



National Park Service
U.S. Department of the Interior

Historic Furnishings Report Old Harbor Life-Saving Station

Volume 1: Historical Data

Cape Cod National Seashore
Provincetown, Massachusetts



HISTORIC FURNISHINGS REPORT

OLD HARBOR LIFE-SAVING STATION CAPE COD NATIONAL SEASHORE

VOLUME 1: HISTORICAL DATA

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March 2005

On cover: Old Harbor Life-Saving Station and crew, 1900-1909. CACO ref. H16-137. Courtesy of Cape Cod National Seashore.

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ACKNOWLEDGEMENTS

In making this report possible, I would first like to thank a number of Cape Cod National Seashore staff members. As curator, Hope Morrill guided me through the Seashore's archival material, rare books library, reference files and historic object collection so that I was able to make the most of my research time there. She created lists, hauled needed documents back and forth between Truro and Eastham, researched the answers to my questions and, as always, was a pleasure to work with. Sue Moynihan, Chief of Interpretation and Cultural Resources, oversaw the project for the Seashore, provided contact information and reports, was a key reviewer, coordinated staff comments and offered her insights into the long-range development of Old Harbor within the wider context of the Seashore's various cultural resources. Cultural Resources Program Manager Bill Burke provided access to his files from his days as the North District Ranger and information on the station's structural issues. Dave Spang, North District Ranger, contributed over 40 years worth of knowledge about the Seashore and Old Harbor Station to the project. All reviewed the various report drafts and offered helpful input.

Richard G. Ryder, grandson of Old Harbor surfman and Officer in Charge Richard E. Ryder, generously gave of his time to recall stories about his grandfather's work handed down to him by his grandmother and father. He also shared numerous photos, clippings and family documents which added to the body of knowledge about the station. His book on Old Harbor, particularly the appendices summarizing major events in the station's history and its furnishings, was one of the essential resources in developing this report's analyses of room usage and implementation plan.

Thanks also to Joan Garran of the National Archives in Waltham, MA for her pleasant assistance accessing the Archives' collection of Old Harbor daily log books; Chatham Historical Society's Maryann Gray, who was exceedingly gracious in providing me with all the information she could find in the collections on Old Harbor and the Life-Saving Service on Cape Cod; Sarah Heald, Staff Curator at Harpers Ferry Center, National Park Service, for her successful efforts to track down copy prints of historic interiors at Sleeping Bear Point Life-Saving Station (and even scanning the images for me); Peggy Albee and Sharon Ofenstein of the Historic Architecture Program, Northeast Region, National Park Service for similar help; the archives staff at Historic New England; the Blunt Library, Mystic Seaport; and the Hull Life-Saving Museum; James W. Clafflin; and Richard Boonisar.

Finally, at the Northeast Museum Services Center, I would like to thank Vicki Kalemariis for providing access to documents in the Cultural Resources Bibliographic Library and regional National Park Service project files for Cape Cod National Seashore; and Laurel Racine who supervised the creation of this report and guided it through its various stages.

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38. Boatroom, Westport Life-Saving Station, WA, before 1915. Photo reproduced in Richard G. Ryder's *Old Harbor Station Cape Cod* (Norwich, CT: Ram Island Press, 1990), 85.
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Heroes, Rescues and Architecture of the Early Coast Guard (Petaluma, CA: Costano Books, 1996), 39.

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47. Crew's Quarters, Cahoon's Hollow Life-Saving Station, Wellfleet, MA, c. 1902. Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 31.

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50. Basement, generator room, c. 1962. Gift of Howard Rose. CACO ref. H16-013. Courtesy of Cape Cod National Seashore.

51. Basement, workshop, c. 1962. Gift of Howard Rose. CACO ref. H16-012. Courtesy of Cape Cod National Seashore.

52. Basement, food and supply storage, c. 1962. Gift of Howard Rose. CACO ref. H16-011. Courtesy of Cape Cod National Seashore.

MANAGEMENT SUMMARY

The *Historic Furnishings Report* is the first formal study of the furnishings at Old Harbor Life-Saving Station. Part 1 is a historical data section which contains a history of the construction, ownership, occupancy and use of the station. Part 2, the implementation plan, contains furnishings plans for key rooms and an interpretive overview. In its entirety, the report gathers together disparate documentation on the station and provides the park with a decision-making tool for future installations and public interpretation.

Documentation in the historical data section shows that there is sufficient information to create historic furnished interiors or vignettes for the key interpretive spaces in Old Harbor Life-Saving Station. Combined with interpretive panels, graphics and videos the interiors will accurately convey to visitors a greater sense of the work of the U.S. Life-Saving Service, the organization's impact nationally and the grueling lifestyle of the surfmen.

The period of national significance for Old Harbor Life-Saving Station is defined in its National Register Nomination form (1973) as the era of the U.S. Life-Saving Service's operations there, 1898-1915. The Coast Guard years (1915-1944) are also important to emphasize the differences between the two eras. However, it is the Life-Saving Service that represents a common facet of nineteenth century American coastal life during the age of sail and had a profound impact on Cape Cod. To coincide with its restored structural elements and the period of national significance, the interiors will be furnished to 1900.

The types of furnishings used at Old Harbor Life-Saving Station are well documented by supply lists and property inventories. The furniture used at different stations did not vary widely, although styles could change from decade to decade due to differences in government suppliers. The strength of visual documentation of placement of furnishings varies. Because no interior images of Old Harbor were found, furnishings placement has been determined by comparative evidence from interior photos of other stations coupled with any remaining physical evidence at Old Harbor.

After discussion, park staff selected Option 2 among the various treatment options outlined based on supporting documentation. Option 2 calls for the use of a combination of furnished interiors, interpretive panels, formal exhibit elements and audio-visual programs.

Factors affecting the treatment plan implementation at the station include the following:

- **Security:** Old Harbor is in a remote location and has a history of vandalism. Problems with false alarms in the intrusion detection system have sometimes led to its deactivation. For this and other reasons (see below), it is recommended that no museum collections be exhibited in the station unless evaluated and approved by the park curator. Objects used in the refurnishing and exhibits will instead rely on a combination of reproductions and unassociated period pieces in sufficient supply as to be able to be replaced if lost. None of the new materials should be

accessioned into the museum collection unless the curator determines that there is some advantage to doing so.

