional life-saving service. Sumner I. Kimball (1834-1923), Chief Clerk in the Second Auditor's Office at the Treasury Department, was appointed as Chief of the Revenue Marine Division, responsible for managing and maintaining the existing unmanned stations, as well as the U.S.

Revenue Cutter Service, which enforced customs.¹⁵

In 1873, Congress allocated \$100,000 to extend life-saving activities into Maine, New Hampshire, Virginia, and North Carolina with 23 new stations; in June 1874, 51 more were authorized for the Atlantic coast and the Great Lakes.¹⁶ By 1889, the USLSS commanded 227 stations, on the Atlantic coast, the Great Lakes region, the Gulf coast, the Pacific coast, and one on the Ohio River.¹⁷

More than any other individual, Kimball was responsible for the development of the Life-Saving Service. He reorganized the management and standardized the architecture of stations to reflect their basic form and function. In 1878, the USLSS became an independent agency of the Treasury Department with Kimball as General Superintendent. He led the organization for 44 years until it merged with the U.S. Coast Guard in 1915.¹⁸

Station Organization

Each of the twelve USLSS districts had a superintendent who oversaw everything from staffing to supplies and maintenance. Station crew consisted of “surfmén” led by a “keeper.” Strict qualifications for keepers included physical fitness, age between 21 and 45, extensive boating experience, and a level of education sufficient to run the station’s daily operations. The number of surfmen was usually determined by the number required to row the station’s largest life-boat; six at most stations. One or two alternates or temporary surfmen ensured

¹² York, p. 6.

¹³ Ibid., p. 9.

¹⁴ Ibid., p. 7; Koski-Karell, section E, p. 4.

¹⁵ U.S. Coast Guard Historian’s Office, “Summer Increase Kimball”, history.uscg.mil/portals/1/commandants/pdf/Kimball.pdf; Koski-Karell, section E, p. 5.

¹⁶ Joseph K. Oppermann-- Architect, P.A. (JKOA), *Bodie Island Coast Guard Station Historic Structure Report* (Atlanta: National Park Service Southeast Regional Office, 2005), pp. 1.A.17-18.

¹⁷ Koski-Karell, section E, p. 7.

¹⁸ U.S. Coast Guard Historian’s Office, “Summer Increase Kimball”; Koski-Karell, et al., *U.S. Government Lifesaving Stations*, section E, p. 5.

that the station was always fully manned in the event of illness, dismissal, or leaves of absence. Potential crew had to pass tests of fitness and boating knowledge.¹⁹

Most stations were manned seasonally, based on weather patterns. It was common for the surfmen to live on site while on active duty and be furloughed without pay for the rest of the year, while the keeper remained year-round.²⁰

Station designs varied greatly over time but typically included a boat room, galley, mess hall, a private bedroom for the keeper, a bunk room for the crew, and a storage room, often called a “storm clothes room.” In early designs, the galley and mess hall often were inside the station; later, they were housed in a separate outbuilding.²¹

Santa Rosa Life-Saving Station

on March 3, 1884, the Treasury Department received a land use permit from the War Department for a 17-acre tract on the property of Fort Pickens.²² The *Annual Report of the United States Life-Saving Service for the Fiscal Year Ended June 30, 1884* announced that “proposals have been invited” for construction of a Life-Saving Station at Santa Rosa Island, Florida.²³ The *Annual Report* the following year notes that construction was complete and the station was receiving its equipment.²⁴ The next *Annual Report* states that the station

received its crew of six surfmen on March 1, 1886.²⁵

The Life of a Surfman

An 1878 article on the past, present, and future of the U.S. Life-Saving Service dramatically declared:

The public make his acquaintance only upon the saddest occasions, [when] his bravery is heralded by the press and from the pulpit. ... the people are apt to thank him heartily one day and forget him utterly the next...²⁶

Experience and skill determined a crew’s leadership order. Most surfmen were sourced from local fishing communities.²⁷ In addition to rescues, surfmen had three main tasks: practice drills, beach patrols, and station maintenance. The Inspector General of the Marine Revenue Service required rigorous training and precise weekly schedules.²⁸

Keepers had their own assigned tasks, including protecting a wreck from smugglers the care and order of the stations, boats, and apparatus, as well as accounting, correspondence, and record keeping.²⁹

¹⁹ Koski-Karell, section E, pp. 5-6.

²⁰ Ibid., section E, p. 7.

²¹ Ibid., section E, p. 8.

²² Bernard R. Meyer, Associate Solicitor, U.S. Department of the Interior to William Stafford, United States Attorney, Northern District of Florida, 5 June 1973, GUIS Acc. 652/SEAC Acc. 1931, box no. A-3, folder no. 22. Stored in TIMU archives.

²³ Treasury Department, Office of the Life-Saving Service, *Annual Report of the United States Life-Saving Service for the Fiscal Year Ended June 30, 1907* (Washington, D.C.: Government Printing Office, 1886), p. 57.

²⁴ Treasury Department, *Annual Report, Fiscal Year Ended June 30, 1885* (Washington, D.C.: Government Printing Office, 1886), p. 30.

²⁵ Treasury Department, *Annual Report, Fiscal Year Ended June 30, 1886* (Washington, D.C.: Government Printing Office, 1887), p. 12.

²⁶ George J. Hagar, “The United States Life-Saving Service: Its Origin, Progress, and Present Condition”, *Frank Leslie’s Popular Monthly*, Vol. V, No. 2, 1878.

²⁷ Koski-Karell, section E, pp. 6-7.

²⁸ “The American Life-Saving Service,” *Harpers New Monthly Magazine*, vol. 64, no. 381 (February 1882): pp. 366-367.

²⁹ “American Life-Saving Service,” p. 367.

Transition to the United States Coast Guard

Beginning in 1912, the federal Commission on Economy and Efficiency recommended merging the USLSS, under the Treasury Department, with the Bureau of Lighthouses, under the Department of Commerce and Labor, the latter to supervise the combined entity. The commission also recommended dissolving the Treasury's U.S. Revenue Cutter Service (USRCS). After the Department of Commerce and Labor was reorganized as two departments in 1913, Treasury requested that the USLSS and USRCS be combined and remain under its control. In January 1915, President Woodrow Wilson signed the Act to Create the Coast Guard into law, merging the two agencies into the new United States Coast Guard (USCG), formally part of the United States armed forces.³⁰ As one of the nation's five armed services, the Coast Guard is the oldest branch of the military.

Combining the two agencies proved difficult. The USRCS was responsible for maritime law enforcement as a quasi-military agency, while the USLSS was a civilian agency with few full-time employees. The USCG was to reflect the military organization of the USRCS, but the crews of both agencies would be retained and allowed to continue their separate functions.³¹

The USLSS crews experienced a pronounced change. The 270 life-saving stations became Coast Guard Stations, and crews were retrained as enlisted men, subject to military rules and discipline, while

earning the job benefits their USRCS counterparts had enjoyed for years.³²

Advancements in Life-Saving

The Board on Life-Saving Appliances had been established in 1882 to advise on USLSS equipment.³³ Equipment, inventions, and technologies had a profound impact on the design and function of station houses and ancillary structures under both the USLSS and the USCG, especially changes in design of rescue boats and communications technology.³⁴

The USLSS used surfboats and lifeboats concurrently but in different locations. The smaller surfboats required only a seven-man crew and could hold twelve passengers. They were portable and could be stored in inland boathouses. These likely would have been used at the Santa Rosa station.

Larger, heavier lifeboats required eight oarsmen and were typically kept at a cock or in boathouses adjacent to the water. These were used almost exclusively in the Great Lakes and Pacific coast regions.

Motorized rescue boats were introduced in 1899 and became standard equipment at USCG stations. Larger models often required new boathouses.

Telephones were installed in stations after their introduction in the 1880s, and ship-to-shore radio communications became widespread in the early twentieth century. Radio towers and radio houses were constructed on station grounds. When the U.S. Navy assumed administrative control of the USCG during WWI, it established the Coast Guard Communication Division (CGCD), which deployed a network of

³⁰ Koski-Karell, section E, pp. 10-11.

³¹ Ibid.

³² Scott Price, "History: General Order No. 1," Coast Guard Compass, official blog of the U.S. Coast Guard, 4 Jan.

2012, coastguard.dodlive.mil/2012/01/history-general-order-no-1/.

³³ Koski-Karell, section E, p. 16.

³⁴ See Koski-Karell, section E, pp. 16-22 for a more in-depth discussion of these changing technologies.

radio, telephone, and telegraph infrastructure connecting Coast Guard stations to remote field outposts, district headquarters, Navy facilities, and lighthouse stations.

The Evolution of Life-Saving Station Architecture

The earliest federal life-saving stations were based on a rudimentary, standardized plan. When the USLSS was established in 1871, this approach was continued with stations based on the simple, vernacular “Red House” design.³⁵ Starting in 1874, government-contracted architects designed standardized plans in a variety of styles, including carpenter gothic, stick, Queen Anne, Richardsonian Romanesque, shingle, and Colonial Revival.³⁶ “High-style” designs continued until the mid-twentieth century when a more austere institutional style dominated.

The standardized design method provided construction plans suitable for a number of proposed station locations. While some designs were used for projects in a variety of U.S. regions, most were produced with a particular geographical area in mind. The standardized method allowed for a simplified and effective bidding and contractor selection process. Local builders were provided with solicitations that included detailed building plans. These designs sometimes incorporated elements that reflected regional building types and features adapted to the local climate.³⁷

Prototype Plans of the Santa Rosa Island Station Buildings

Both stations at Santa Rosa were based on standardized prototype plans. The 1885 station was based on the 1882 Deal Design.

The 1882 Deal Design is named for the lifesaving station at Deal, New Jersey, which was the first one built using these standardized plans. It was also used in building other stations in New Jersey and Rhode Island. The USLSS obtained this design through a contract with Paul J. Pelz, a former U.S. Lighthouse Board architect who had resigned to establish his own practice. The 1882 Deal Design provides for a rectangular building that includes elements of earlier station designs such as multiple exterior sheathing materials, a tall lookout tower, and exterior diagonal braces. It differs in its use of Queen Anne Style elements. The front gable roof includes a large cross gable dormer at the midpoint on each side. The exterior is sheathed with clapboards and scallop-edged shingles. The watch tower on the roof rises to 56 feet above ground level and is topped with ornamental ironwork.³⁸

The 1908 station at Santa Rosa was based on the Quonochontaug Design, originally designed by architect George R. Tolman in 1892 and updated in 1900 by architect Victor Mindeleff. The design was first used in 1892 in Quonochontaug, Rhode Island, and is characterized by,

shingle Style elements such as shingle cladding throughout, simple porch

³⁵ Ibid., section E, pp. 7-10.

³⁶ Ibid.

³⁷ Ibid., section F, p. 10.

³⁸ Ibid., section F, pp. 13-14, and section G, p. 15.

supports, and minimal elaboration. The station building's dwelling section is at one end under a side gable. A hipped roof covers the boat room on the opposite end. A porch wraps around three sides of the station building. A gable roof dormer and a hipped roof watch tower are positioned over the boat room portion of the building.³⁹

Even the 1939 equipment building at Santa Rosa is based on a standardized prototype plan, as was typical of outbuildings. Stations constructed in the 1930s and 1940s were based on the 1934 Roosevelt Design. The design, while not attributed to a specific architect, is characterized by “Colonial Revival elements such as a pitched roof with side gables, an attic halfstory with pitched roof dormers, window shutters, and clapboard siding that is painted white.”⁴⁰

The National Park Service: 1980-Present

While the Santa Rosa Life-Saving Station is now a part of the Gulf Island National Seashore (GUIS), it was not originally included when the Park was established in 1971.⁴¹ The process for approval process for transferring the decommissioned station from the Coast Guard and incorporating it into the Park began in 1980.⁴² Documentation of when the process was formally completed has not been located.

³⁹ Ibid., section F, pp. 14-15, and section G, p. 18; Robert Hefner, *Historic Structure Report, Amagansett Life-Saving Station* (Amagansett Life-Saving and Coast Guard Building Community Center Committee, December 2011), p. 4.

⁴⁰ Ibid., section F, p. 17, and section G, p. 35.

⁴¹ The park was established by Congressional Act on January 8, 1971. *Foundation Document, Gulf Island National*

Seashore (U.S. Department of the Interior, National Park Service, June 2016), p. 4.

⁴² Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. CR-6, folder no. 69. Stored in TIMU archives.

Chapter 2, Part 1: Developmental History

1908 Santa Rosa Life-Saving Station Building and 1939 Equipment Building

This section presents an annotated timeline focused on the event that precipitated the construction of the 1908 Santa Rosa Island Life-Saving Station, and the subsequent developmental history of the station building and the 1939 equipment building. It is based primarily on original research in the National Archives and Records Administration (NARA) Record Group 26 – specifically the station logbooks, or “journals,” from 1906-1941 – and on administrative and cultural resource records for Gulf Island National Seashore (GUIS) held in the archives at Timucuan Ecological and Historical Preserve (TIMU).

It should be noted that there is a roughly 40-year gap in the U.S. Coast Guard records for the station, for the years 1942 through when the building was decommissioned in 1979. Records from this period, to the extent that they exist, likely would be held at NARA. Also not included in NPS archival holdings are any original and early drawings for the Santa Rosa Island Life-Saving Station or any of its outbuildings, save for scans of poor quality cropped photocopies of the plans for the 1939 equipment building. These original and early drawings, to the extent that they exist, likely would also be held at NARA.

The Covid-19 pandemic interrupted JKO’s ability to conduct further research in NARA archives, which were closed for the better part of two years. If found to be yielding, research from these archives will be incorporated into the report at a later draft stage.

Recorded instances of painting and other routine maintenance are so frequent that they have been omitted from this timeline, with the exception of entries that include information on paint color. Information regarding other outbuildings, structures, and site work at the station has also been omitted as it is beyond the purview of this report. A more detailed account of the station logbook entries from 1906 to 1941 has been included as an appendix.

1906

Sep. 27

The 1885 Life-Saving Station at Santa Rosa Island is destroyed by a hurricane. As part of hurricane preparations conducted the previous day, the station’s lifeboat was anchored atop a “little hill” some 200 feet from the station and secured with a lifeline. Around 3:30 am on September 27, the station was “washed away.” The crew managed to escape to the lifeboat, rescuing a group of local residents along the way.¹

¹ United States National Archives and Records Administration, record group 26 – records of the United States Coast Guard, records of the Life-Saving Stations 1873-1941, New Orleans District, Santa Rosa Island Life-Saving Station, Journals 1886-1941. Hereafter cited as Station Journals. A transcription of the contents of these station logbook entries can be found in the Appendices of this report.

The district superintendent was notified of the “disaster to the station” the next day, and the station crew took temporary quarters in Pensacola, taking shifts keeping watch with the lifeboat.²

This event is described in the *Annual Report of the United States Life-Saving Service for the Fiscal Year Ended June 30, 1907*:

“The devastating hurricane which swept the Gulf coast September 27, 1906, entirely destroyed the Santa Rosa life-saving station situated on the island of the same name lying off Pensacola, Florida, carrying away all the station equipment except a surfboat. In this boat the life-saving crew providentially made their escape from the inundated island, taking with them such residents of the place as they could reach, including 9 women and children.”³

Oct. – Dec.

Salvage efforts begin.⁴ The 1907 *Annual Report* continues:

“As soon as practicable the crew returned to the island and out of pickings from the scattered debris [*sic*] of the station constructed a rude shelter. They also found and repaired some of the damaged boats and recovered the wreck gun, with which apparatus, and some additional appliances afterwards sent them, they have since creditably continued the work of the Service. The destroyed station stood upon elevated ground, but the storm leveled the site almost to the sea and rendered it useless for further occupancy. An available location for rebuilding has been selected some distance westward of the old site, near Fort Pickens, and, the War Department having given permission to occupy the ground, contract has been awarded for the construction of new buildings.”⁵

The 1884 permit for use of the land was amended on December 8, 1906.⁶

1907

Mar. 26

Site is surveyed for new station building by the district superintendent and contractor, F. M. Williams.⁷

² Station Journals.

³ Treasury Department, Office of the Life-Saving Service, *Annual Report of the United States Life-Saving Service for the Fiscal Year Ended June 30, 1907* (Washington, D.C.: Government Printing Office, 1908), p. 18.

⁴ Station Journals.

⁵ *Annual Report of the United States Life-Saving Service, 1907*, p. 18-19.

⁶ Bernard R. Meyer, Associate Solicitor, U.S. Department of the Interior to William Stafford, United States Attorney, Northern District of Florida, 5 June 1973, GUIS Acc. 652/SEAC Acc. 1931, box no. A-3, folder no. 22. Stored in TIMU archives.

⁷ Station Journals.