- **Environment:** Cape Cod National Seashore's Collections Condition Survey (1989) and Collections Management Plan (1995) document the hostility of the environment at Old Harbor to the long-term preservation of museum collections. Nothing can be done to alter the conditions of high humidity and temperature extremes that take place inside the building. For this reason and security concerns, museum collections will not be used in the exhibits.
- **Maintenance:** Old Harbor has been plagued by water leaks that have ruined previously restored interior finishes. It is not worth the time, effort and expense to complete restoration on the structure and install new furnishings and exhibits unless it can reasonably be assured that the leaks have been identified and mitigated. Regular cyclic maintenance on the building will be necessary to prevent the same problems from reoccurring.
- **Visitor Traffic:** Visitors currently enter and exit Old Harbor from the boardwalk adjacent to the walkway from the parking lot. The option to exit out the rear door on days of high visitation cannot be realized without completing restoration of the rear porch and steps. While it is not recommended visitors enter and exit through the storm room or stair hall doors, the front porch should also be restored to provide visitors with means of accessing the front of the building for interpretive enhancement and visitor comfort.
- **Staffing:** To maximize the building's interpretive potential and to ensure the protection of exhibits and the structure itself, implementation of the Historic Furnishings Report will require that additional staff time be devoted to interpretation, exhibit maintenance and building maintenance.

Before the *Historic Furnishings Report* can be implemented, the unfinished restoration work at Old Harbor needs to be completed. The first and most important issue to resolve is the chronic leaking of the station during driving rain; the second is to install a reliable intrusion detection system. Until the structure can be tightened, it is futile to invest time and limited resources to restoring finishes and creating exhibit installations only to have them destroyed within a short period of time by water damage, theft or vandalism that may be preventable. Unfinished restoration work includes:

- Completion of restoration of second floor.
- Removal of the Howard Rose-era linoleum from floors and refinishing of the original floors beneath.
- Repair of all interior and exterior doors on the first floor, including locking hardware.

- Painting of the second floor.
- Repair of wall plaster damaged by water infiltration.
- Refinishing the stairs to 1897-1900 period (oil or varnish).
- Reproducing lockers on second floor.
- Completion of restoration of front and rear porches.
- Cleanup of old construction debris in front of building.

The appendices to this report include a copy of the *Historic Structures Report's* recommendations for all interior finish work that still needs to be undertaken. This work could be done in phases coinciding with the furnishing of specific rooms.

NATIONAL PARK SERVICE ADMINISTRATIVE BACKGROUND

Cape Cod National Seashore was established by Public Law 87-129 on August 7, 1961. The purpose of the park, according to the enabling legislation, is to permanently preserve the seashore and provide the public with an understanding of the natural, historic and scientific features that make up the unit. Old Harbor Life-Saving Station was acquired by the park in 1973. By this time, the threat to the structure from beach erosion had become serious. Over the winter and late spring of 1977 to 1978, the station was relocated from Chatham's North Beach to Park Service property on Race Point, Provincetown.

After partial treatment to restore the exterior and interior architectural elements and surfaces to their circa 1899 appearance, Old Harbor Life-Saving Station was opened to the public in 1979. In 2004, the tower cellar bulkhead was reproduced, bringing the exterior appearance forward to 1900. The building is open every afternoon in July and August and periodically during spring and fall months on a drop in basis. A video of a breeches buoy drill conducted at Cape Hatteras is shown in the mess room. On Thursdays in July and August volunteers conduct a breeches buoy apparatus drill, as it was practiced by the crews in 1902. The event draws as many as 200 people, many of whom walk through the first floor of the station afterwards.

Only the first floor of the station can be viewed by visitors. Seven interpretive panels developed in 2002-2003 are installed on the walls in the boatroom, keeper's office and mess room. The boatroom is the only room that includes objects to give the suggestion of the interior's historic appearance. Exhibited are approximately 28 objects, including a Race Point model surfboat, a dory, an equipped reproduction beach apparatus cart that is used in the drill demonstrations, a parrot gun, mamby mortar, sand anchor, crotch and breeches buoy with tackle. Some of the pieces are period and others are reproductions. None are specific to the Old Harbor site.

PRIOR PLANNING DOCUMENTS

Listed in chronological order

A Field Investigation Report on a Proposed National Seashore, Cape Cod, Barnstable County, Massachusetts. U.S. Department of the Interior, National Park Service, 1958.

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Forging a Collaborative Future, Volume 1: Environmental Impact Statement, Final Environmental Impact Statement for the General Management Plan, Cape Cod National Seashore, Barnstable County, Massachusetts. Wellfleet, MA: U.S. Department of the Interior, National Park Service, February 1998.

Forging a Collaborative Future, Volume 2: Comments and Responses on the Draft Environmental Impact Statement, Final Environmental Impact Statement for the General Management Plan, Cape Cod National Seashore, Barnstable County, Massachusetts. Wellfleet, MA: U.S. Department of the Interior, National Park Service, February 1998

Racine, Laurel A. *Historic Furnished Interior Assessment: Cape Cod National Seashore, Cape Cod, Massachusetts*. Charlestown, MA: Northeast Museum Services Center, National Park Service, U.S. Department of the Interior, March 2001.

Long Range Interpretive Plan, Cape Cod National Seashore, November 2002.

SITE SIGNIFICANCE

The 1973 National Register of Historic Places nomination form identifies Old Harbor Life-Saving Station as having significance in the following areas: architecture, commerce, communications, conservation, engineering and military. The nomination was written before the station was moved from its original location to save it from being destroyed. In part the statement of significance reads:

From Monomoy to Provincetown, some forty miles, there remains only the Old Harbor U.S. Life Saving – U.S.C.G. station as the oldest of these buildings remaining on the shores of Cape Cod National Seashore.

Today, with the modern Coast Guard and its maritime, seaplane and electronic equipment, this old station is a rare reminder of the days of Sail, the days when shipwrecks were commonplace....Heroism of the highest order was made manifest by the acts of the small crews who manned the surfboats and set up elaborate breeches buoy equipment, to save lives in unbelievably terrible weather....

In retrospect, the old Life Saving Service (which became the Coast Guard in 1915) was the single most important activity on Cape Cod for seventy years – add another 75 years of sea rescue work by the Massachusetts Humane Society, from

1795 [sic], and we have over a century and a half of heroism which should not be forgotten.¹

Under current National Register criteria, the site meets Criteria A: Event and C: Design/Construction.