- Sep. 25 F. M. Williams arrives for construction of a new station building. The foundations are partially excavated; however further work is halted while waiting for materials.⁸
- Oct. 14 A load of material is received on site. Construction of the foundations is started, which included several concrete piers. Work is being overseen by Superintendent of Construction, J. S. Randall, who is regularly on the grounds.⁹

1908

- Jan. 15 The construction crew working at the station consisted of 13 men.¹⁰
- Mar. 17-18 The district superintendent, Building Inspector Randall, and the station keeper inspect the new station.¹¹
- Apr. 25 By this point, the station is complete enough for the storage of equipment.¹²
- May 16 The district building inspector makes the final inspection of the new station.¹³
- May 19 Orders are given by the district for the station keeper to take charge of the new station.¹⁴
- May 20 The new station building is occupied. "This A.M. the contractor Mr. F. M. Williams turned over the keys of new station to the keeper and the work of moving in was commenced at once." The remainder of the station equipment and boats were moved into the station over the next two days.¹⁵
- Oct. 21 A large amount of paint is received on site, likely for maintenance by station crew. Supplies included: "100 lbs lead white in oil, 2 lbs raw sienna, 5 lbs paint blind green; 3 lbs vermilion; 12 ½ lbs zinc white in oil; ¼ gal of japan dryer; 10 gal boiled linseed oil; 2 gal raw linseed oil; turpentine and varnish."¹⁶ While these supplies could have been for the station's full complement of buildings, they may have also been used on the station building.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Ibid.

1909

May 7 Fifteen window shades with rollers purchased from Marsten and Keno.¹⁷

1912

Mar. Repair work is done on window screens and screen doors, although it is not specified on which building.¹⁸

Dec. 30-31 Screen doors are once again repaired, this time specifically at the station building.¹⁹

1913

Apr. 25 A large amount of paint is received on site, likely for maintenance by station crew. Supplies included: “10 lbs red lead, 150 lbs white lead, 1 lbs Prussian blue, 4 lbs dark bronze green, 1 lbs vermillion, 25 lbs white zinc, 3 qts oil polish, 1 gal lard oil, 5 gal motor oil, 12 gal boiled linseed oil, 2 gal raw linseed oil, 1 gal turpentine, 2 gal spar varnish.”²⁰ While these supplies could have been for the station’s full complement of buildings, they may have also been used on the station building.

Aug. 28 New screen doors are constructed for the “keepers office.”²¹

Sep. 2-3 The crew is engaged in making new screen doors, although it is not specified for which building.²²

1914

Jan. 13 Repair work is done on screen doors of the station building, using “6 sq ft of copper wire cloth.”²³

1915

Apr. Repair work is done on window screens and screen doors, although it is not specified on which building.²⁴

Sep. 12 An “electrical sargent” from Fort Pickens is at the station to inspect the telephone line and determine the cause of “constant” interruptions in service. The recommendation is made to install a new underground cable

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Ibid.

²⁴ Ibid.

connecting to the switchboard at Fort Pickens.²⁵ Later issues reported with the telephone line suggest this recommendation was ignored.

- | | |
|------------|---|
| Nov. 1-3 | The Santa Rosa Island Life-Saving Station is officially rebranded as the Santa Rosa Island Coast Guard Station, and station signage was change to reflect this. ²⁶ |
| Nov. 19-20 | “4,000 ft of bare hard-drawn copper wire 81 mil,” is used to lay a new telephone line connection the station to the switchboard at Fort Pickens. ²⁷ |
| Dec. 20 | Repair work is done on screen doors, although it is not specified on which building. ²⁸ |

1916

- | | |
|------------|--|
| Apr. 26-27 | Repair work is done on window screens and screen doors, although it is not specified on which building. ²⁹ |
| Aug. 18 | The station is struck by lightning, causing significant damage. “At 9:05 p.m. during a lightning storm, the lightning struck the main building, wrecking the chimney from ridge hole up and passing down roof on both sides, between sheathing and shingles, ripping off and bulging the shingles on its course from ridge pole to earth; two rafters damaged, but they do not materially weaken the roof any; there was no fire started as there was a heavy downpour of rain at the time.” The surfman on duty in the lookout tower reports that he was knocked to the ground sustaining minor injuries, and that all windows of the lookout tower were shattered. ³⁰ |
| Aug. 19 | The district superintendent provides cost estimates for repairs to the station building and contracts the work in Pensacola. ³¹ |
| Aug. 23 | Crewmembers cover the station building with canvas to prevent further damage from incoming rain. ³² |
| Aug. 25 | Repairs to the station are completed. ³³ |

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

²⁸ Ibid.

²⁹ Ibid.

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

³³ Ibid.

- Sep. 1-3 Two plumbing contractors are on site to give estimates for a sewer line to the bay. It is estimated that “500’ of 6” sewer tiling” will be required.³⁴
- Oct. 18 A hurricane damages multiple structures at the station, rendering the telephone line inoperable. No damage is reported to the station building.³⁵
- Nov. 13 Station crew erects new telephone poles between the station and the “search light battery” connection, replacing those that washed out by the hurricane in October. The army is to replace the telephone wire.³⁶
- Dec. 31 Additional problems are reported with the telephone service.³⁷

1917

- May 26 It is likely that the station building is modernized with some amount of indoor plumbing. While the scope of this unclear, it seems to have included a kitchen sink. While not specifically mentioned, it is possible that an indoor bathroom may have been installed at this time. While there are mentions of a separate privy later on in the logbooks, it was not uncommon that a separate privy remained in service when stations were furnished with indoor bathroom facilities.
- “Wicke Bros, Pensacola, who had contract to furnish this station with cast iron pipe, cement, enamel sink, with repairs to pump, was at station today and installed sink; also made necessary repairs to pump, but has not delivered other materials.”³⁸
- May 28 “475 ft of 5” terra cotta pipe; 25 ft of 5” cast iron soil pipe, 3 sacks of portland cement, one 5” by 5” terra cotta Y” are received on site.³⁹
- Dec. 20 The crew is reported to be cleaning out the clogged sewer system, meaning that the plumbing and septic systems were fully installed by this point.⁴⁰

1918

- Apr. 22-23 A contractor is on site digging a new well for the station. It is later tested and found to be inadequate for fire protection without additional equipment.⁴¹

³⁴ Ibid.

³⁵ Ibid.

³⁶ Ibid.

³⁷ Ibid.

³⁸ Ibid.

³⁹ Ibid.

⁴⁰ Ibid.

⁴¹ Ibid.

May 9-11 Station crews are performing repair work on leaky gutters, although it is not specified on which building.⁴²

1919

Apr. 22-23 Station crew is cleaning out the sewer pipe from the kitchen, which has to be “taken up partway.”⁴³

May 21 An icebox is constructed for the station kitchen.⁴⁴

June 10 Repair work is done on screen doors, although it is not specified on which building.⁴⁵

June 22 The logbook entry mentions a “cook's quarters” in addition to the dining room or mess hall, kitchen, and pantry. It is probable, given its proximity to the kitchen, that the room traditionally used as the station keeper’s quarters was repurposed as the cook’s quarters. A dedicated outbuilding housing the station keeper’s quarters was constructed in 1907 and is mentioned in the station logbooks as late as 1939.⁴⁶

1920

June Station crew is making repairs to the sewer line.⁴⁷

1923

Jan. Unspecified gutters are painted using “varnish asphaltum black.”⁴⁸

1924

Sep. Station crew takes up and replaces the kitchen floor.⁴⁹

1927

Jan. 13 New telephone poles are received on site.⁵⁰

Jan. 22 A large amount of plumbing supplies are received on site, the purpose for which is unclear, although later logbook entries suggest they are

⁴² Ibid.

⁴³ Ibid.

⁴⁴ Ibid.

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Ibid.

used to install a fire protection system for the station. Supplies received from Ray Hardware Company include, “galvanized iron, 50 feet, 1" pipe; 50 feet, ¾" pipe; three 2" brass gate valves; nine 2" tees; nine 2" couplings; nine 2" elbows; nine 2" 45-elbows; two 2" iron pipe unions; two 2" to 1" pipe reducers; six 1" couplings; two 1" elbows; two 1" 45-elbows; two 1" unions; six ¾" couplings; nine ¾" 45-elbows; two ¾" pipe unions; four brass ¾" compression; nine 1" tees; nine ¾" tees.”⁵¹

- Feb.-Apr. The station crew is engaged in laying pipe for a water line.⁵²
- Apr. 11 A fire pump is connected to the new water supply line.⁵³
- May 18 Repair work is done on window screens and screen doors, although it is not specified on which building.⁵⁴

1928

- Aug. 7-9 Station crew connects “hot water boiler to cooking range.”⁵⁵
- Sep. 22 A large amount of painting and finishing supplies are received from the “Coast Guard Store, S. Brooklyn NY,” including “12 boxes of total 1215 lbs containing 6 gal green, outside Navy No. 12 [paint]; 4 gal spar color Navy no. 7; 14 gal white outside, Navy no. 6; 4 gal petroleum spirits; 50 gal "varnish, interior, hard oil finish light"; 10 gal. paint and varnish remover; 120 lbs sal soda.”⁵⁶ Later logbook entries suggest these supplies were used in a major interior and exterior painting and refinishing campaign on the station building that took place between November 27 1928 and May 31, 1929.⁵⁷

1929

- May 31 Painting campaign begun in September of 1928 is completed.⁵⁸
- Jun 29. A hurricane warning prompts the crew to evacuate the station. Damage is unspecified but materials received on August 9 suggest it was fairly significant.⁵⁹
- Aug. 9 Supplies received on site from Farris Lee Lumber Company, Duval Lumber Company, and C. H. Walker Lumber Company, all of Pensacola, include significant quantities of lumber, some specified as

⁵¹ Ibid.

⁵² Ibid.

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid.

⁵⁸ Ibid.

⁵⁹ Ibid.

for siding and ceiling, materials to repair windows, and a small number of new doors and door hardware.⁶⁰ It is unclear for which buildings these materials are intended.

- Oct. 1 Damage from a minor storm is reported to include broken windows, displaced screens, and a downed telephone line. The affected buildings are not specified.⁶¹
- Dec. 11 The station's electric light plant is reported to be out of commission.⁶² This is the first recorded mention of an electric light plant, or generator, meaning that electricity had been installed in the station by this time.
- Dec. 29 The electric light plant is repaired.⁶³

1932

- Jul. 25 Lightning hits the stations lookout tower causing only minor damage. According to the report, "Lightning struck the lookout on top of the station, went down south side of roof on lookout tearing up some shingles on roof lookout, south side from the roof of lookout, could not see any damage anywhere where the lightning wend down the damage done by the lightning can be repaired by the crew."⁶⁴

1933

- Jul. 11 New window screens and screen doors are installed, although it is not specified on which building.⁶⁵
- Aug. 7-22 Station crew constructs window shutters for the station's buildings. Materials received from Ferris Lee Lumber Company for this task include, "100 ft 1 x 3 flooring, 140 ft 1 x 4 x 12, 12 ft 1 x 4 ½ x 12, 64 ft 2 x 8 x 8, 80 feet 2 x 8 x 10, 36 ft 2 x 8 x 12, 720 ft 2 x 8 x 12, #2, 128 ft 4 x 4 x 12, 160 ft 2 x 4 x 12, 312 lin. ft ½ x 1¾, 100 lin. ft ½ x 1 bevel edge, 4 brass hooks and eyes, 35 lbs galvanized finishing nails, 10 8d galv finishing nails"⁶⁶
- Aug. 28-31 The dining room floor is taken up and replaced.⁶⁷

⁶⁰ Ibid.

⁶¹ Ibid.

⁶² Ibid.

⁶³ Ibid.

⁶⁴ Ibid.

⁶⁵ Ibid.

⁶⁶ Ibid.

⁶⁷ Ibid.

Sep. 25 Station crew assists an electrician with the installation of a radio set at the station.⁶⁸

Oct. 18 The “Kohler light plant” is repaired.⁶⁹

1934

Jan. 3-4 Station crew is “fitting in” screens in the lookout tower.⁷⁰

Feb. 7 Materials for the lookout tower windows received from Duval Lumber Company include, “seven screen window frames and copper screening guaze complete, size 22¼ x 22¼.”⁷¹

Feb. 27 Materials received from Ferris-Lee Lumber Company include, “200 feet screen moulding, yellow pine, 200 feet ¾ x 10' quarter round, yellow pine, 120 feet 1 x 8 x 12, yellow pine, 120 ft, 1 x 10 x 12, yellow pine, 160 feet 2 x 4 x 12, pine, 144 feet 2 x 6 x 12, yellow pine, 504 feet 2 x 6 x 12, pine, 640 feet 2 x 8 x 12 yellow pine, 378 feet 3 x 8 x 18, pine, 400 feet tongue & groove flooring, yellow pine, 120 feet 1½ x 12 x 18', 100 feet 1 x 3¾ x 12' cypress.”⁷² The specific use of this material is not reported.

Aug. 28 A “universal” light plant (a generator) is received on site, but the station crew is unable to install it.⁷³

1935

Feb. 6 Station crew assists an electrician with the installation of the new light plant, although work is reported as ongoing as of the beginning of April.⁷⁴

Mar. 18 Materials received from Duval Lumber Company include a door, seven window sash, and a significant amount of finish lumber.⁷⁵ The specific use of this material is not reported.

May 8 Materials received from Ferris-Lee Lumber Company include, “yellow pine lumber as follows: 100 ft 1" x 10" x 12', 90 ft 1" x 9" x 12', 160 ft 1" x 8" x 16', 72 ft 1" x 4" x 12', 96 ft 1" x 3" x 12', 200 ft 2" x 4" x 12' and 200 ft 1" x 3" x 12' t&g.”⁷⁶ The specific use of this material is not reported.

⁶⁸ Ibid.

⁶⁹ Ibid.

⁷⁰ Ibid.

⁷¹ Ibid.

⁷² Ibid.

⁷³ Ibid.

⁷⁴ Ibid.

⁷⁵ Ibid.

⁷⁶ Ibid.

- Jun. 12 A “list of quality and type of fittings and connections required for connecting bathtub, lavatory, and closet to present water lines and sewer pipe” is compiled.⁷⁷
- Jul. 8 Repair work is done on window screens, although it is not specified on which building.⁷⁸

1936

- Aug. 9 “C. G. 995 returned to station with associate civil engineer M. P. Hite and technical assistant D. J. Rheiner on board and contractors for remodeling and rebuilding station.”⁷⁹
- This marks the beginning of a major rehabilitation of and addition to the 1908 station building that is ongoing through the rest of the year. While details, aside from the planned removal of the integrated lookout tower, are not given in the logbooks, circumstantial evidence and later descriptions of the work in NPS documentation, combined with physical investigation by JKOA give a well-informed idea of the scope of this project.⁸⁰
- It is thought to have included the removal of the lookout tower and original chimney, and the revision of the roofline on the west side of the building; a large addition to the south side of the building containing a kitchen, bathroom, partial basement/furnace room, and new chimney; the subdivision of the original lifeboat area into an office, a radio room, and a recreation room; and the addition of a bathroom to the second floor of the station.
- Aug. 18 Station crew begins construction of a temporary lookout tower atop a sand dune near the station building, “as the present lookout will be removed from top of station building.”⁸¹
- Dec. 28 The station light plant is dismantled for a complete overhaul.⁸²

1937

- Jan. 7 Technical Assistant D. J. Rhiner arrives at station for inspection of work performed on the station, meaning that work had reached substantial completion by this time.⁸³

⁷⁷ Ibid.

⁷⁸ Ibid.

⁷⁹ Ibid.

⁸⁰ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. A-32, folder no. 411, file no. 1. Stored in TIMU archives.

⁸¹ Station Journals.

⁸² Ibid.

⁸³ Ibid.

Feb. 24	Station crew installs a new Kohler light plant. ⁸⁴
Mar. 8	Bids are sought for the furnishing of linoleum for the station building. ⁸⁵
Mar. 15	Station crew is “employed flooring attic and restoring station equipment.” ⁸⁶
Jun. 27-30	A new screen door is constructed and installed in the doorway “from the boatroom into the station.” ⁸⁷

1938

Jul. 26-29	Station crew is engaged in painting the “crew’s bathroom” white. ⁸⁸
	Although no plans have been found to confirm this, the smaller first floor bathroom was likely for the head keeper and the upstairs bathroom was likely multiple occupancy intended for crew use. This is further evidence by section 106 documentation from 1993, proposing to “remodel 2 nd floor bathroom with reduced number of fixtures.” ⁸⁹

1939

Apr. 18	A coast guard civil engineer and assistance arrive on site, “for investigation of possible work to be done.” ⁹⁰ Based on later logbook entries, this “possible work” is likely in reference to the construction of the equipment building.
Apr. 20	The “telephone section supervisor” arrives on site to take measurements for a proposed 110 volt electric light connection to Fort Langdon Military Reservation. ⁹¹
Jun. 7	Work begins on the power line from Battery Langdon. ⁹²

1940

Jan. 4	A coast guard civil engineer completes the “inspection of the equipment building,” suggesting it was likely complete by the end of 1939. ⁹³
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⁸⁴ Ibid.

⁸⁵ Ibid.

⁸⁶ Ibid.

⁸⁷ Ibid.

⁸⁸ Ibid.

⁸⁹ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. A-32, folder no. 411, file no. 1. Stored in TIMU archives.

⁹⁰ Station Journals.

⁹¹ Ibid.

⁹² Ibid.

⁹³ Ibid.

1942-1979

As stated in the introduction to this section, records from this period, to the extent that they exist, have yet to be reviewed.

Use of the Santa Rosa property, first by the Life-Saving Service, and then by the Coast Guard, had been through a special permit with the War Department since 1884, as amended in 1906 and again in 1908. The U.S. Coast Guard formally acquired the property from the newly-created Department of the Army on February 20, 1948.⁹⁴

The U.S. Coast Guard constructed a new station building on the mainland in Pensacola Harbor, completed in 1979. The Station at Santa Rosa was decommissioned and operations were moved to the new station in Pensacola.⁹⁵

1980

The U.S. Coast Guard offered to transfer the decommissioned Santa Rosa Island station to the NPS for inclusion in the Gulf Island National Seashore (GUIS). Approval for this transfer was initiated through the section 106 review process in 1980. According to the documentation, the Park's proposed use of the structure is as "District Ranger offices and the main radio dispatch facility." The only proposed changes to the station made at this time were the removal of non-historic elements from the station site.⁹⁶ These section 106 documents are incomplete as they do not include an approval letter. Documentation of the actual date of transfer has not been found, though it likely occurred by August of 1985, when additional section 106 approvals were sought for work at the station.⁹⁷

1985

Oct. 10 A section 106 filing is approved for the removal of non-historic site features at the station including ca. 1976 concrete trailer pads, a ca. 1970 concrete building, and all existing electrical poles and service items. The stations entire electrical system is noted as non-functional.⁹⁸

1988

Aug. 5 A section 106 filing is approved for the replacement of windows in the station building and equipment building. The filing states that in late

⁹⁴ Bernard R. Meyer, Associate Solicitor, U.S. Department of the Interior to William Stafford, United States Attorney, Northern District of Florida, 5 June 1973, GUIS Acc. 652/SEAC Acc. 1931, box no. A-3, folder no. 22. Stored in TIMU archives.

⁹⁵ U.S. Life-Saving Service Heritage Association, uslife-savingservice.org/station-buildings/pensacola-station-house/.

⁹⁶ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. CR-6, folder no. 69. Stored in TIMU archives.

⁹⁷ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. CR-4, folder no. 51. Stored in TIMU archives.

⁹⁸ Ibid.

1960s/early 1970s, the coast guard replaced all station building windows with non-insulated aluminum single hung windows. The existing windows in the equipment building are noted as not original and beyond repair. The proposal is to replace all windows in both buildings with insulated aluminum single hung windows with screens.⁹⁹

1992

- Aug. 15 A section 106 filing is approved for the replacement of the three garage doors on equipment building with ribbed steel sectional overhead doors. The filing notes that at some point, the coast guard had replaced the original doors with aluminum ones.¹⁰⁰
- Dec. 5 A section 106 approval form was sent to the regional office for approval of selective replacement of siding, window casing, and window sills of the equipment building. No approval letter is included in the archived documentation.¹⁰¹

1993

- Jan. 12 A section 106 filing is approved for a major rehabilitation of the station building. The project includes:¹⁰²
- Removal of non-historic walls in the lifeboat area, and installation new partition walls to make the space more functional as a registration office and visitor reception area.
 - Installation of a new bathroom in lifeboat area, although it is unclear if this is intended for public or ranger use.
 - Upgrading and expansion of the existing bathroom in the 1930s addition, including making this space accessible from the exterior as a comfort station.
 - Remodeling of the existing upstairs bathroom to reduce the number of fixtures.
 - Rewiring of the entire building.
 - Replacement of existing HVAC equipment, with all existing ductwork to be retained.
 - Replacement all non-historic flooring with carpet, vinyl, or tile.
 - Installation of new access ramps to the proposed comfort station and the registration room (lifeboat area).

1994

⁹⁹ Section 106 documentation, GUIIS Acc. 652/SEAC Acc. 1931, box no. CR-4, folder no. 55. Stored in TIMU archives.

¹⁰⁰ Section 106 documentation, GUIIS Acc. 652/SEAC Acc. 1931, box no. CR-6, folder no. 74. Stored in TIMU archives.

¹⁰¹ Section 106 documentation, GUIIS Acc. 652/SEAC Acc. 1931, box no. CR-7, folder no. 77. Stored in TIMU archives.

¹⁰² Section 106 documentation, GUIIS Acc. 652/SEAC Acc. 1931, box no. A-32, folder no. 411. Stored in TIMU archives.

- Apr. 12 A section 106 filing is approved for installation of new underground service lines connecting existing electrical panels and transformers. It is noted that this is an extension of the station rehabilitation project already underway.¹⁰³
- Nov. 16 A section 106 filing is approved for installation of a red fiberglass strip shingle roof on the station building. The filing notes that the coast guard had at some point started painting the cedar shingle roof of station red, as they did with many of their stations. The Park reasons that the to use cedar shingles is excessively expensive and that the cedar shingle roof of the equipment building had already been replaced with red asphalt shingles three years ago, so there is a precedent for the use of modern materials and using modern roofing materials on the station building would allow the two building to once again match.¹⁰⁴ No section 106 documentation has been found for the replacement of the equipment building roof.

No documentation of work at the station after the above date was found in the GUIS archives at TIMU, and no documentation could be located at GUIS by park staff.

¹⁰³ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. CR-7, folder no. 76. Stored in TIMU archives.

¹⁰⁴ Section 106 documentation, GUIS Acc. 652/SEAC Acc. 1931, box no. CR-5, folder no. 60. Stored in TIMU archives.

Survey of Historic Fabric - Life-Saving Station.



Figure 2.1. The 1908 Santa Rosa Life-Saving Station as viewed from the southeast, across Fort Pickens Road. The 1939 Coast Guard Garage is visible to the right of the station building. Unless otherwise noted, all photos in this section were taken by JKOA in 2020.

General Description

Site Overview

The Santa Rosa Life Saving Station and Coast Guard Garage are located near the western end of Santa Rosa Island, which lies roughly six miles south of Pensacola. The northern shore of the island faces Pensacola bay, while the southern shore faces the Gulf of Mexico. The island is accessed from the mainland by crossing two bridges spanning Pensacola Bay. The route from the mainland passes through Gulf Breeze, Florida.

The building site is approximately five miles west of the guard house for the Fort Pickens area and about two miles east of Fort Pickens itself. The Fort Pickens campground and Battery Langdon lie between the building site and fort. A two-lane asphalt road runs east-west at the centerline of the

narrow island and passes south of the life-saving station (*Fig. 2.1*).

Of the numerous outbuildings and support structures that once dotted the station site, only two remain. The first is the 1908 main station building, which currently houses the campground office and the ranger station and law enforcement offices. The station building is at the southern end of the site nearest Fort Pickens Road and is positioned at the highest point of the site, nearly centered north-south on the island. The building site is accessed by an asphalt road that turns north from Fort Pickens Road and extends along the west elevation of the station. A visitor parking area accommodating trailers is to the west, while a small parking area for typical vehicles is to the east, immediately north of the station (*Figs. 2.2-2.3*). A modern communications tower is just southeast of the station (*Fig. 2.1*).



Figure 2.2. Parking area west of the station, viewed from the north-south access road.



Figure 2.4. View north from the rear of the station toward the 1939 garage.



Figure 2.3. Parking area north of the station.



Figure 2.5. Paved area north and west of the garage. The start of the gravel road to former dock site is visible in the foreground.

The access road continues north from the station building, terminating just beyond the 1939 Coast Guard Garage, which faces west. A staff parking area is across the road to the west of the garage and a paved area is north of the garage. The road transitions to gravel beyond the garage and once connected the station to the boat dock, now demolished (*Figs. 2.4-2.5*).

The existing site circulation was largely in place when the National Park Service took possession of the property from the US Coast Guard.

Present-Day Architectural Description

The Santa Rosa Life-Saving Station is a wood-framed, two-story building with side-gabled roof with three gable dormers on each of the north and south roof slopes (*Figs. 2.6-2.7*). A 1937 shed-roofed addition to the south engages the main body of the building just above the original eave line. Second-floor spaces are contained within the

roof structure and an open porch lines the east elevation and wraps to the north and south. The entirety of the exterior walls are clad with random-width wood shingles, while the roof is clad with asphalt shingles. Window openings vary in size and spacing and all windows have been replaced with single-hung vinyl units, though early frames appear to remain at some locations. All exterior doors and door frames have been replaced with pre-hung composite doors.

The interior is accessed from the north, east, and west elevations. The west elevation opening serves as the main entrance for visitors and is accessed from a modern deck that extends the length of the elevation (*Fig. 2.7*). The interior plan was extensively altered in 1937, corresponding with the construction of the south addition. The 1937 plan modifications remain largely in place today. A comparison of the original and present day plans is provided in the *Interior Survey* section.



Figure 2.6. Oblique view of the station from the southeast. Note original wrapping open porch and the 1937 shed roofed-addition at left.



Figure 2.7. Oblique view of the station from the northwest. Note modern deck at right.

Exterior Evolution

Epochs of Development

Two major epochs have been identified for the station based on historical research and physical investigation. The first and most significant is the Life-saving Station's 1908 original construction, which closely adhered to the Quonochontaug prototype design. The second epoch begins in 1937, when extensive modifications were made to the interior and exterior. Of particular note were the removal of the prominent lookout tower and creation of the west gable end, the construction of a shed-roofed addition that obscured the south doorways of the boat room, and the reconfiguration of the interior plan at both the first and second floors. The building as it exists today largely reflects these 1937 changes, with modifications since being largely superficial.

South Elevation

1908 Original Construction

The original configuration of the south elevation is depicted in early photographs and is characterized by a hip-roofed lookout tower with sides that

seamlessly curve into the wood-shingled south roof slope (*Fig 2.8*). The roof design is asymmetrical, with the east end capped with a gable end and the west sloping to the eave as a hip roof. A brick chimney extends from the eastern ridge. Three wood-shingled gable dormers, each with six-over-two-light double sash windows, light the second floor. The tower has two awning windows at each elevation, with the exception of the exception of the west.

The eave line is highlighted by a perimeter gutter with scrolled brackets at a regular spacing. A similar gutter is found at the hip-roof of the porch, which spans the eastern third of the elevation. A five-panel exterior door and one nine-over-two-light window sash lie beneath the porch at its west end. The porch is separated into four bays with a stair at the second bay from the west and latticework below the level of the deck.

The west end of the first floor is dominated by two large board-and-batten doors accessing the boat room. Each door has a flared shingle overhang and westernmost door has a wood sign above. A wood boardwalk ramps up to the doors.



Figure 2.8. Early photo of the south elevation thought to reflect original 1908 condition. (NPS ID: 3338 SRI new USLSS restricted-jpg634023527350000000, provided March 2020 by previous contracting officer's representative (COR))



Figure 2.9. Present-day south elevation.

1937 Renovation

The south elevation was greatly impacted by the 1937 renovation. Most notable of the modifications were the removal of the lookout tower and the construction of a shed-roofed addition that spans about three-quarters of the elevation at the first-floor (Fig. 2.9). The addition has small punched window openings and an imposing brick chimney that obscures the dormers above. An additional window opening and exterior door are on the addition's east return, which abuts the truncated south wrap of the porch.

The reconfigured second-floor plan resulted in changes to the dormers as well. The center dormer was enlarged in width and height and creates an irregular spacing. With the tower removed, the ridge was extended west to form a gable end, providing more full-height space to second floor rooms. The window sash were likely replaced across the building at this time, and the windows have been replaced at least twice since.

East Elevation

1908 Original Construction

The original east elevation design consists of a wood-shingled gable end with three window openings, two at the second floor that are six-over-two-light double-sash, and one at the attic that is two-over-two light (Fig. 2.10). A full-width wrap-around open porch extends the length of

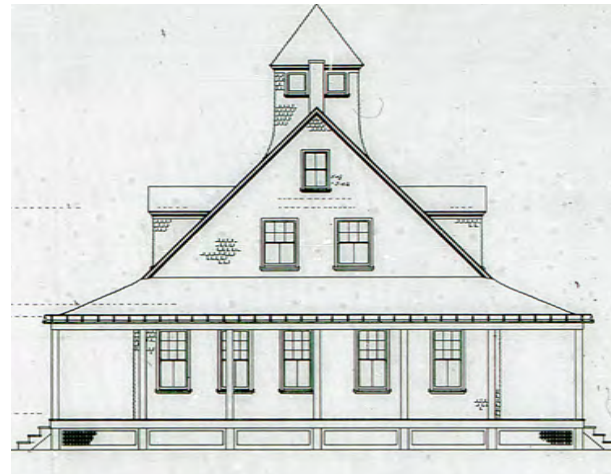


Figure 2.10. East elevation as it appears in the prototype plans. (Robert Hefner, *Historic Structure Report, Amagansett Life-Saving Station*, December 2011)



Figure 2.11. Present-day east elevation.

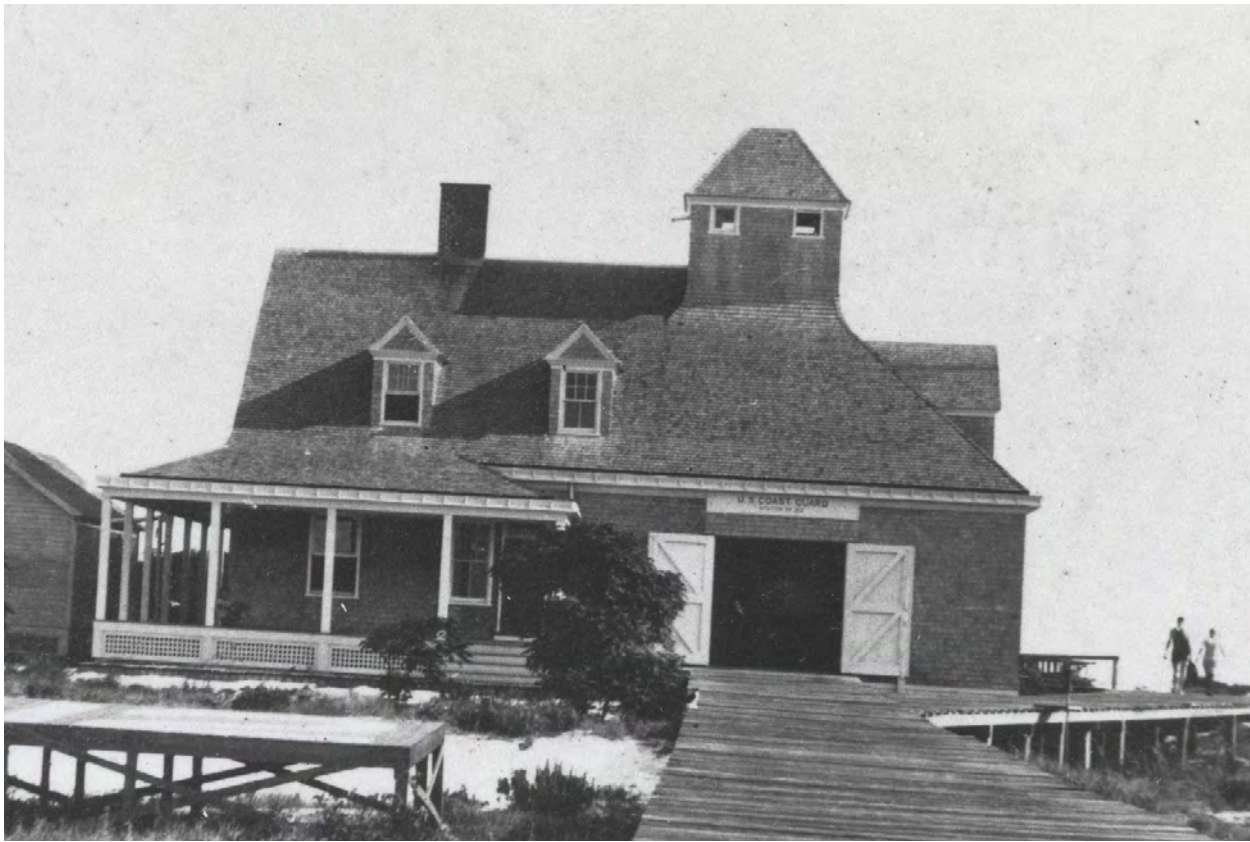


Figure 2.12. Historical photo of the north elevation thought to reflect original 1908 condition. (NPS ID: 3341 USLSS northside PHS-jpg634023536170000000, provided March 2020 by previous contracting officer's representative (COR)).



Figure 2.13. Historical photo showing the north elevation after 1937 modifications . Note new freestanding lookout tower behind the building.(NPS ID not given, provided March 2020 by previous contracting officer's representative (COR)).

the elevation and is divided into six equal bays. Five nine-over-two-light double-sash windows are irregularly spaced below the porch roof. The area beneath the porch deck was screened with lattice panels.

1937 Renovation

The east elevation saw relatively few changes as a result of the 1937 work (*Fig. 2.11*). The window openings at the first floor were shifted due to changing interior partitions and one was likely eliminated where a small window is now installed at a modern bathroom.