Old Harbor Life-Saving Station's lifesaving function was directly linked to American marine history and had a profound impact on the local communities. The predominance of ship travel in the nineteenth century, both for commercial and leisure purposes, resulted in high incidences of shipwrecks and loss of life, especially along Cape Cod, making its stations particularly exemplary of the U.S. Life-Saving Service's activities. The Life Saving and later Coast Guard stations also played key roles in coastal defense during the Spanish-American War and both world wars, as well as serving a policing function during Prohibition. Old Harbor Life-Saving Station is directly linked to all of these events.

Old Harbor Life-Saving Station is one of 16 surviving stations nation-wide constructed in the "Duluth" design created by architect George R. Tolman. Some of this number are only partially extant or are altered. Of the stations surviving on the Cape, the Cahoon Hollow Station is older than Old Harbor but is greatly modified. Another older station (possibly Pamet) is now a private residence on Old County Road in Truro. Old Harbor is the oldest station surviving on Cape Cod in close to original condition. It represents one of several different designs used by the U.S. Life-Saving Service at various periods in its history. Although removed from its original site on North Beach, it was relocated to a site recommended by a team of National Park Service historians with historical integrity being the highest priority. The station's current location at Race Point is near the site of a previous life saving station. In addition, an identical Duluth station was once located at Wood End, not far from Race Point. In its current location Old Harbor faces north. When located on North Beach, the building originally faced east. Aside from a reproduction wreck pole, none of the outbuildings were moved or reproduced on the new site.

SIGNIFICANCE AND EVALUATION OF HISTORIC FURNISHINGS

Cape Cod National Seashore's museum collections related to the U.S. Life-Saving Service and Coast Guard serve as documents of how the station functioned. The archival material has a high degree of historic integrity in that it is specific to the Old Harbor Life-Saving and Coast Guard Station. Included are wreck and log books that provide first hand accounts of life at the station; copies of correspondence from the district superintendent which reveal how the larger bureaucracy impacted the individual stations; and personnel records. Three-dimensional Life-Saving Service and Coast Guard artifacts in the collection generally do not have direct association with Old Harbor, making them of low integrity to the structure. However, most are associated with Cape Cod and

¹ The Massachusetts Humane Society was founded in 1786. If the 1795 date in the National Register statement of significance refers to the year houses of refuge were first constructed along the Massachusetts coast, it differs from the 1789 date cited in Richard Ryder's *Old Harbor Station Cape Cod*.

represent standard issue furnishings and supplies used at all stations throughout the country, making them valuable evidence of the organization's material culture.

HISTORICAL DATA

BACKGROUND

The roots of the U.S. Life-Saving Service go back to the eighteenth century. Until well into the twentieth century, international travel and commerce was dependent on the sea. The large numbers of goods and passengers shipped over American waterways created a real need for lighthouses and life saving stations to protect both life and property. From its first recorded incident in 1629 into the early twentieth century, over 3,000 shipwrecks occurred on the outer banks of Cape Cod. In the 1880s, wrecks averaged once every two weeks.² The consequences of such losses in human terms directly led to the creation of the Massachusetts Humane Society. Within a few years after its founding in 1786, the Massachusetts Humane Society constructed rudimentary shelters to provide assistance to ship wreck victims on the state's remote coastal shores. These structures were meant to give survivors temporary protection from the elements. However, the Society soon began to push for more proactive forms of aid. In the early nineteenth century larger lifeboat stations were built in Massachusetts to provide volunteers with the tools needed to conduct rescues. The first structure of this type was erected in Cohasset, Massachusetts in 1807.³ Federal monies were provided in 1849 to the Society to construct stations on Cape Cod. Once Congress began appropriating funds for the work, lifeboat stations rapidly sprung up along the coasts of New Jersey, Long Island, Rhode Island, the Carolinas, Georgia, Florida and Texas.⁴

The early stations were built to house a surfboat, surf car (also called a lifecar), mortar, flares, line throwing apparatus and stove. They continued to serve as shelter for shipwreck survivors. Manned by volunteers who did not live at the stations and provided with no central organizational oversight, maintenance of the structures and equipment was non-existent and the reliability of the crews erratic. The Sandy Hook (New Jersey) Station built in 1855 was a case in point. In 1864 the station was found to be in extremely dilapidated condition due to exposure and lack of upkeep to a structure that was poorly built from the beginning.⁵

In 1871, the Secretary of the Treasury was authorized by Congress to hire surfmen for specific periods and the Treasury's Revenue Marine Bureau was given oversight of the stations. The salary for surfmen was set at \$40 a month.⁶ Minimum qualifications for

² "The Guide's Guide to Cape Cod National Seashore," 1995, 201; US Army Corps web site www.nac.usac.army.mil/ccs/history/canalstory.htm.

³ Dennis L. Noble, *That Others Might Live: The U.S. Life-Saving Service, 1878-1915* (Annapolis, MD: Naval Institute Press, 1994), 20.

⁴ Richard G. Ryder, *Old Harbor Station Cape Cod* (Norwich, CT: Ram Island Press, 1990), 1-2.

⁵ Commander Robert F. Bennett, USCG, *The Lifesaving Service at Sandy Hook Station 1854-1915* (Washington, DC: Public Affairs Division, U.S. Coast Guard, 1976), 5.

⁶ Secondary sources do not agree on the salary figures for life saving station personnel in the 1870s. Ryder and Bennett both cite salary for surfmen as \$40 per month. The monthly figure given by Noble for 1871 is \$50. Noble states that the keeper's salary was set at \$200 a year in 1871, but this would have made the keeper's monthly salary less than half that of the surfmen! (54-55) Bennett says the keeper was paid \$200 a month in the 1870s which would have been more than double a keeper's yearly earnings 30 years later.

keepers, training and inspections were established. However, insufficient government funding meant that the same problems of neglect and inadequate staffing continued. Responding to public outcries for improvement, the U.S. Life-Saving Service was established in 1879 as a separate entity within the Treasury Department under the direction of General Superintendent Sumner Kimball.⁷

The humanitarian mission of the Life-Saving Service generated enormous public support. Surfmen were romanticized in the popular press as “storm warriors” and “soldiers of the surf.” According to Dennis Noble, the mythic status of the lifesaver was promulgated by the excellent public relations skills of Sumner Kimball. Station crews were supervised by keepers, who generally used the title Captain as it reflected their level of authority. A keeper and his crew were usually from the local community and had fishing backgrounds.⁸ Each surfman signed “Articles of Agreement” during each winter work season, making them subject to command of the keeper, the official regulations of the Life-Saving Service and the district assistant inspectors who were Revenue Marine officers (usually lieutenants). Assistant inspectors reported to the inspector, who in turn reported to the general superintendent. Keepers reported to district superintendents (civilians appointed by the Treasury Department), while the latter reported to the general superintendent.⁹

One of the major problems that plagued the U.S. Life-Saving Service was staffing. In the period between 1871 and 1913, the average time of service in the Northeast was nine years. Only ten percent of keepers in this region had remained with the Life-Saving Service between 20 and 30 years and only three percent for more than 30. The average surfman served two years in the Service, generally leaving to seek better employment, particularly in areas near urban communities.¹⁰ While low pay and the isolation of the stations were among the main reasons for resignation from service, lack of retirement benefits or pensions was probably the single most crucial factor.¹¹

From 1876 on, Kimball in his annual reports repeatedly urged Congress to pass legislation allowing pensions for surfmen, stating that lifesavers were “morally entitled to financial assistance from the Government.”¹² Kimball likened surfmen to soldiers,

According to period sources, by 1902 surfmen were earning \$65 a month and keepers \$900 a year or \$75 per month (see Dalton, 33 and “The Monomoy Life-Savers,” *The Boston Herald*, 18 March 1902). Perhaps the \$50 per month figure cited by Noble was actually the salary for the keeper in 1871.

⁷ Ryder, 1-2.

⁸ Noble, 59-61.

⁹ Bennett, *The Lifesaving Service at Sandy Hook Station*, 15-16.

¹⁰ Noble, 64-65, 77-76.

¹¹ A different view of surfmen’s pay is presented by Commander Robert F. Bennett in his report on the Sandy Hook Life-Saving Station (15-16). Bennett notes that the salary of a lifesaver in 1900 -- \$65 per month – compared favorably with the \$16 per month earned by a first class boatswains mate on a Navy battleship the same year. It should be pointed out, however, that surfmen were required to pay for a number of non-reimbursable station-related expenses, such as their uniforms and food, out of their own pockets. They also worked seasonally and were not employed by the government year round.

¹² *Annual Report of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1902* (Washington, DC: Government Printing Office, 1903), 50-51.

policemen and firemen “engaged in perilous public service for the protection of life” and who were accorded such benefits.¹³ The 1905 report stated:

In the report of the Service for 1904 legislation was strongly advocated giving pensions to the widows and dependent children of members of life-saving crews losing their lives in the line of duty and providing for the retirement of those who become disabled from injury or disease incurred in the Service or from the infirmities of age....The Service has been seriously crippled by the loss of experienced surfmen, who are leaving the crews in constantly increasing numbers for occupations where the work is less hazardous and the pay better. It has become necessary to fill their places with men who, in many instances, are inferior in capacity and character. That the morale of the station crews has been thus injuriously affected is forcibly shown by the growing number of dismissals for cause, those occurring during the past year being double those of the year preceding.¹⁴

No bill ever passed during the Life-Saving Service era, despite broad public support.

Throughout most of its 36 year existence the Life-Saving Service’s rescue procedures and equipment reflected 1870s technology geared to wrecks occurring close to shore involving wooden commercial ships navigating the coasts. By 1900 marine technology had evolved. Machine powered steel ships were less susceptible to winds and with improved navigational equipment, stayed farther offshore which reduced risk of running aground. As ships began navigating farther away from shore, providing assistance using traditional oar-powered wooden surfboats became more time consuming and risky. The early 1900s also saw a dramatic increase in the use of gas-powered motor boats along with a corresponding increase in recreational boating in coastal waters by people with few, if any, nautical skills.

External changes helped to slowly reduce the number of shipwrecks. In 1870, the U.S. Weather Bureau became part of the Army Signal Corps and established a school of meteorology for training the military. In 1870 the Bureau had 24 field stations conveying weather observations to Washington three times a day; in 1878, it had 284. Improvements in meteorological study led to the ability to forecast storms more accurately and provide some degree of advance warning.¹⁵ The telegraph and telephone enabled forecasts to be conveyed to railroads and the news media for wider dissemination. Inventions like Marconi’s wireless in 1901, which for the first time allowed for ship to shore communication, made it possible for captains of ocean-going vessels to obtain news about storms while at sea and offshore aid.¹⁶ The completion of the Cape Cod Canal in 1914 gave vessels a safer interconnecting waterway between

¹³ *Annual Report of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1903* (Washington, DC: Government Printing Office, 1904), 52.

¹⁴ *Annual Report of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1905* (Washington, DC: Government Printing Office, 1906), 55-56.

¹⁵ National Oceanic and Atmospheric Administration web site www.history.noaa.gov.