North Elevation

Original 1908 Construction

The north elevation nearly mirrored the features of the south, but with a few key differences (*Fig. 2.12*). At the roof, only two gable dormers exist toward the east end. The western wrap of the porch has a door at the far west end, an adjacent window opening, and a second larger window opening to the west. The doorway in this case directly accessed the stair hall, rather than the adjacent storm clothes room as shown in the prototype plan. This awkward placement may have been a case of adapting the plan to serve a particular need or may have been an early modification.

The western portion of the first floor has a single large boat doorway at the center that holds a pair of board-and-batten doors similar to those found on the south elevation. A sign board is centered

above the door and a flared overhang projects beneath.

1937 Renovation

The removal of the tower and extension of the ridge of the roof to the west had equal impact to the north elevation as to the south (*Fig. 2.13*). Like the south elevation, the north also received a large dormer with two window openings. The single dormer that once occupied this location was likely disassembled and reinstalled shifted to the west. Six-over-six-light window sash appear to be installed at each dormer window, replacing the previous six-over-two-light sash. A railing is installed at the front porch with the exception of the westernmost and side bays.

Perhaps most notably, with the loss of the south-facing boat doors as a result of the addition, two of the doors and their frames were relocated to the north, flanking the original opening. The shingle flare above the doors was recreated or moved along with the doorways. The boat doorways were later infilled and currently hold modern vinyl windows (*Fig. 2.14*).

West Elevation

Original 1908 Construction

The west elevation originally consisted of the western face of the lookout tower, the base of which curved seamlessly into the sloping roof below (*Fig. 2.15*). The tower had only a single window opening on the west side. A large dormer



Figure 2.14. Present-day north elevation.

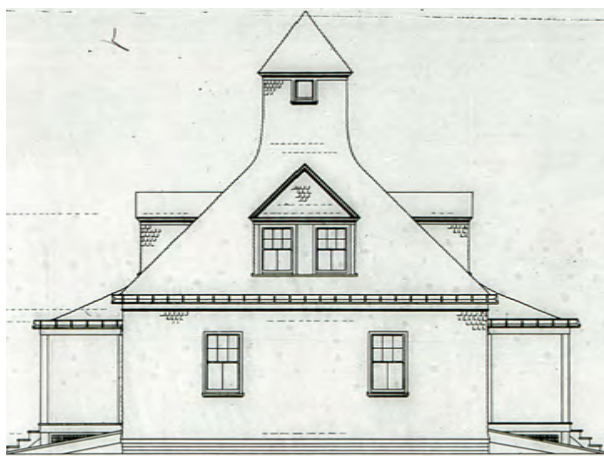


Figure 2.15. West elevation as it appears in the prototype plans. (Robert Hefner, *Historic Structure Report, Amagansett Life-Saving Station*, December 2011)



Figure 2.16. Present-day west elevation.

with two window openings is centered on the roof slope, slightly wider in proportion than those added to the north and south elevations in 1937.

At the first floor, two identical window openings provided light to the boat room and held six-over-two-light double-sash windows.

1937 Renovation

The removal of the lookout and extension of the roof ridge made the west elevation a single plane (Fig. 2.16). Remnants of the original eave line were left at the north and south ends of the gable to form shingled returns. Two small window openings were created at the second floor and a large opening was introduced at the attic level; however creation of the louver may have followed later.

The west face of the new addition is flush with the original station's west elevation and has a single exterior doorway and small window opening. The addition has a simple eave return and a cornice modeled after original examples.

At the first-floor, a doorway takes the place of the northern window opening, though this modification may be more recent.

Exterior Survey

For structures highly exposed and highly susceptible to storm damage such as the Santa Rosa Life-saving station, repair and replacement of exterior building components is a common occurrence. Elements such as window sash, doors, gutters, roof elements, and exposed siding are among building parts most commonly replaced. JKOA approached the exterior survey with this in mind, completing a comprehensive assessment of exterior material while placing emphasis on protected areas that may contain early or original building fabric. Examples of these locations include surfaces protected beneath the porch roof, particularly high on the walls and at the ceiling. Similarly, areas protected by overhanging roof rakes and eaves were of special focus.

Encouragingly, a significant amount of early and original material was visually identified on the exterior, primarily concentrated at the porch and at rake and cornice moldings at the roofs and dormers. Early materials identified include sections of wood shingle siding, exterior window casings and sills, and the porch ceiling, beams, and posts. Early cornice moldings and frieze boards were also observed across the exterior. Detailed descriptions of early elements are found in the next section.

Inventory of Historic Exterior Features Siding and Trim

The entirety of the exterior is clad with random-width wood shingles ranging with widths varying between 4¼", 4⅝", 4½", and 4¾" wide. The



Figure 2.17. Example of early wood shingle siding beneath porch roof.



Figure 2.18. Detail of original cornice molding at dormer.

shingles measure about 18" long overall with an exposure ranging from 4½" to 5¼" tall. Some sections of shingle appear to be early or original, especially beneath the porch roof (*Fig. 2.17*).

Cornice moldings are found at roof rakes, eaves, and at the pediments of each gable dormer (*Fig. 2.18*). The majority of these moldings appear to be early, based on the level of paint buildup and similarity to those in the prototype drawings. The cornice measures 5½" wide by 5¾" deep and is coupled with a frieze board at the dormer eaves measuring about 2½" tall.

Exterior Doors

Four doorways access the interior, two on the west elevation, and one on each of the north and east elevations. All exterior doors are modern



Figure 2.19. Original transom sash at north doorway.



Figure 2.20. Flare in siding at north elevation boat doorways. This detail is expected to have been moved from the south elevation.

replacements and appear to be constructed of a composite material. The majority are of a simulated six-panel design.

The north doorway has an early or original three-light transom measuring 3'-0" wide by 1'-2" tall (*Fig. 2.19*). Sash stiles and rails measure 2¼" wide. The transom is the only remaining example of an early sash in the building, making it valuable for the purpose of recreating the proportions and muntins of the original window sash at other locations.

Exterior casings are modern plank boards that vary in width, but are generally about 4" wide by ¾"



Figure 2.21. Detail of typical original exterior casing at boat doorways.



Figure 2.22. Original frieze board and trim below porch roof. Note added window lintel and casing.

thick. Portions of early casing remain around the north transom, and measure about $2\frac{3}{4}$ " wide (Fig. 2.19).

The infilled boat doorways on the north elevation retain what appear to be early door frames (Figs. 2.20-2.21). The center doorway remains in its original position, while the two flanking doorways are thought to have been removed from the south elevation and reinstalled at the north when the south addition was constructed. The original exterior casings measure $2\frac{3}{4}$ " wide and have a molded inner edge (Fig. 2.21).

Windows

With the exception of the transom mentioned in the preceding *Exterior Doors* section, all windows have been replaced with modern vinyl single-hung units with simulated divided lights in a four-over-four-light configuration. The windows vary in size and all are installed from the exterior, leaving the



Figure 2.23. Detail of early or original exterior window sill below porch roof.



Figure 2.24. Detail of sill and overlay window casing. Note early casing flush with wood shingles at left.

channels for the earlier wood sash visible on the interior (Fig. 2.25). Compared to the prototype plan, several window openings, particularly those on the first floor of the east elevation, have shifted locations. Early materials present at these openings could be original material that was reused, or could date from the time the windows were repositioned.

Early plank board exterior casings appear to remain at many window openings, are in the same plane as the exterior wood shingles (Figs. 2.23-2.24). A modern plank board casing has been applied on top of the early casings, likely to facilitate the installation of the vinyl windows.



Figure 2.25. Interior view of typical window opening at sill. Note channel where wood sash would have been located. Stops have been added at the new vinyl window.



Figure 2.26. Original beaded-board porch ceiling.

Modern headers with extending ears lie in the same plane as the modern casings (*Fig. 2.22*).

The early casings exposed at the outer edges of the window openings measure 4½" wide by likely 1¼" thick. The modern overlay casings measure 4" wide by ¾" thick (*Fig. 2.24*).

Sloped exterior sills appear to be early, and measure 1½" thick. The sills extend about ½" beyond the modern casing and have early plank board aprons measuring 2¾" tall. The aprons sit just proud of the surrounding wood shingles (*Fig. 2.24*).

Porch

A hip-roofed open porch wraps the east elevation and the eastern portion of both the north and south elevations. The roof porch is supported by boxed square wood posts measuring about 7½" by 7" and spaced at about 7'-0" on the north and south elevations and 7'-10" on the east elevation.



Figure 2.27. Original porch beam, trim, and post wrapping.

Poured-in-place concrete piers measuring 8" by 8" are centered beneath each wrapped wood post. Portions of the posts appear to be early based on the amount of paint buildup (*Fig. 2.27*).

An boxed carrying beam spanning between the posts measures 9¾" wide by 8 ¾" tall. A 1"-tall cove molding lines the top of both the inner and outer faces of the beam. The beam appears to be early or original (*Fig. 2.27*).

A 1"-tall cove molding is consistent at the perimeter of the porch ceiling. The ceiling itself consists of 2½"-wide beaded boards running parallel to the building (*Fig. 2.26*). At the exterior wall of the building, the cove molding lines the top of a plank frieze board measuring 7" tall with a ¾" cove molding beneath (*Fig. 2.22*). Much of the ceiling and associated trim appears to be original.

The porch deck consists of modern tongue-and-groove boards measuring 3¼" wide by ¾" thick. The modern plank skirt board measures 7½" tall by ¾" thick. The balustrade is modern and is made up of nominal lumber.

Roofing and Rainwater Dispersal

All roof slopes are clad with three-tab red asphalt shingles with aluminum flashing. No gutters or downspouts are currently installed.

Three gable dormers extend from each of the north and south roof slopes (*Figs 2.28-2.29*). The easternmost dormers remain in their original positions. Changes to the dormer configuration are described in the *Facade Evolution* section. Each has a closed pediment at the gable end formed by rake and cornice molding that are described in the preceding *Siding and Trim* section. A metal flashing cap covers the top of the projecting cornice and sheds water away from the wood shingles. The center portion of the gable ends are clad with wood shingles, as are the sides of the dormers.

Two remaining sections of the original west eave line remain as returns on the west elevation (*Fig. 2.30*). Each has a beaded board soffit matching the original porch ceiling. A frieze board with applied molding at the base measures about 7" tall overall.

Chimney

The 1937 chimney measuring 1'-10" by 4'-6" extends from the south roof slope near the connection between the original building and the south addition (*Fig. 2.31*). The chimney is



Figure 2.28. Typical original single-window dormer.

constructed of red-orange brick and has a simple corbeled cap. The unfortunate placement of the chimney partially obstructs the westernmost second-floor dormer.



Figure 2.29. Typical large dormer added in 1937.



Figure 2.30. Remaining original portion of eave on west elevation.



Figure 2.31. Brick chimney on south elevation.



Figure 2.32. Early or original sign board on north elevation.

Other Features

A potentially early signboard is mounted on the south elevation above the center boat doorway (*Fig. 2.32*). The sign measures about 9'-0" long by 1'-6" tall and has a molded wood perimeter frame.

Interior Survey

All interior spaces were surveyed for remaining early and original building fabric. Specific emphasis was placed on investigation of areas which would likely have received the fewest changes overtime, such as closets, the attic, and the crawlspace. Significant examples of early fabric tying the design to the prototype were found in the form of interior wall cladding, trim, flooring, structural framing, and select interior doors. Material belonging to the 1937 epoch was also identified and includes typical five-horizontal panel interior doors, door casings, the interior stair, and overall plan organization.

First Floor

Original 1908 Plan

The original first-floor plan consisted of a single large boat room at the west end with four freestanding posts at the center (*Fig. 2.33*). These posts supported both the second floor and the projecting lookout tower above. The floor level of the boat room sat about 15" below the rest of the first floor, allowing the boat doors to open directly to the level of the exterior ramps. The eastern portion of the first floor contained the keeper's room (which reportedly served as the cook's quarters at Santa Rosa, as a separate outbuilding existed for the keeper), kitchen, pantry, and an entryway along the south side. The mess room, storm clothes room, and hall containing the stair to the second floor were at the north side. A brick chimney centered between the rooms provided flue openings for heating stoves. The stair to the second floor ascended from near the center of the north wall and had winders at the landing.

1937 Modified Plan

In 1937, the first floor received extensive modifications, including an addition to the south and reconfiguration of the rooms at the east end of the building. Construction drawings for these modifications have not been located; however, physical evidence suggests that the majority of the 1937 plan changes remain in place (*Fig. 2.34*). Nearly all of the original east partitions were removed, with the possible exception of a portion

of the east-west major partition, which remains in the same location today.

The 1937 addition to the south extends roughly three-quarters of the overall length of the south elevation beginning at the west end. The addition contained three major rooms and several small support spaces, including a kitchen and pantry at the east end and a boiler room at the center. The initial configuration of the far west room of the addition is unknown; however, the area's current use as a restroom and a utility room suggest the original function was similar. The new boiler room likely indicates the installation of a building-wide radiator-based heating system, which made the existing chimney unneeded. The original chimney was demolished to the base, which remains in the crawlspace.

With the chimney removed, a central north-south hallway was introduced at the previous location of portions of the mess room and storm clothes room. The existing stair was removed and a new open stair was constructed that descended to the south along the wall shared with the boat room. The room containing the new stair extended all the way to the east wall as a single space. The added kitchen was accessed via a new doorway in the south wall.

The large boat room at the west end likely remained as a single room. Interior doorways accessing the south addition spaces would have been added at the location of the original southern boat doors, which were relocated to the north wall. The southern interior doorway in the east wall of the boat room was likely created at this time. The doorway between the boat room and Room 103 appears to remain from the original plan.

Plan Modifications to Present Day

The specific dates of plan changes since 1937 are largely unknown; however, physical evidence and age of parts indicate several later partitions. A north-south partition was added in Room 102, creating two spaces connected by a single doorway. The added kitchen was remodeled to serve as an office and a bathroom was installed in an existing space in the northeast room.

The most extensive changes have occurred in the boat room, which is currently divided into five separate room by modern partitions. The western portion of the addition has also been reconfigured, and now contains a comfort station that is accessed from the exterior. Photos of first-floor spaces follow (*Figs. 2.35-2.72*).

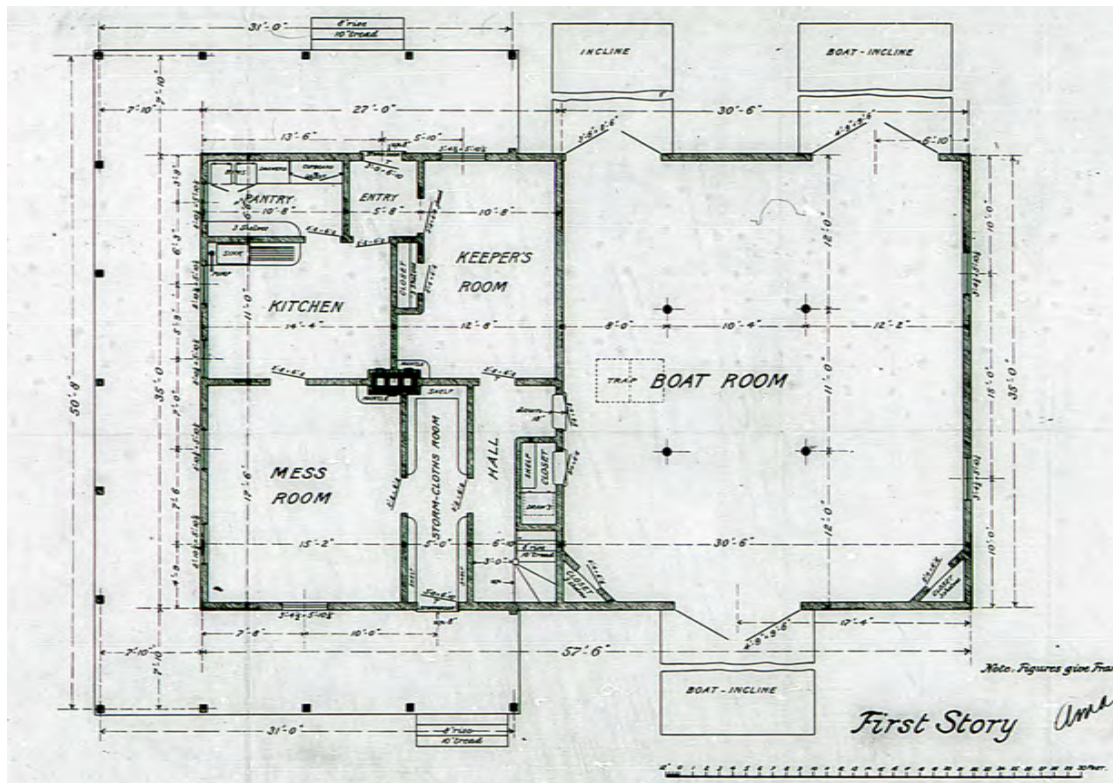


Figure 2.33. Prototype first-floor plan.(Robert Hefner, *Historic Structure Report, Amagansett Life-Saving Station*, December 2011)