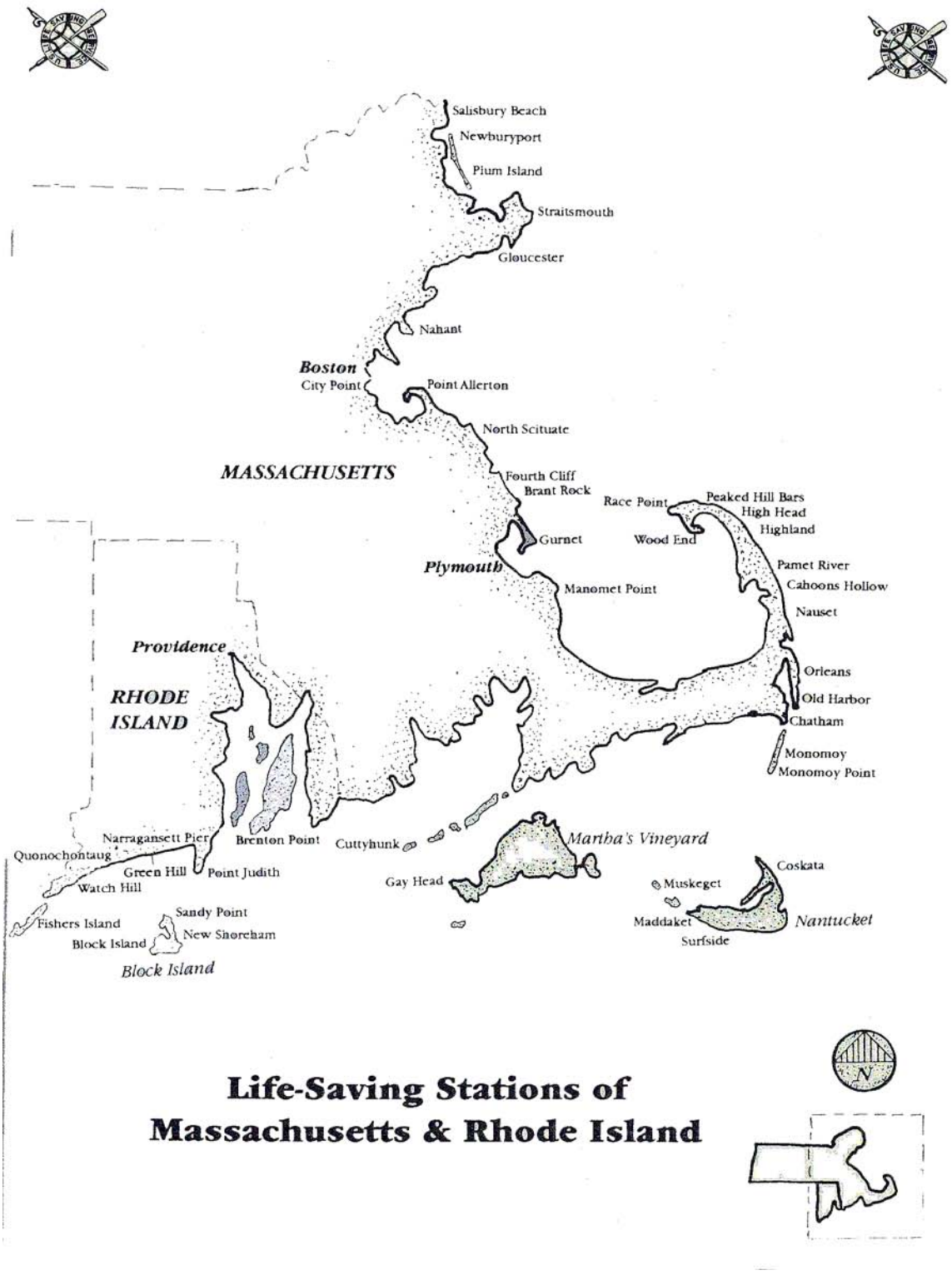
¹⁶ *The Guide’s Guide*, 121-122.

Buzzards Bay and the Cape by cutting through the Cape's isthmus. Although traffic was initially slow because of the expense of the tolls and because the initial depth of the canal was only 15 feet, traffic gradually increased after the canal was deepened to 20 feet in 1915. That year 2689 vessels passed through the canal; the next year the figure increased to 4634 vessels with a gross tonnage of 3.5 million. The United States Government purchased the canal in 1928, eliminated the tolls and began additional waterway improvements.¹⁷

Technological changes, issues of inadequate pay, lack of a pension system, the impact of progressive political reform and a perceived duplication of efforts in the Life-Saving Service, the U.S. Lighthouse Service and the U.S. Revenue Cutter Service (which was founded as a maritime police and safety force) led to the consolidation of the Revenue Cutter Service and Life-Saving Service by Congress in 1915. The new government unit became the U.S. Coast Guard. The civilian lifesavers became part of a paramilitary organization of commissioned officers (district superintendents), warrant officers (keepers), petty officers and enlisted men (surfmén). A retirement system was included as a benefit. Eventually Coast Guard cutters and later helicopters took over the lifesaving duties previously handled by surfmen on land and the stations were decommissioned in large numbers after World War II.¹⁸ In the twenty-first century, the Coast Guard has again taken on a new group of responsibilities as part of the US Department of Homeland Security.

¹⁷ US Army Corps web site www.nac.usac.army.mil/ccc/history/canalstory.htm.

¹⁸ Noble, 147-153, 155-156.



**Life-Saving Stations of
Massachusetts & Rhode Island**

From Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996).



MAP OF CAPE COD, SHOWING LOCATION OF U. S. L. S. STATIONS.
 Small circles show where principal wrecks have taken place within past fifty years.

From J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 6.

OVERVIEW OF CONSTRUCTION

The *Old Harbor Life-Saving Station Historic Structure Report* (1988) thoroughly documents the structural history of the station and modifications over the years. The following brief summary is based primarily on its *Structure Report*, which should be consulted for detailed analysis of the building's construction and finishes.

Original Construction, 1897

Years before construction of Old Harbor Life-Saving Station, the north end of Nauset Beach in Chatham, Massachusetts served as the location of the Chatham Life-Saving Station in 1876. In 1880, the Chatham station was moved back to its original 1872 site at the north end of Monomoy Island so that the U.S. Life Saving Service could erect a modern station at the North Beach location. After the old Chatham station was removed, it took 17 years before a new life saving station was constructed. In the meantime, on December 1896, the schooner *Calvin B. Orcutt* was wrecked off Chatham. This unfortunate incident, in which eight lives were lost, was the catalyst in finally getting Old Harbor built. An investigation by the Assistant Inspector of the First and Second Districts following the *Orcutt* incident concluded that the nine miles separating the Orleans and Chatham life saving stations was too great a distance for effectively preventing and assisting wrecks. On February 1, 1897, the inspector recommended construction of an additional station.¹⁹

Bids for construction opened June 21, 1897. Ultimately, J.S. Randall of Portland, Maine was selected as contractor to build the Duluth-style station, a type designed by George Tolman in 1893. Over 27 stations were built as Duluth structures throughout the United States, six in Massachusetts alone. (At the time the *Historic Structure Report* was written in 1988, only 14 Duluth stations were still standing.) Architectural drawings for this latest station on Cape Cod included a boatroom, mess room, keeper's office and quarters, storm gear room, kitchen, pantry, crew's quarters, a spare room, stowaway area and a watch tower in the main building; an outbuilding containing a privy, coal, wood and oil storage; a cistern to be attached to the main building; and a flagstaff. Construction was completed on February 18, 1898.²⁰ Noting that this particular area of Chatham had "from time immemorial been called 'Old Harbor'" and that he could not "suggest a name more independent of other stations or of older origin," the District Superintendent selected this name over the second option – Mud Hole – to clearly distinguish the new station from the neighboring Chatham Life-Saving Station.²¹

Specifications called for the one-and-a-half story high main building with four story watch tower to be "arranged for the accommodation of the keeper and crew." The exterior received "heavy tongued plank, covered with felt, with a weather covering of

¹⁹ Peggy A. Albee, *Old Harbor Life-Saving Station Cape Cod National Seashore Historic Structure Report* (Boston, MA: US Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), 13-14.