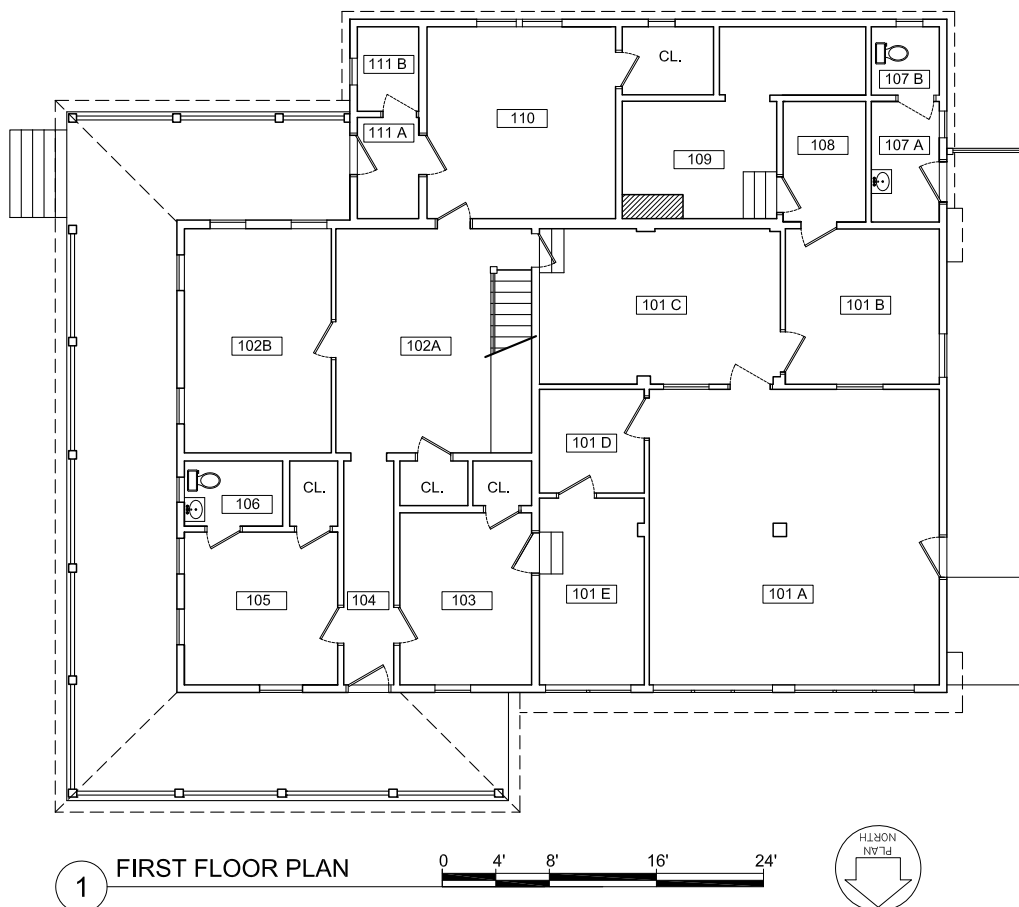


Figure 2.34. Present-day first-floor plan.



Figure 2.35. Room 101A - View looking southeast.



Figure 2.36. Room 101A - View looking northwest.



Figure 2.37. Room 101B - View looking southwest.



Figure 2.38. Room 101B - View looking northwest.



Figure 2.39. Room 101C - View looking southeast.



Figure 2.40. Room 101C - View looking northwest.



Figure 2.41. Room 101D - View looking northeast.



Figure 2.42. Room 101D - View looking northwest.

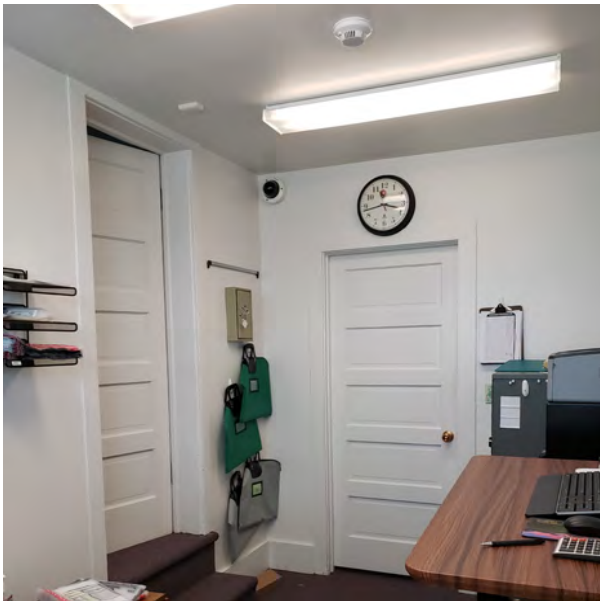


Figure 2.43. Room 101E - View looking southeast.



Figure 2.44. Room 101E - View looking northwest.



Figure 2.45. Room 102A - View looking northeast.



Figure 2.46. Room 102A - View looking northwest.



Figure 2.47. Room 102A - View looking southwest.



Figure 2.48. Room 102B - View looking southwest.



Figure 2.49. Room 102B - View looking northeast.



Figure 2.50. Room 102B - View looking southeast.



Figure 2.51. Room 103 - View looking southwest.



Figure 2.52. Room 103 - View looking northeast.



Figure 2.53. Room 104 - View looking south.

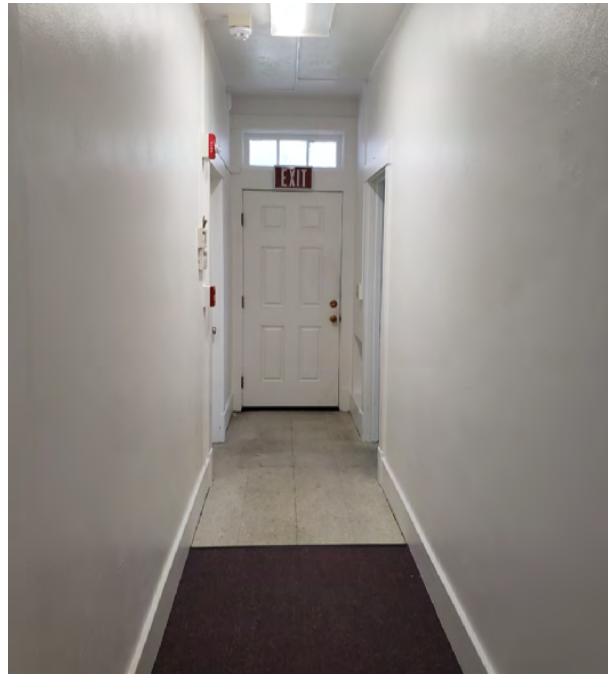


Figure 2.54. Room 104 - View looking north.



Figure 2.55. Room 105 - View looking southwest.



Figure 2.56. Room 105 - View looking northeast.



Figure 2.57. Room 105 - View looking southeast.



Figure 2.58. Room 105 - View looking south.



Figure 2.59. Room 106 - View looking east.

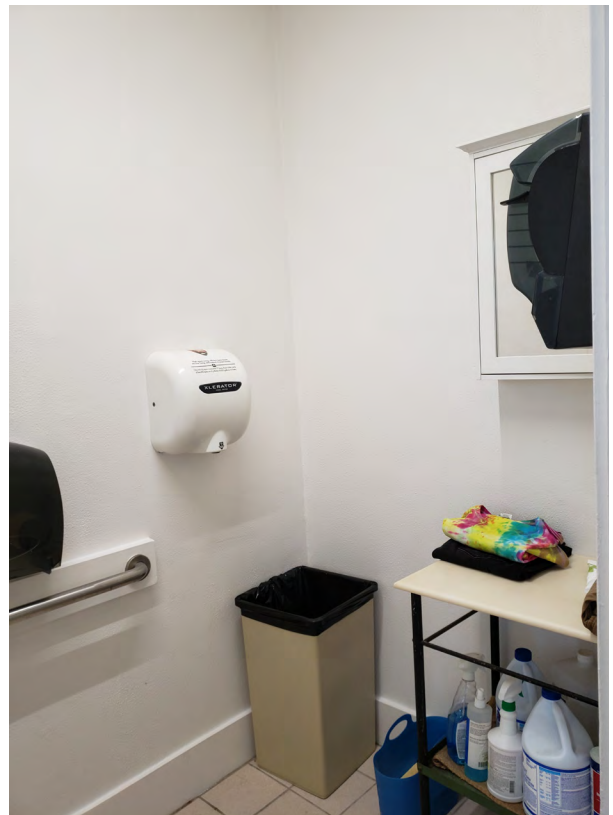


Figure 2.60. Room 106 - View looking southwest.



Figure 2.61. Room 107A/B - View looking south.

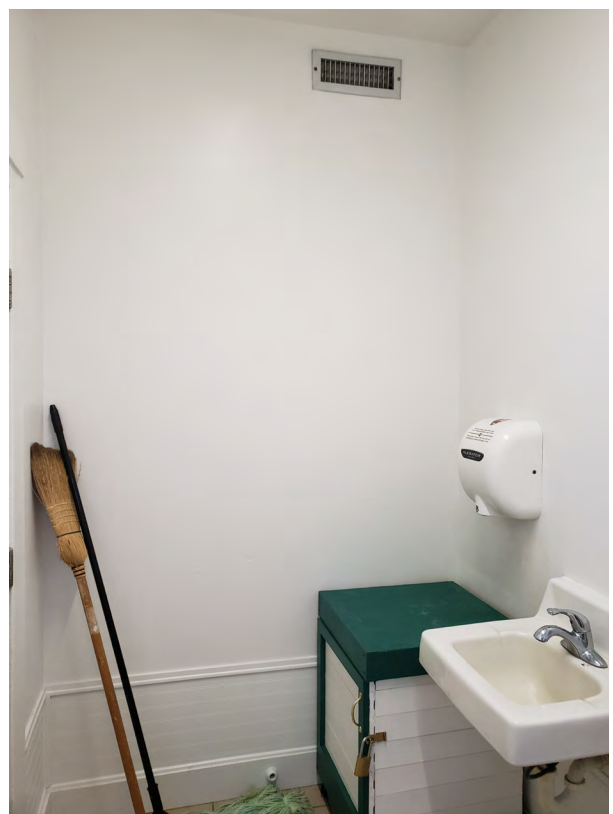


Figure 2.62. Room 107A/B - View looking north.



Figure 2.63. Room 108 - View looking south.



Figure 2.64. Room 108 - View looking north.



Figure 2.65. Room 109 - View looking northeast.



Figure 2.66. Room 109 - View looking southeast.



Figure 2.67. Room 109 - View looking northwest.



Figure 2.68. Room 109 - Southern portion looking west.



Figure 2.69. Room 110 - View looking southwest.



Figure 2.70. Room 105 - View looking northeast.



Figure 2.71. Room 111 A/B - View looking south.



Figure 2.72. Room 111 A/B - View looking north.

Inventory of Historic Interior Features

Flooring

Likely original boat room flooring was observed in the crawlspace running east-west beneath Room 101C and measure $3\frac{1}{2}$ " wide by $1\frac{5}{8}$ " thick (Fig. 2.73). The extent of remaining early flooring throughout Room 101 is unknown; however, it is likely that this remaining flooring is representative of what was used throughout the room.

Wood flooring installed as part of the 1937 renovation may remain under existing modern floor finishes.

Baseboard

No original examples of baseboards were found. Plank baseboards measuring $7\frac{1}{4}$ " tall by $\frac{3}{4}$ " thick with rounded edges remain on select walls and in closets and were likely installed as part of the 1937 renovation (Fig. 2.74).

Walls and Ceiling

Applied gypsum wallboard finishes are consistent throughout the first floor.

Potentially original vertical board interior paneling can be observed from the attic behind modern

gypsum wallboard finishes on the south wall of Room 204. The vertical boards measure $2\frac{1}{2}$ " wide by $\frac{3}{4}$ " thick. It is possible that portions of similar material may be concealed on the first floor. See the *Second Floor* section for photos.

Interior Doors and Door Casings

No original interior doors or door casings remain at the first floor. Several examples of 1937 five-horizontal-panel doors remain in the south addition and in the main portion of the station



Figure 2.73. Ends of early floorboards beneath Room 101C as seen in the crawlspace.



Figure 2.74. Example of typical 1937 plinth block and baseboard.

(Fig. 2.75). Similar modern variants of these doors are found in the later boat room partitions.

Several examples of 1937 five-horizontal-panel doors are coupled with 4"-tall ball-pin hinges and have mortised locksets with 2"-diameter rosettes and a 1½" by 1¼" rectangular keyhole escutcheon (Figs. 2.76-2.77). Based on the crispness of the molded sticking and apparent lack of paint layers on the doors, it is suspected that all of the early interior doors of this design have been chemically stripped.



Figure 2.75. Example of typical 1937 five-horizontal-panel interior door in Room 105.



Figure 2.76. Example of typical 1937 ball-pin hinge.

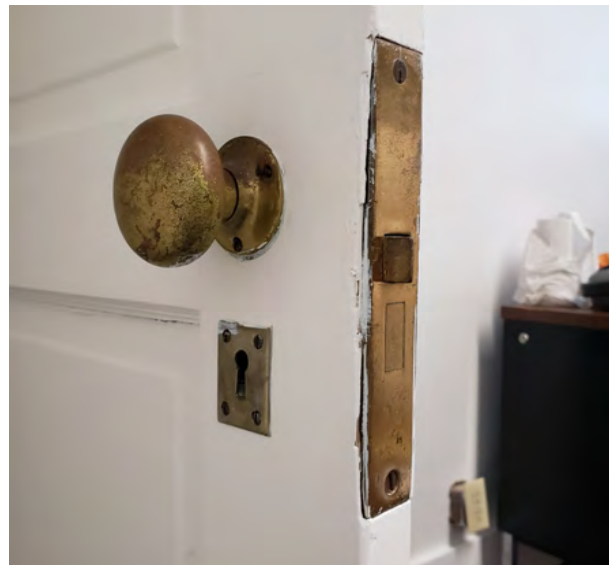


Figure 2.77. Example of typical 1937 mortised lockset, brass knob, and keyhole escutcheon.

The most prevalent door casing type is consistent throughout most of both the original portion of the station building as well as the south addition. The casings have rounded corners and measure 4⅝" wide by ¾" thick at the sides and have plinth blocks at their base typically measuring the same width as the casing by 8¾" tall (Figs. 2.74-2.75, 2.78). The plinths extend about ¼" from the face of the casing and have a rounded top edge. The head casings measure 4⅝" tall by 1" thick, allowing them to project about ¼" beyond the face of the side casings. The head casings also extend ¼" beyond the side casings, creating ears. It is suspected that these casings were installed as part of the 1937



Figure 2.78. Example of typical 1937 lintel-cut casing with rounded edges and projecting header.

renovations, based on their presence in both portions of the building.

Windows and Window Casings

All windows and window casings have been replaced with modern material. Wood window frames, visible from the interior, may represent early or original material.

Staircase

An open stair measuring 3'-0½" wide and dating to the 1937 renovation ascends along the west wall of Room 102 (*Figs. 2.79-2.81*). The stair consists of sixteen 11"-deep treads and sixteen 7½"-tall risers. The stair has 1"-deep rounded nosings that have mitered returns at the open side of the stair. A ½"-tall quarter-round molding lines the underside of the nosing.

The balustrade measures 2'-8" tall and has a 1⅝"-wide by 4¼"-tall molded handrail. Balusters measure 1½" square and are spaced at 5" on center. The newel measures 5¾" east-west by 5½"



Figure 2.79. Overview of 1937 stair in Room 102A.

north south and has an 8" square cap. Later corner moldings with each leg measuring 1" wide have been added to the newel.

Finishes

With the exception of select elements of the staircase, which have a clear finish, all surfaces are painted. Early finishes may remain at the exposed 1937 interior door casings and baseboards; however, interior doors appear to have been chemically stripped, removing paint serialization. Early finishes may remain behind existing gypsum wallboard ceilings and walls, particularly within the boat room (Room 101).



Figure 2.80. Newel post at base of stair. Newel at top of stair is similar.



Figure 2.81. Detail of stair treads and nosings.

Second Floor

Original 1908 Plan

The original second floor plan at Santa Rosa is known to have differed slightly from the prototype plan because of the inclusion of two additional dormers on each of the north and south elevations. The additional dormers open to Room 205 and required the crew's closets to be narrowed and split into four pairs to create the necessary space for the dormers (*Figs. 2.85-2.86*).

Beyond this adjustment, the second-floor plan is thought to have closely followed the prototype, including a central hall with U-shaped stair accessing the lookout at the west end. Two rooms with sloping ceilings, identified as spare rooms, wrap the north, south, and western sides of the hall. The west ends of these rooms were lit by a large dormer with double window openings, one per space. The interior stair descended from the northeast corner of the central hallway, in-line with the dormer near the center of the north elevation.



Figure 2.82. Room 201 - View looking southeast.



Figure 2.83. Room 201 - View looking northwest.

1937 Modified Plan

As with the first floor, the second floor saw extensive changes in 1937. With the lookout tower eliminated, the interior stair to the tower was removed and the hallway narrowed, enlarging the room along the south side. It is thought that the north wall of the hallway remains in its original location.

The western rooms were given more usable area by the elimination of the western hip roof and dormer, providing a full height ceiling extending to the west wall. Each of the two spare rooms were divided in two by north-south partition walls, creating Rooms 204 and 206 at the east end.

The interior stair was mirrored to the other side of the plan, and provided a longer run without winders that descended to Room 102. The original stair opening was closed and the space was made part of Room 205.

Modifications to Present Day

Changes to the second floor since 1937 appear few, but may include the creation of the modern, multi-fixture bathroom in Room 206. The installation date of the bathroom is unknown, but may have been part of the 1937 work, though no finish material dating from that period exists currently. The most recent remodel reportedly happened in 1993 (see the preceding *Developmental History* section). Photos of second-floor spaces follow (*Figs. 2.82-2.84, 2.87-2.98*).

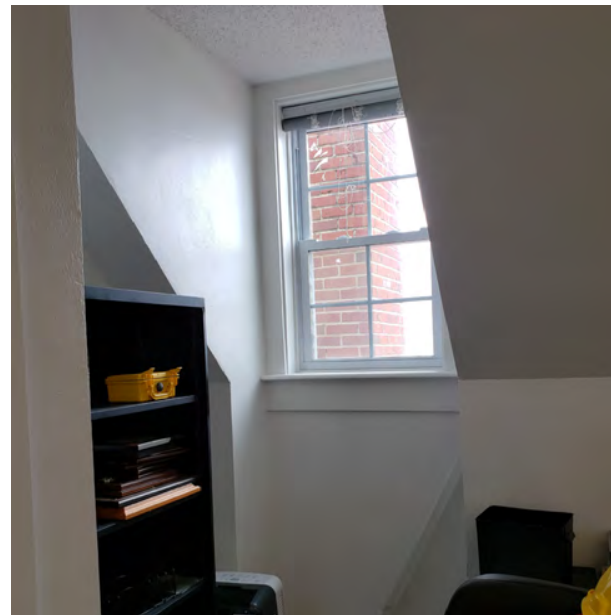


Figure 2.84. Room 201 - Dormer in southeast corner.

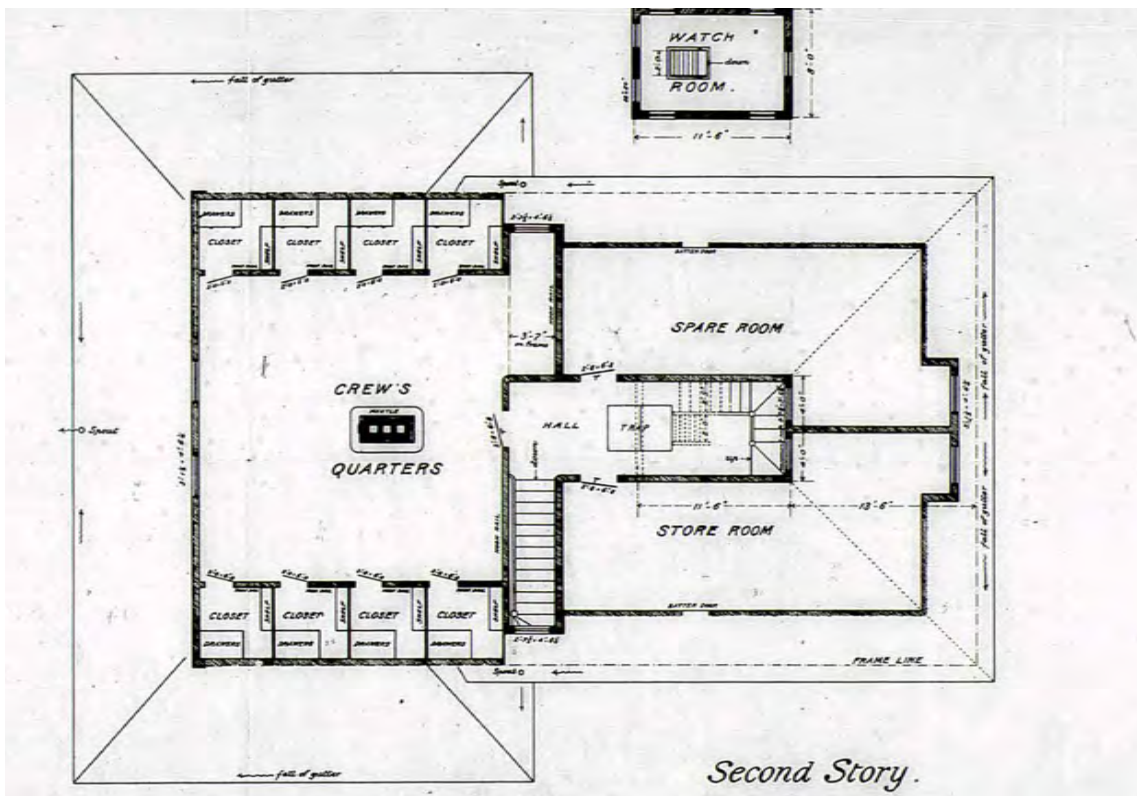


Figure 2.85. Prototype second-floor plan. (Robert Hefner, *Historic Structure Report, Amagansett Life-Saving Station*, December 2011)

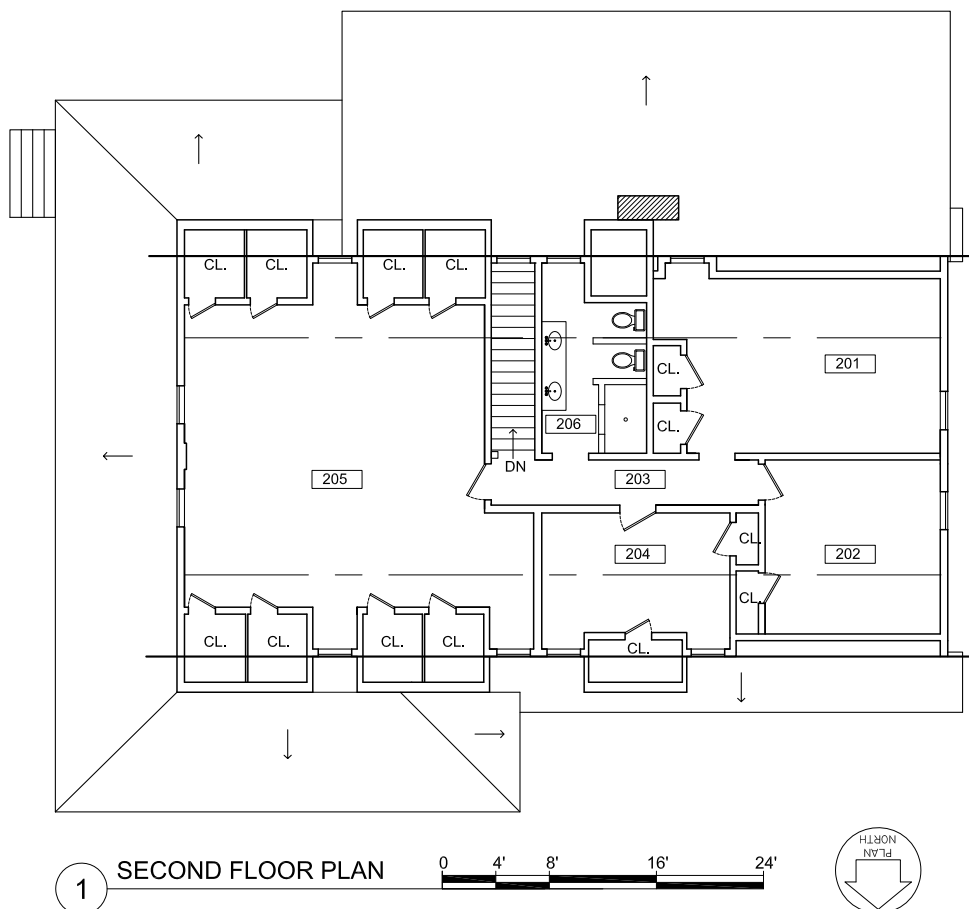


Figure 2.86. Present-day second-floor plan.



Figure 2.87. Room 202 - View looking east.



Figure 2.88. Room 202 - View looking northwest.



Figure 2.89. Room 203 - View looking east.



Figure 2.90. Room 203 - View looking west.

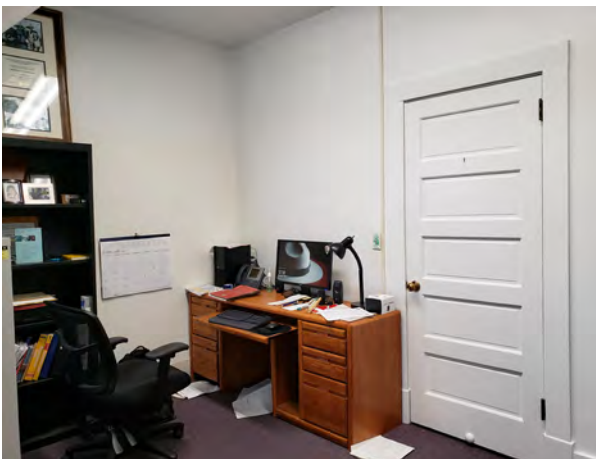


Figure 2.91. Room 204 - View looking southeast.

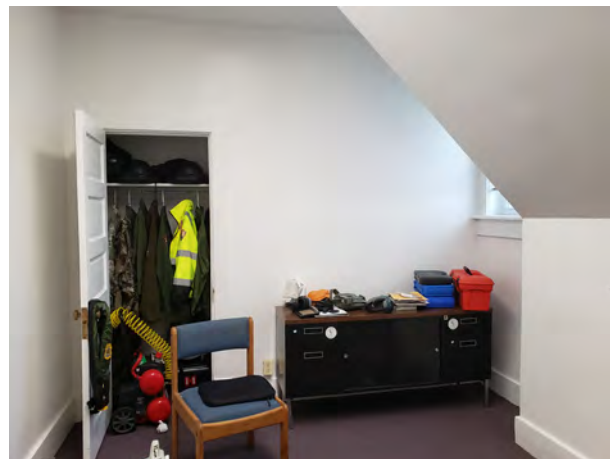


Figure 2.92. Room 204 - View looking northwest.



Figure 2.93. Room 205 - View looking southeast.



Figure 2.94. Room 205 - View looking northeast.



Figure 2.95. Room 205 - View looking northwest.



Figure 2.96. Room 205 - View looking west.



Figure 2.97. Room 206 - View looking south.



Figure 2.98. Room 205 - View looking north.

Inventory of Historic Interior Features

Flooring

Early flooring, likely dating from the 1937 renovation, is largely covered with modern finishes. A portion of wood flooring likely from this period is exposed in the north closet of Room 204 and measures 2½" wide (*Fig. 2.99*).

The crew closets in Room 205 represent the least modified areas of the second floor and could potentially retain original 1908 flooring beneath the modern vinyl tile.

Baseboard

No original examples of baseboards were found. Plank baseboards measuring 7¼" tall by ¾" thick with rounded edges remain on select walls and in closets and were likely installed as part of the 1937 renovation. Photos of these baseboards are in the *First-Floor* section.

Walls and Ceilings

Potentially original vertical board interior paneling can be observed from the attic behind modern gypsum wallboard finishes on the south wall of Room 204 (*Fig. 2.100*). The vertical boards measure 2½" wide by ¾" thick. It is possible that portions of similar material may be concealed elsewhere on the second floor.

The north closet of Room 204 and all four crew closets in Room 105 have likely original horizontal beaded boards at the interior (*Fig. 2.101*). On the sloping roof structure and back walls, the boards are single-beaded and measure 2½" wide by likely ¾" thick. The side walls of the closets in Room 205 have single-beaded boards measuring 3½" wide by likely ¾" thick. The inside corners and base of the



Figure 2.99. Wood flooring in closet of Room 204. Note paint overspray.



Figure 2.100. Early vertical wall cladding boards on south wall of Room 204 as viewed from attic.

walls are lined with ¾"-wide potentially original cove molding.

Interior Doors and Door Casings

Original two-raised-panel doors are exclusively found at the four closets in Room 205 (*Fig. 2.102*). The doors typically measure 1'-11¾" wide by 5'-10¼" tall by 1¼" thick. The majority of the doors



Figure 2.101. Interior of typical crew closet in Room 205.



Figure 2.102. Original two-panel doors in Room 205.

are hung with two 4'-tall early ball-pin hinges but have modern cylindrical locksets. The doors appear to have been chemically stripped and have lost definition of details of the molded sticking and raised panels.

The easternmost closet on the north wall of Room 105 contains the only remaining pieces of original



Figure 2.103. Typical original chest of drawers in closets of Room 205.



Figure 2.104. Partial original trim in southeast closet of Room 105.

interior trim (*Fig. 2.104*). The complex molded casing is a partial piece whose full section would have measured 4" wide by $\frac{3}{4}$ " thick. The unique profile matches that found in the prototype details, proving that the Santa Rosa Station used the prototype's trim designs. Coupled with the head casings are two original corner blocks with rosettes measuring 4" square overall.

Typical 1937 lintel-cut casings and plinth blocks are found at the majority of the remaining second-floor doorways and are depicted in the *First Floor* section.

Windows and Window Casings

All windows and window casings have been replaced with modern material. Wood window frames, visible from the interior, may represent early or original material.

Other Features

Original wood drawers are present in each of the four crew closets in Room 205 (*Fig. 2.103*). The drawer banks measure 3'-1½" wide by 1'-7" deep and have a bullnose top surface measuring 1" thick with a $\frac{3}{4}$ "-tall cove molding running below. Each of the two drawers has two original bin pulls measuring 3½" wide.

Each closet also has one early wood clothes pole measuring 1" in diameter. Plywood shelves measuring ½" thick are supported by beveled wood cleats (*Fig. 2.101*).

Finishes

All surfaces on the second floor are painted. As with the first floor, early finishes may remain at the exposed 1937 interior door casings and baseboards; however, both 1908 and 1937 interior doors appear to have been chemically stripped, removing paint serialization. Early or original



Figure 2.105. View of crawlspace beneath east portion of the building. Original chimney base visible at left. Major east-west beam lies in-line with chimney and rests on concrete piers. Note that wood forms remain on many piers in the crawlspace.

closet wall cladding and crew closet drawers may retain early painted finishes. Early finishes may also remain behind existing gypsum wallboard ceilings and walls.

Structural Elements

Original structural elements are visible at the crawlspace and attic levels. Exterior wall framing is also expected to be largely original. The majority of interior partitions likely date to 1937 or later, with the exception of the west wall of Room 101 and potentially portions of the north wall of Rooms 102A and 102B.

Foundation Piers

The current foundation configuration closely reflects the pier layout indicated in the prototype

plan and are thought to be original. The 1937 addition is supported by an 8" thick continuous concrete foundation wall that is independent from the original station.

The building is supported by a grid of poured-in-place concrete piers, most measuring 10" by 10" square with spacing at the perimeter ranging from 4'-2" to 5'-3" apart. A center line of piers beneath the eastern portion of the building aligns with the remaining base of the demolished original chimney (*Fig. 2.105*). The chimney base measures 4'-10" east-west by 1'-8" north-south. The major east-west beam bears on the projecting shelf of the short ends of the chimney base.

The western portion of the building, beneath the original boat room (Room 101) lies much closer to grade and while not easily accessible, appears to have two rows of concrete piers supported beams running east-west (*Fig. 2.106*).

The major porch joists rest on original poured-in-place concrete piers that are positioned beneath each post and measure 8" by 8" square with spacing ranging from 7'-0" to 7'-10" apart (*Fig. 2.107*).

Floor Framing

Floor framing can be observed from the attic level and from the crawlspace; however, framing of the second floor is concealed. Attic floor joists measure 1 7/8" wide by 7 1/2" deep, while first-floor joists measure 1 7/8" wide by 9 1/4" deep (*Figs. 2.108-2.109*). Both sets of joists are spaced at 16" on center. Diagonal subfloor is consistent at the first floor and measures 5 1/4" wide by 3/4" deep. The attic level has



Figure 2.106. View looking east in crawlspace. Note drop in framing height in background corresponding with transition to boat room level.



Figure 2.107. Typical porch floor framing.

a wood floor measuring 5½" wide by ¾" thick, laid east-west.

Major east-west beams supporting the floor joists within the crawlspace measure 7½" wide by 9⅝" deep and are supported foundation piers described in the previous section. Perimeter sills are of similar dimension to the beams. The floor framing beneath the boat room (Room 101) is largely inaccessible.

The porch floor framing consists of joists running parallel to the building that measure 1¾" wide by 7¾" deep (*Fig. 2.107*). The joists are supported by major beams running perpendicular to the building between the exterior wall and the porch piers. The beams measure 5¾" wide by 7½" deep and radiate diagonally at the two outside corners of the porch.



Figure 2.108. Typical first-floor framing.



Figure 2.109. Original corner post of lookout as viewed in attic.

The majority of the floor framing is thought to be original, with the exception of the porch floor framing, which matches the original configuration but is largely replacement material.

Wall Framing

Original wall framing is largely concealed by finished surfaces throughout the building. Portions of the wall framing can be observed from the attic, and have studs measuring 1" wide by 3¾" deep spaced at 16" on center. The exterior walls have 6"-wide tongue-and-groove diagonal sheathing.