²⁰ Albee, 15-17.

²¹ Quoted in Albee, 15.

shingles” to help create “a tight and warm structure.” Inside, the wood plank ceilings were left unplastered. Interior walls and partitions were plastered throughout the building, the exception being in the boatroom where the “frame, including the roof, will show, dressed.” The 1897 specifications note that the final plaster coat was to be mixed with enough yellow ochre pigment to produce a “light canary tint.” Interior woodwork was to be painted “French gray” on the first floor ceilings and “a light olive tint” elsewhere.²² The interior stairs were originally finished in varnish or oil.²³

Arguably the most important space within the building, the boatroom (also referred to as the boathouse) was to “be arranged for boats, boat wagon, apparatus cart, etc.” and included a loft. The interior wall separating the boatroom from the rest of the building was covered with clapboard on the boatroom side. Instructions stated that the station sign erected over the boatroom doors was to be painted “a light Colonial yellow, letters to be 8 inches high, painted black, molding a French gray.”²⁴

Alterations During Life-Saving Station Period, 1899-1914

Apparently neither the interior painting nor the plaster tinting was ever carried out during the original construction. Historical Architect Peggy Albee cites entries in Old Harbor’s journals that show the crew painted the interior from March through May 1899 and provides modern paint analysis as further evidence. Given that the station was completed in February 1898 it is highly unlikely re-painting was required after only a little over a year. Paint analysis conducted as part of the *Structure Report* indicates the interior plaster surfaces were left their natural color. Therefore, the vibrant wall and border colors in contrasting hues that constitute the first paint layers were probably applied early in 1899.²⁵

The Life-Saving Service’s interest in utilizing the latest technology to fulfill its duties is illustrated by the organization’s quickness in adopting telephones. The station was equipped with a phone and in January 1899 telephone lines were installed in the halfway houses located at the ends of the Old Harbor Station’s patrol route.²⁶

An inspection report of May 26, 1899 indicated Old Harbor Station needed a cellar, stable and workshop. Another inspection seven months later was more specific in its recommendations, which included creating a nine foot square cellar for vegetables and provisions; adding a window for light and ventilation in the keeper’s office; constructing a stable, carriage room and workshop; and erecting a free-standing boathouse three-quarters of a mile from the station in which to store one of Old Harbor’s two surfboats. One surfboat had been moved out of the station boatroom to this location nearer the water

²² “Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District, 1897,” Chief of Cultural Resources records, “Old Harbor” file, Cape Cod National Seashore, 6-7, 11, 17.

²³ Albee, 20.

²⁴ “Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District, 1897,” 6-7, 9, 15.

²⁵ Albee, 19.

²⁶ Albee, 18-19.

but was fully exposed to the elements. Authorization to act on all of the inspection recommendations except construction of a stable and workshop was granted in April 1900.²⁷ Considering the station had hired a horse since December 1, 1898 the long delay in getting permission to build a stable is puzzling.²⁸

Completed in September 1900, the cellar constructed under the tower was accessible through an exterior bulkhead added to the front (now the north side) of the station.²⁹ The hired horse still had to wait another two years before a barn was built.³⁰ Approval for construction of an 18' x 30' workshop was eventually received in April 1905.³¹

The toll of exposure to severe weather on the station and its support structures is evident in the frequency of repainting, replacement of worn or rotted floors and stair treads, the boatroom ramp and boardwalks. Exterior and interior painting seems to have been done cyclically, about every three years for the exterior. The one year old boathouse had to be moved farther back from the beach in 1901 to protect it from encroaching seas and was moved again for the same reason in 1905.³²

Over the decade, various physical upgrades were made. In 1909 and 1910 a number of changes and repairs were carried out based on recommendations that had been made by the Inspector in 1906. The work cost \$2428.68 and included replacing eight swinging sash windows in the tower with sliding sashes; weather stripping the tower windows; replacing the treads on the watch tower stepladder; repairing ten treads on the main interior staircase; re-flashing and re-shingling around the east window of the crew's quarters; repair of the floors in the watch tower, pantry, mess room and kitchen; refinishing four thresholds; plastering ceilings on the first floor, except in the keeper's room office and staircase hall; plastering the crew's quarters; construction of a new boatroom ramp; closing off the side boatroom door; replacing the sliding front door of the boatroom with swinging doors; installing new framing and flooring for the front porch; raising the chimney three feet; and installing a new cistern cover and exterior weather boarding around the boatroom. Besides this work, an addition to the barn was built and another cellar was added under the dwelling portion of the station. The latter was accessed by an interior staircase that originally was in the kitchen. In August 1910 a hot water heating system that used eight Buffalo standard radiators was in place. The boiler was located in the new cellar, where a coal bin was also constructed. This work represented the single largest rehabilitation of the station during the Life-Saving Service years. Improvements continued on a smaller scale up to 1915, including construction of new halfway houses.³³

²⁷ Albee, 20-26, 28.

²⁸ Log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, National Archives and Records Administration (hereafter cited as NARA), Waltham, MA.

²⁹ Albee, 20-26, 28.

³⁰ John W. Dalton, *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 114.

³¹ Albee, 23.

³² Albee, 21-22.

³³ Albee, 24-28.