Figure 2.110. Overview of attic looking east toward original gable end.



Figure 2.111. Overview of attic looking west toward 1937 gable end.

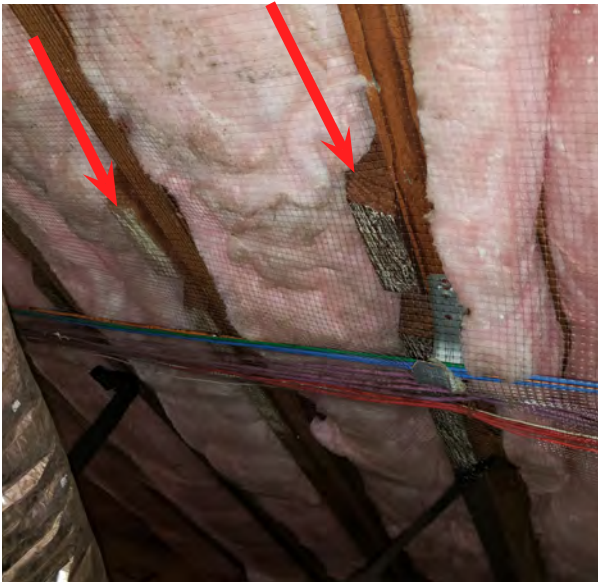


Figure 2.112. Typical partial rafters at location of original lookout tower. Note 1937 sister at right.

Wall thicknesses suggest that 1937 interior walls have similar framing. Later partition walls, such as those that subdivide the boat room (Room 101) likely use modern nominal 2x4 framing members.

The northeastern corner support post for the original lookout tower is exposed in the joist space below the attic floor level (*Fig. 2.109*). The post measures 4" north-south by 5¾" east-west and is contained within the north wall of the second-floor hallway. Similar posts may remain within walls of the second floor. Further evidence of the tower's footprint is described in *Roof Framing* section.

Roof Framing

Upper roof framing is exposed at the attic level. A seam is present in the ridge beam where the



Figure 2.113. Transition point between 1908 and 1937 ridge pole and rafters.



Figure 2.114. Partially exposed opening where chimney extended through floor. Newer blocking now spans the opening.

original gable end was extended west, eliminating the western hip (*Figs. 2.110-2.111*). Partial original joists extend to where the walls of the original tower would have intersected the roof structure on the north and south roof slopes (*Fig. 2.112*). These rafters have been sistered with full length rafters that extend to the later ridge pole.

The original rafters at the eastern end of the building measure 7½" deep by 1¾" wide. Those at the newer west end measure 7¼" deep by 1½" wide (*Fig. 2.113*). Both generations of rafters are spaced at about 16" on center.

Evidence in the roof and floor framing indicate where the original chimney extended through the attic (*Figs. 2.114-2.115*).

The original ridge beam at the east end measures 2½" wide by 7" deep, while the ridge beam at the west end measures 2 ½" wide by 7 ½" deep.

The roof decking is concealed by fiberglass insulation secured in place with netting, but appears to consist of tongue-and-groove boards of varying widths. Given the likely hood of damage from storms and the extensive reworking of the roof, it is likely the decking has been replaced.

Building Systems

Heating and Cooling Systems

Upon construction, the station would have relied on stoves connected to the central chimney for



Figure 2.115. Framing at roof for chimney opening.

heating. Operable windows provided cross breezes and the open porch would have been utilized regularly.

With the 1937 renovation came an entirely new heating system, with the previous chimney eliminated and a new chimney constructed in the addition to serve a new building-wide heating system, likely using hot water or steam radiators. Today, no remnants of previous heating systems exist other than the 1937 chimney.

The conversion of the building to a forced-air system occurred at an unknown date, but was certainly in place before 1993 based on documentary evidence. The current system uses two electric heat pumps that provide both heating and cooling, one in the mechanical room (Room 109) serving the first floor and another in the attic serving the second floor. Corresponding outdoor units are located on a stand south of the building, concealed by a wood fence. The equipment is all of recent vintage, with the oldest components manufactured in 2017.

Ductwork is concealed within drywall soffits throughout the first floor, with diffusers typically located high on the walls. A return air duct for the system is in Room 102A, on the west wall of the stair. Ductwork serving the second floor runs within the attic space and is insulated. Air delivery at the second floor is provided by ceiling registers and a large return is centered in the second-floor hallway (Room 203).

Electrical System

The first mention of an electrical plant at the station was in 1929, while further electrical work occurred in 1935, just before the major renovation

(see preceding *Developmental History* section). The initial electrical system was likely limited to essential lighting and receptacles.

The current electrical system enters the building at the south elevation, just below the electric meter. Two electrical transformer boxes are adjacent to the south elevation at grade.

The main electrical panel is mounted on the east wall of Room 109 and has a 200 amp max capacity. The building has several subpanels, two at the first floor in Rooms 101C and 103 and one at the second floor in Room 205.

Switches and receptacles throughout the building vary between recessed and surface mounted installations. Lighting fixtures across the exterior and throughout the interior are modern and utilitarian in nature.

Plumbing System

Plumbing was first added to the building in 1917 in the form of a kitchen sink, though it is possible a bathroom was added at the same time. Full-scale plumbing likely followed in 1935 and a bathroom would have almost certainly been included in the 1937 renovation (see preceding *Developmental History* section).

The building currently has three bathrooms. At the first floor, a half bathroom (Room 106) has a toilet and sink, while a second bathroom with the same fixtures is a public bathroom accessed from the exterior at the west elevation (Rooms 107A and 107B). A laundry sink and washer hookup are in Room 108.

A large bathroom at the second floor (Room 206) contains two toilets, two sinks, and one walk-in shower. Finishes in this bathroom are of earlier vintage than those on the first floor.

The plumbing system is served by a 30-gallon electric water heater in Room 109. Water supply lines are copper and run in the crawlspace below the building. Drain lines are a mixture of cast iron and PVC.

Survey of Historic Fabric - 1939 Coast Guard Garage



Figure 2.116. The 1939 Coast Guard Garage as viewed from the northwest. Unless otherwise noted, all photos in this section were taken by JKOA in 2020.

General Description

The garage site is described in the Site Overview section.

Architectural Description

The 1939 Coast Guard garage is a wood-framed, single-story building with a side-gabled roof clad with asphalt shingles. The exterior is clad with modern weatherboard siding with modern plank corner boards. A modern addition extends from the east end of the north elevation and contains a bathroom accessed from the exterior. A modern covered area with perimeter fence lines the remainder of the north elevation at the first floor.

Decorative elements are minimal and consist mainly of a cornice molding that lines the rakes

and eaves of the roof. A simple water table cap with plank skirt lines the top of the concrete perimeter foundation. Eave returns are found on the north and south elevations. Window openings are consistent in size and are regularly spaced across the north, south, and east elevations. All windows and window casings and sills have been replaced. The current windows are vinyl units with a simulated six-over-six light design. Three modern overhead doors and two modern personnel doors access the interior from the west elevation. The front of the building faces west.

Exterior Survey

As with the main station building, the garage has seen extensive repairs and replacement of

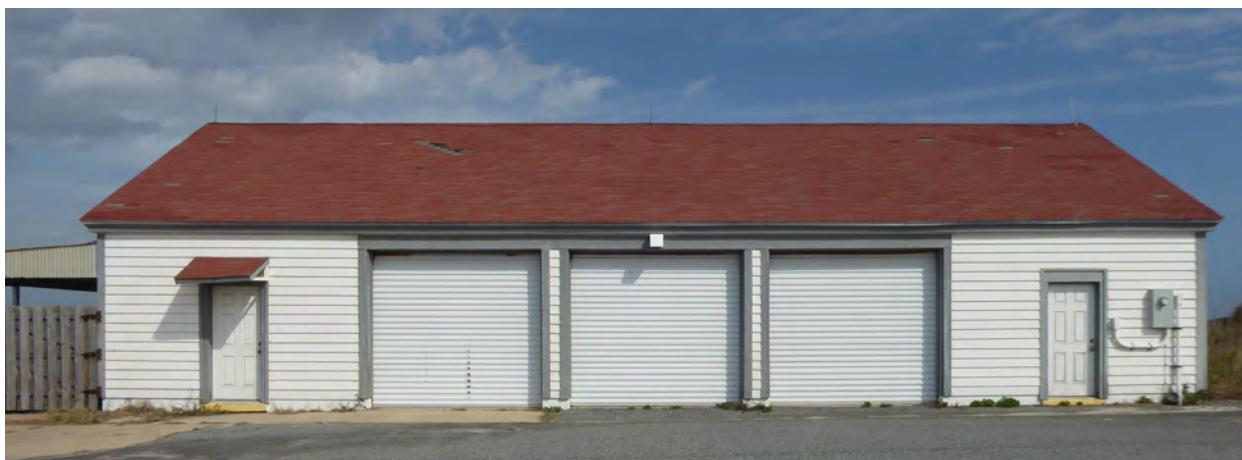


Figure 2.117. Garage - West elevation.

material overtime; however, the garage retains comparatively fewer examples of early exterior elements. The vast majority of exterior surfaces are modern replacements, including all siding, corner boards, doors and windows, door and window casings, and frieze molding. Early material on the exterior is limited to portions of the cornice molding and fascia board, primarily on the east and north elevations. No early photographs showing details of the garage exterior have been located; however, distance photos and aerials suggest the overall facade design has changed little (*Fig. 2.121*).

Facade Description

West Elevation

The west elevation is divided into five bays, each containing a doorway (*Fig. 2.117*). The center three bays access the central garage bay, while two symmetrical doors in the flanking bays provide personnel access to rooms adjacent to the garage space. Each of the garage doorways holds a modern roll-up metal overhead door. The two personnel doors are pre-hung modern six-panel steel doors. The northern doorway has wood-framed shed-roofed cover clad with asphalt shingles. All doorways have modern lintel-cut plank board casings. The head casing at each of the personnel doors is considerably taller than the current door, suggesting that the original doors were taller. The northern door has a shed-roofed covering. Modern plank corner boards are at each end of the elevation and a simple water table molding with skirt is at the base of the siding. A modern molded cornice is continuous at the eaves.

South Elevation

The south elevation is divided into three bays at the first floor, each containing an identical simulated

six-over-six-light vinyl window (*Fig. 2.118*). A single window opening at the gable end holds a similar window, but is slightly taller. The attic windows appear to have been enlarged (*Fig. 2.121*). Modern plank corner boards are at each end of the elevation and a simple water table molding with skirt is at the base of the siding. openings at the first floor. A triangular wood louver as at the peak of the gable. The fascia and cornice molding of the east and west elevation eaves turn to form simple returns at the base of the gable end. The rake projects slightly and has a modern molded cornice.

East Elevation

The east elevation has six equally sized and spaced window openings matching those found on the south elevation (*Fig. 2.119*). Typical modern exterior casings, corner boards, and water table are consistent across the elevation. An early cornice molding lines the top of the fascia board at the roof eave. The east elevation of the northern



Figure 2.118. Garage - South elevation.



Figure 2.119. Garage - East elevation.

addition has no window openings, but has modern weatherboard siding and corner boards matching those of the rest of the garage.

North Elevation

The north elevation is similar to the south elevation, but lacks the central opening at the first floor. The elevation shares the same trim elements as the south elevation, but has early cornice molding at the roof rake and eave returns matching the molding found on the east elevation. A historic photo of the north elevation, likely from the 1970s, shows the condition before the addition was constructed (*Fig. 2.121*). Note that the attic window was considerably smaller and each window opening had shutters installed.

A shed-roofed addition runs the length of the north elevation and has an enclosed space at the east end (*Fig. 2.120*). The north elevation of the enclosed space has no openings, while the west return has a modern six-panel doorway at the south end that accesses a restroom. The remainder

of the shed-roofed structure is an open covering with a corrugated metal roof and matching corrugated fascia. The structure is constructed of modern nominal framing and is supported by three 4x4 posts. A modern shadowbox fence secures the covered area and has a pair of gates at the south end and a small gate at the east end of the north elevation.



Figure 2.121. Garage - North elevation prior to addition. Low photo quality due to structure not being the focus of the original photo. (NPS ID not given, provided March 2020 by previous contracting officer's representative (COR)).



Figure 2.120. Garage - North Elevation.



Figure 2.122. Garage - Fenced area at north elevation looking east.



Figure 2.123. Early cornice molding and fascia as seen at northwest corner.

Inventory of Historic Exterior Features Trim Elements

The early cornice molding at the eaves and rake on the north and east elevations measures 3" deep by 3½" tall (*Fig. 2.123*). An early molding spans the top edge of the two north eave returns and measures 1¼" deep by 1⅝" tall.

Portions of the plank board fascia and frieze board appear to be early or original on the east and north elevations and have an exposure of 3½" deep by ¾" thick.

Facade Openings

Based on the original plan drawings and physical investigation, it is thought that window and door

openings retain their original sizes and locations at the first floor, though those at the attic have been enlarged. The existing window sash, garage doors, and all casing elements are modern material.

Interior Survey

The interior of the garage retains its original plan layout with only minor modifications. Examples of early wall and ceiling material are exposed at select locations of the interior. It is highly likely that similar interior finishes were consistent throughout the building and may exist behind applied modern finishes.

First Floor

Comparison of original plans for the garage, which have only been located as a poor quality scan, indicate very few plan changes since construction. An added north-south partition wall now separates Room 101 at the north end of the building into Rooms 101A and 101B (*Fig. 2.124*). Original interior walls have beveled concrete curves at their base, which is not present on the added partition. The concrete curb is also omitted at the threshold of original interior doorways. Two such doorways are infilled at the east end of the north and south walls of the garage bays (Room 102). Photos of first-floor spaces follow (*Figs. 2.125-2.132*).

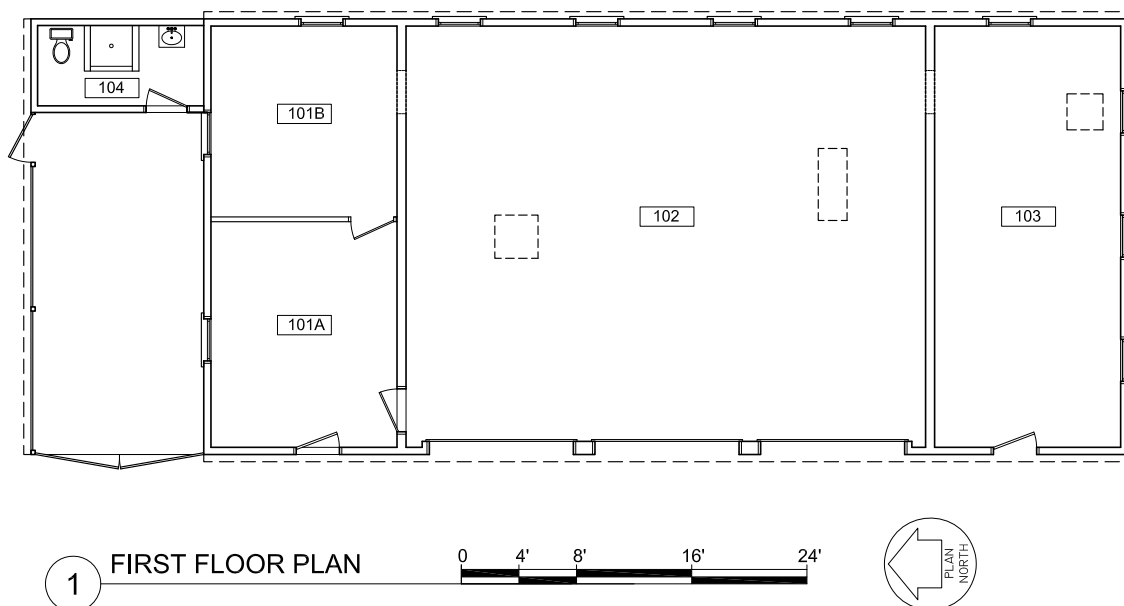


Figure 2.124. Garage first-floor plan.



Figure 2.125. Room 101A - View looking southwest.



Figure 2.126. Room 101A - View looking northeast.



Figure 2.127. Room 101B - View looking southwest.



Figure 2.128. Room 101B - View looking northeast.



Figure 2.129. Room 102 - View looking southwest.



Figure 2.130. Room 102 - View looking northeast.

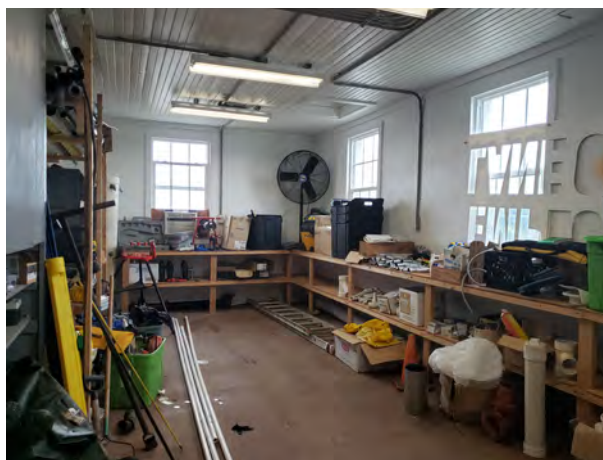


Figure 2.131. Room 103 - View looking southeast.