Alterations During Coast Guard Period, 1915-1944

Routine maintenance continued throughout the U.S. Coast Guard years, as well as upgrading of equipment and installation of more modern conveniences. In March 1919, the Inspector noted that the floors in the mess room (despite having been replaced nine years earlier), kitchen, storm clothes room and pantry were worn out and that the kitchen window sash was rotted. Repairs to the heating system were needed by 1924.³⁴

The station got its first indoor toilets in 1927, a process that included installation of a water supply system, plumbing system, fixtures and concrete septic tank. On the first floor a closet between the boatroom and the keeper's quarters was converted for this purpose. On the second floor a latrine was created from a portion of the locker and spare rooms on the west side of the building; it was enlarged in 1942 to include two stalls, three sinks and two showers.³⁵

Due to lack of funding Old Harbor Coast Guard Station was not electrified until 1932. It was presumably at that time that a Kohler 32V DC 1500w gas powered electric generator was installed and a gas tank placed outside the station, in the rear. In 1935 the interiors were repainted. By 1944, Old Harbor included the station, boathouse, garage, workshop, steel flag tower, wood drill pole, and "aviation [pole?] with no platform."³⁶

In 1943 a new Kohler 110V DC 2kw gas powered electric generator replaced the circa 1932 generator. That same year the 1927 gas water pumping engine was replaced by an electric engine. These were among the last upgrades made to Old Harbor before the station was decommissioned in July 1944. At that time, the building was closed, the doors and windows boarded up and water pipes drained.³⁷

Alterations During Period of Private Ownership, 1947-1973

Old Harbor stood abandoned for at least three years before it was privately purchased. The U.S. Government's Declaration of Abandonment was filed in Barnstable County on March 24, 1947. A bid to purchase the buildings had been made by Edwin Taylor and Jonathan Eldridge in September 1946. The two also acquired the land, which was not owned by the U.S. Government, from Oscar C. Nickerson. On August 30, 1948 the property was sold to Albert N. Long, although a property dispute 10 years later found that Oscar Nickerson held title to the land through adverse possession. After a final decree by the Superior Court of Massachusetts confirming Nickerson's title, a series of Quitclaim Deeds were filed. The property was transferred to Long, then to George Bearse and ultimately to Howard Rose. In 1959 Rose became joint owner, along with his wife and two daughters; in a letter Rose said he purchased the buildings in 1948.³⁸ Changes made to Old Harbor after the station was decommissioned are not well documented. It has

³⁴ Albee, 30.

³⁵ Albee, 30-32.

³⁶ Albee, 4, 31-33.

³⁷ Albee, 32-34.

³⁸ Albee, 4-7, 34-35.

been assumed that most if not all were instituted by Rose, who said he made “extensive alterations, repairs and improvements to not only the station but to the original stable building, workshop building and Boat House” immediately after acquiring the buildings and in later years.³⁹

According to Historical Architect Peggy Albee most of the alterations probably pre-date 1962, when the property was again offered for sale. The changes were geared toward transforming the station into a vacation retreat. Walls between the mess room, storm clothes closet, keeper’s office and stairway foyer were removed in order to create a single large living area. Walls were also removed around the pantry and between the rear entry and pantry to enlarge the kitchen. A shower was added to the first floor lavatory and a storage room was created in the southeast corner of boatroom. Screens were installed in the boatroom double doorways. On the second floor, what had been a single large sleeping room for the life saving crew was divided into four bedrooms, although Albee suspects the southwest corner bedroom may have been created by the Coast Guard. A new bathroom and linen closet were added on the second floor. The boat room loft was changed to a full floor over the span of the room, with a trap door and ladder for access. All floors were covered with linoleum or tile, except for in the boat room. By 1962 the cellar had been partitioned into four distinct areas – a workshop, larder room, power plant and laundry area. Hot water was heated by gas and electricity was still provided by generators. In 1962 gas and electric space heaters were installed to supplement the limited warmth provided by the Heatilator fireplace in the former mess room. A combination of gas and electric lighting fixtures were being used in 1972, although it is not known when the gas fixtures were installed.⁴⁰

Alterations During NPS Ownership, 1973-2004

Apparently, the National Park Service was interested in the property as early as 1963: an appraisal from that year was initiated by the regional director. According to that document the property at the time encompassed 19.7 acres of land, the former station, a 6’x6’ storage shed with double doors on the front (the 1900 boathouse) east of two detached cottages (the former stable and the workshop), and a 75 foot steel signal tower. The station overall was described as in fair condition, as were the first floor rooms but many of the second floor bedrooms were categorized as being in poor shape.⁴¹ Photographs of the interiors from this period show evidence of water damage to the plastered ceilings.

In 1972, a memo to CACO’s superintendent from the historian provided a summary of the Old Harbor Station and the opinion that, while the historian admitted to not having seen the interior of the station, it was understood based on conversations with others that the interior “has been gutted and altered – only the exterior shell remains.” If the Park

³⁹ Howard Rose to Glen Kaye, NPS, Greenwich, CT, 2 May 1977, Old Harbor Coast Guard Station file, Cape Cod National Seashore.

⁴⁰ Albee, 35-37.

⁴¹ Appraisal of property, North Beach, Chatham, MA, Tract No. 41C 8100, Fred R. O’Donnell, M.A.I., 18 July 1936, Old Harbor Coast Guard Station file, Cape Cod National Seashore.

Service purchased the property, it would have “another historic property on our hands. If we buy it, we must keep it whether we use it or not. . . . It might be possible in ten years to show that reconstruction would be necessary (and the architectural histories tend to show that the NPS is extremely reluctant to engage in historic reconstruction). Perhaps the building could be demolished or given away at that time. In any case, restoration and use as an exhibit would probably not be feasible. Perhaps, as on Nantucket, use could be made of it as a hostel, as you suggested.”⁴² The tone of this and later internal memoranda imply the Park Service’s primary interest in acquiring the Old Harbor property was the land, not the structures.