Inventory of Historic Interior Features Flooring

The garage retains a concrete slab throughout the majority of the interior, as it would have had originally; however, the original slab has been replaced. In Room 103 at the south end of the building, the floor slab was never replaced, and instead a temporary plywood floor laid on wood sleepers is installed (*Figs. 2.131-2.133*). The plywood floor has heavy water and termite damage at the area just inside the exterior doorway.

Baseboard

An original concrete curb measuring about 6" tall is consistent at the base of the exterior and original interior walls (*Fig. 2.133*). The height of the curb varies as the floor slab slopes slightly to the west to drain toward the garage doors. The curb has a beveled edge measuring $\frac{3}{4}$ " tall and is painted grey. A gap in the curb in at the east ends of the interior walls in Room 102 have been infilled with beveled wood and indicate the location and widths of



Figure 2.133. Original concrete curb and wall cladding in Room 103.

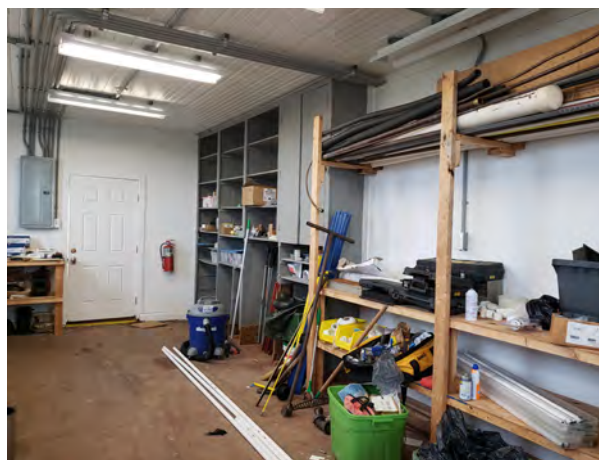


Figure 2.132. Room 103 - View looking northwest.

original interior doorways (*Fig. 2.134*). The current interior door between Rooms 101A and Room 102 is spanned by the concrete curb at the threshold, indicating this is likely a new opening.

Walls and Ceilings

The north wall of Room 103 has original horizontal double V-groove boards measuring $5\frac{1}{4}$ " wide by $\frac{3}{4}$ " thick (*Figs. 2.133, 2.135*). The diagonals of each "V" measures $\frac{1}{4}$ " wide. The early V-groove cladding is only exposed at the rear and western end of an original piece of casework on the north wall, while the rest of the room is clad with plywood. A $\frac{3}{4}$ "-wide piece of quarter-round trim is at the intersection of the north and west walls, and is likely representative of the typical original inside corner treatment (*Fig. 2.133*).

Based on the difference in thickness of cladding at the west wall of Room 103, it is highly likely that the original cladding remains behind the applied plywood. Rooms 101A and 101B are currently entirely clad with sheet paneling, while Room



Figure 2.134. Example of wood patch in concrete curb at original interior doorway location in Room 102.



Figure 2.135. Original horizontal V-groove boards at rear of casework in Room 103.

102 is finished with plywood. It is suspected that double v-groove boards remain behind these modern materials.

The ceilings in Rooms 101A, 101B, and 103 retain original double V-groove boards matching those on the west wall of Room 103 (*Figs. 2.136-2.137*). The ceiling of Room 102 is finished with modern

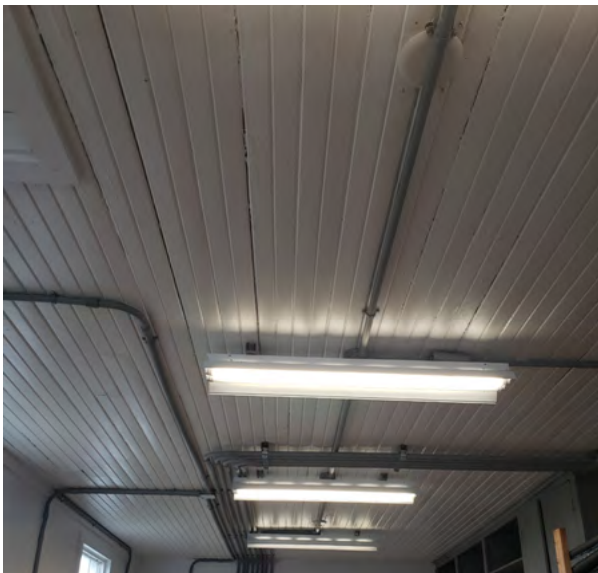


Figure 2.136. Original v-groove ceiling in Room 103.



Figure 2.137. Original v-groove ceiling in Room 101A. The same ceiling is in Room 101B.

plywood, but retains hatch openings for hoists. The hatches are described in the *Attic* section. Areas of boards missing in the attic suggest that the original ceiling has been removed in Room 102, but likely originally shared the same v-groove ceiling found elsewhere.

Interior Doors and Door Casings

No early examples of interior doors or casings remain at the first floor. Original plank board casings remain at the partitions at the attic level. See the *Attic* section for more information.

Windows and Window Casings

All windows have been replaced with vinyl units of a simulated six-over-six light design and the interior mitered plank board casings are modern. The window frames also appear to have been replaced. The consistent window sizes and composition of the elevations suggest that the window openings likely remain in their original locations and are approximately their original size at the first floor.

Casework

Likely original floor-to-ceiling casework remains on the north wall of Room 103 and consists of four equal sections, the western three of which are open shelving (*Figs. 2.135, 2.138*). The remaining section has a pair of solid wood doors each hung with two surface-mounted 3"-tall cabinet hinges. Holes and ghost marks for hinges indicate that the open bays once had doors of the same design. An original 1½"-tall cove molding lines the top of the casework



Figure 2.138. Section of casework with remaining doors in Room 103.

at the original ceiling, and may represent a typical original crown molding.

Finishes

Early finishes likely remain on original wall and ceiling cladding.

Attic

The attic can be accessed via three ceiling hatches, two in the main garage area (Room 102) and one in the south room (Room 103). The attic retains two original partition walls that align with the two major east-west interior partitions at the first floor (Fig. 2.139). A later plywood partition with doorway is near the center of the attic. The floor level of the center portion of the attic above Room 102 sits at a higher elevation. Interior steps within the doorways of each of the north and south partition walls accesses the elevated portion. Roof framing is exposed throughout the space and is original. The structural system is described in the *Structural Elements* section. Photos of attic spaces follow (Figs. 2.140-2.145).

Inventory of Historic Interior Features

Flooring

Original tongue-and-groove wood flooring measuring 5¼" wide by ¾" thick is consistent throughout the attic.

Three floor hatches open to the first floor. Two are located in the center portion of the attic and one is near the south gable end. One of the openings is original and the others are modern. The early hatch at the center portion of the attic measures 3'-0" by 3'-0" and holds a board door consisting of two layers of boards measuring 5¼" wide by ¾" thick. The door is hung with two barn hinges and

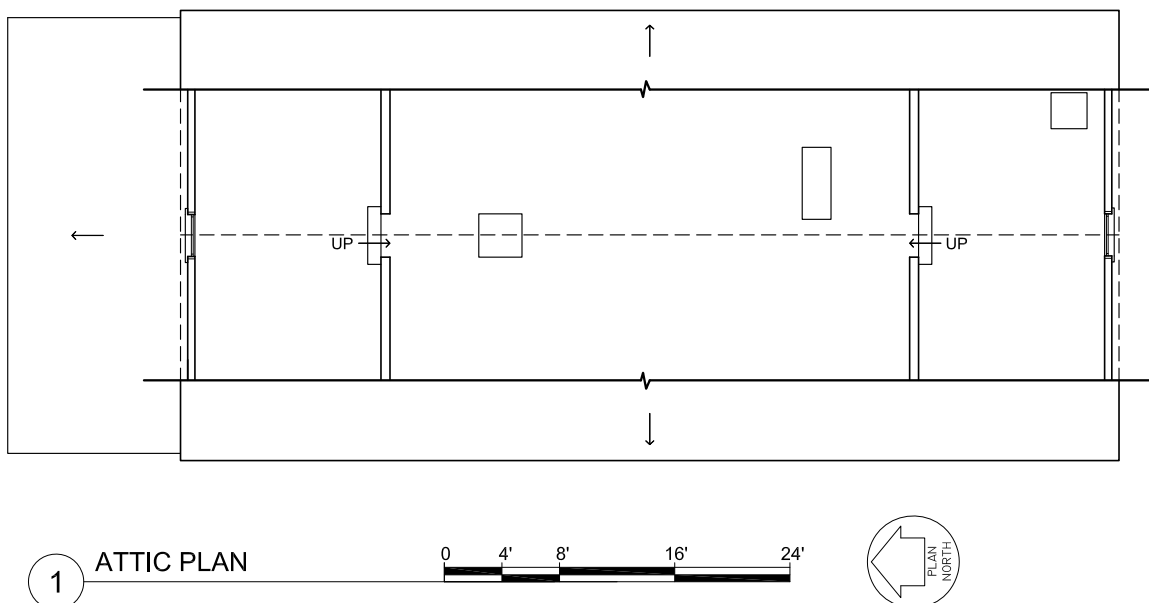


Figure 2.139. Garage attic plan.



Figure 2.140. Attic - View looking southeast.



Figure 2.141. Attic - South portion looking northwest.



Figure 2.142. Attic - Center portion looking south.

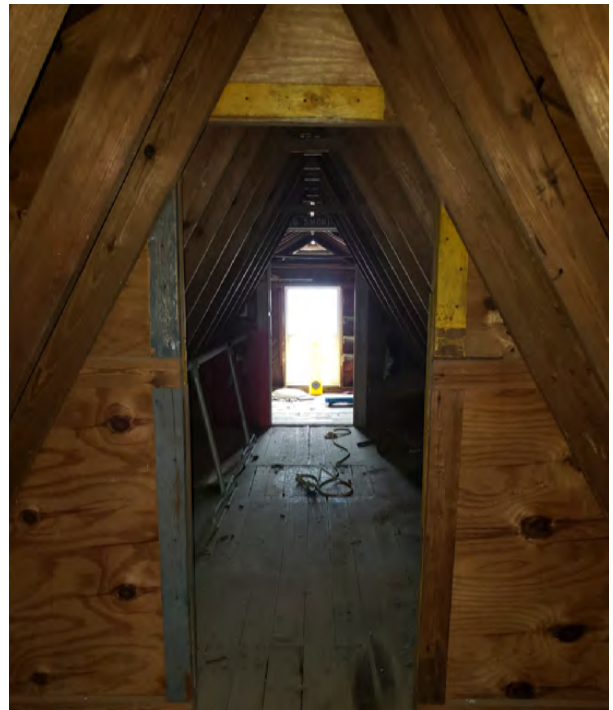


Figure 2.143. Attic - Center portion looking north.



Figure 2.144. Attic - View looking southwest.



Figure 2.145. Attic - View looking northeast.

has a recessed loop pull. The hinges and hardware appear original (Fig. 2.146).

The modern opening at the south end of the center section of the attic holds a manufactured pull-down stair measuring about 2'-0" by 5'-0" long with an aluminum folding ladder.

The modern hatch at the far south end of the building measures about 2'-6" by 2'-6" and has a drop-in plywood cover. An improvised wood ladder on the south gable assists in climbing through the hatch.

Walls and Ceiling

Two original partition walls and one later wall separate the attic into sections. The original north and south partitions have studs measuring 5½" deep by 1¾" thick spaced at 16" on center. The sides facing north and south are clad with flush horizontal tongue-and-groove boards measuring 5¼" wide by ¾" thick (Figs. 2.141, 2.147). This is the same material used as flooring.

The later partition at the center section consists of plywood panels held in place by irregularly-sized vertical boards (Figs. 2.142-2.143).

The original roof framing is exposed at the ceiling and is described in the *Structural Elements* section.

Doorways

The attic has three interior doorways. Those in the original partitions measure 3'-0" wide by 6'-8" tall and currently hold no doors; however three 4"-tall incised hinge marks remain on the western jambs. A brass keeper remains on the eastern jamb



Figure 2.146. Early hatch door in floor of center portion of the attic.

of the north doorway, and an incised mark for a similar keeper remains on the south doorway. Each doorway has lintel-cut plank board casings measuring 4½" wide by ¾" thick with rounded edges (Fig. 2.147). Given the utilitarian character of the garage, it is plausible that similar casings were originally in place at doorways and potentially window openings at the first floor.

Windows

Both gable-end windows have been replaced with vinyl units of a simulated six-over-six light design and have no interior casings. The openings appear to have been enlarged from their original size based on framing modifications at the gable ends and historic photos.

Finishes

The walls, ceiling framing, and flooring are largely unpainted. The door jambs and casings are painted white.

Stenciled signage indicating the load capacity of the floor system are on the floor and walls. Red-painted sections of the north wall indicate the previous location of fire extinguishers. A



Figure 2.147. Typical doorway and casing in attic.

yellow-and-black striped border surrounds the original hatch opening and the hatch itself is painted yellow. These painted details remain from the building's use by the Coast Guard and should be retained.

Structural Elements

The garage's structural system is thought to be largely original. Framing is concealed at the first-floor level, but is exposed at the attic level and appears original.

Floor Framing

The original poured-in-place concrete floor slab remains beneath Rooms 101A, 101B, and the northernmost bay of Room 102. The remainder of the slab in Room 102 was replaced after damage from Hurricane Ivan in 2004. The floor was never repoured in Room 103, and is currently painted plywood (Fig. 2.148).

The joists at the attic level measure 1½" wide by 7½" deep and are spaced at 16" on center (Fig. 2.150). At the north and south ends of the building, the joists span north-south, while joists at the center portion span east-west. The joists are through-bolted at each roof rafter within the center section.

Wall Framing

Wall framing is concealed by finishes at the first-floor level; however, interior partitions at the attic level have studs measuring 1½" thick by 5¼" deep and spaced at 16" on center. It is likely that the first floor shares similar wall framing.

Roof Framing

Roof framing differs between the center portion and the north and south ends of the building.



Figure 2.148. Plywood flooring in Room 103. Note termite and water damage.

The center portion has bolted connections and additional diagonal supports creating trusses that allow the structure to span the garage bay and presumably support greater weights for storage and hoisting of materials.

Rafters are consistent throughout the attic and measure 1½" thick by 5¼" deep spaced at 16" on center (Figs. 2.149-2.151). The diagonal members of the center section have the same dimensions as the rafters and form an A-frame at the center. Collar ties at each truss measure 1½" thick by 7½" deep. The rafters are bolted to the diagonal members at the ridge and there is no ridge pole (Fig. 2.151). Additional diagonal member support the rafters at their midspan and measure 1½" thick by 7½" deep. The diagonals are bolted to the rafters and to the ceiling joists (Fig. 2.150).

At the north and south ends, the rafters are supported at the one-third points by two beams each made up of three 1¾" thick by 7½" deep



Figure 2.149. Diagonal members at center section. Members in foreground form A-frame of truss.



Figure 2.150. Diagonals at the midspan of the rafters of the center portion. Note exposed floor joists and topside of plywood ceiling of Room 102.



Figure 2.151. View of ridge and collar ties at center portion.

members (*Figs. 2.152-2.153*). The beam bears on the gable end framing and on the east-west partition walls. Tongue-and-groove decking boards measure 5¼" wide by ¾" thick. Unlike the center section, there is a ridge pole that is made up of two ¾"-thick by 7½"-deep members (*Fig. 2.152*).

Building Systems

Mechanical Systems

No evidence remains to suggest that the building has had any form of heating system, which is not unexpected considering building use. Currently,



Figure 2.152. Ridge pole at north and south ends of the attic.



Figure 2.153. Roof framing at ends of attic. Note pair of beams supporting the rafters.

cooling is provided to Rooms 101A, 101B, and 103 using window units.

Electrical System

At the time of construction, the garage likely had a basic electrical system providing lighting and receptacles in key areas. Recessed fixture boxes with round blank covers can be seen in Rooms 101A, 101B, and 103 and may indicate the location of early fixtures.

Currently, the building has what appears to be a recently upgraded electrical system with main panel on the west wall of Room 103. The panel appears nearly brand new and circuits are clearly labeled. The latest generation of switches and receptacles are connected using plastic conduit, though earlier recessed receptacles remain in Rooms 101A and 101B, but may not be active. Linear fluorescent fixtures appear recently installed and are consistent throughout the building.

Plumbing system

No evidence remains to suggest that the building had any form of plumbing when constructed. The addition on the north end of the building contains a bathroom with toilet, sink, and walk-in shower. Park staff reports that the bathroom has had continual sewer issues. At the time of inspection, the bathroom was not functional. A washer hookup is on the north wall of Room 101B, but is currently not used.

Chapter 3

To be included in Chapters 1-4 Draft.

Chapter 4

To be included in Chapters 1-4 Draft.

Bibliography

To be included in Chapters 1-4 Draft.

Santa Rosa Life-Saving Station and Coast Guard Garage
Gulf Islands National Seashore
1801 Gulf Breeze Parkway
Gulf Breeze, FL 32563

www.nps.gov/guis