In contrast to the historian’s impressions in the 1972 memo, the National Register nomination statement of significance written by Edison Pike Lohr in July 1973 said that while some changes had been made “Internally, the structure has not been altered to a great degree though extensive repairs would have to be made if the building were to be used interpretively.” Lohr emphasized that Old Harbor was “a rare reminder of the days of Sail, the days when shipwrecks were commonplace. . . . the old Life Saving Service (which became the Coast Guard in 1915) was the single most important activity on Cape Cod for seventy years. . . . In World War I and II, beach patrols, using these stations, were a vital part of Coast defenses. Although Old Harbor station was built at the turn of the century. . . its historical value, as representative of a vital part of the Cape’s past, is obvious. Soon, no Coast Guard buildings will remain.” The nomination form also warned “Very rapid encroachment by the sea makes some sort of preservation action vital. If the station is not moved very soon, the ocean will claim it as it has several other stations in recent years” although at the same time Lohr felt moving the structure to a location inland would reduce its historic integrity.⁴³

On June 23, 1973 the National Park Service purchased the former Old Harbor Station from Howard Rose for \$44,935. The Rose family retained the right to continue their private use of the station for another five years and ownership of the outbuildings, which Rose had converted into efficiency apartments. Old Harbor came under management of Cape Cod National Seashore and for the next four years the National Park Service tried to figure out what to do with the structure.⁴⁴

A local reporter wrote of the sale somewhat cynically “The Old Harbor Lifesaving Station on Chatham’s North Beach is now owned by the taxpayers of America. They’ll be able to take actual possession of the weathered old building in five years if there is anything left of it.”⁴⁵ The problem of erosion on the shores of North Beach had become obvious. According to various newspaper articles, the high water mark in 1897 came within 600 feet of the new station’s location; by 1973 it was within six to ten feet of the

⁴² Memorandum, Historian to Superintendent, CACO, 8 December 1972, Old Harbor Coast Guard Station file, Cape Cod National Seashore.

⁴³ Old Harbor Life Saving –U.S. Coast Guard Station National Register of Historic Places nomination form, Cape Cod National Seashore files.

⁴⁴ Albee, 7, 38.

⁴⁵ “Old Harbor Lifesaving Station Bought By Park,” *The Cape Codder*, 9 August 1973.

front doors; in 1976, storm tide waves hit the building.⁴⁶ Public sentiment was summed up by *The Cape Codder*: “If the Old Harbor station does succumb to the relentless force of the Atlantic its loss will be a profound one to many local people.”⁴⁷

The Park Service had already begun exploring the costs of moving the station. In June 1973, Superintendent Leslie Arnberger reported to the regional director that Howard Rose was “getting estimates on cost and has approached the Chatham Historical Society and the Chatham Conservation Foundation to determine if they would be interested in contributing to the cost of saving the old landmark. If not, it seems a foregone conclusion that the old station will go as we are not aware of any Service funds available for this purpose. Should this be the case, Mr. Rose has requested that he be permitted to remove the boat room from the building and move it to a safe bay side location. Since the building is nominated for the National Register it would appear that any proposal for moving, alteration or demolition, must be considered by the Department and the Advisory Council on Historic Preservation.”⁴⁸ Rose’s contacts with the Chatham Historical Society and Conservation Foundation apparently did not yield the necessary funds because in September the park superintendent requested of the regional office that the station be sold.⁴⁹

For four years the Park Service and local preservation groups dickered about how Old Harbor station could be saved but more to the point, what it would cost and who would foot the bill. The Chatham Conservation Foundation Inc., Chatham Conservation Commission and Chatham Historical Commission wrote the National Park Service requesting it preserve Old Harbor. At a Cape Cod National Seashore Advisory Commission meeting, the Park Service’s representative noted the organization did not want to see the building destroyed but that this was inevitable if left in its original location and “the cost of moving and preserving it was going to be prohibitive in view of the fact financing is becoming more difficult as costs increase.” At this point, discussion among the local preservation community turned to possible sites for relocating the station and who would be responsible for the maintenance of the structure if it was moved to non-Park Service land.⁵⁰

Among the possible sites explored for relocating Old Harbor were Nauset, Cahoon’s Hollow, Pamet River, Highlands, Peaked Hill, High Head, Race Point and Wood End. Two main criteria for evaluating the sites were integrity (the location was in an area with beach access and a clear view of the ocean) and use (the location could be used by the National Seashore and accessible to the public). All except Race Point were rejected because of problems with beach erosion, lack of access, fragile dune environments, or issues of land ownership. Race Point, slated to be turned over to the Park Service by the

⁴⁶ “Old Harbor Lifesaving Station Bought By Park”; Mary Maruca, “Saving the Life-Saving Station,” *Cultural Resources Management Bulletin*, Vol. 1, No. 3, September 1978.

⁴⁷ “Old Harbor Lifesaving Station Bought By Park.”

⁴⁸ Memorandum, Leslie P. Arnberger, Superintendent, CACO to Regional Director, North Atlantic Region, 24 July 1973, CACO file 15.1, Cape Cod National Seashore.

⁴⁹ Albee, 38.

⁵⁰ Meeting minutes, National Seashore Advisory Commission, n.d., 10-12, Chief of Cultural Resources records, “Old Harbor” file, Cape Cod National Seashore.

U.S. Coast Guard and with “an accreting rather than eroding beach” was clearly the most suitable location.

The Park Service remained reluctant to seek funding for the move. This reluctance may have been a persistence in thinking that the Rose alterations had irreversibly compromised the building’s historic integrity, despite statements to the contrary made in the National Register nomination and by other Park Service representatives and historical architects.⁵¹ By 1976, Old Harbor was one of only two of the Cape’s nineteenth century life saving stations still standing. The other had been extensively remodeled as a restaurant.⁵² One Park Service official warned: “Because this history is so closely related to Cape Cod, we would probably come in for very severe criticism if we did not save some structures related to the life saving story, even though these structures would have to be moved away from their original location.”⁵³ Yet, Park Service management seemed to remain unconvinced that Old Harbor’s historic significance justified the cost of a move to save it. “In conclusion, while the Seashore realizes the historic importance of the Old Harbor Lifesaving Station,” wrote Cape Cod’s Superintendent to the Regional Director in March 1977, “we do not consider the significance sufficient to justify the costs to relocate the structure. This conclusion is also supported by the anticipated release of Race Point Coast Guard Station to the National Park Service. This old station is ideally located for use in conjunction with our sea rescue interpretive program.”⁵⁴ By April 1977 regional Historian Ricardo Torres-Reyes and Historical Architect Marsha Fader were studying the station to determine its significance.⁵⁵

In June 1977, the Park Service’s North Atlantic Regional Office approached Massachusetts Congressman Gerry Studds for financial support to move Old Harbor Station. Congress subsequently appropriated funds for the project. Middlesex Contractors and Riggers, Inc. was hired to relocate the station. Subcontractors were John Born Associates, who provided drawings for lifting and rigging; and Nickerson and Berger, Inc. to prepare the foundation and floor-frame plans for the new Race Point location. Work on the new foundation ultimately proved to be a contracting nightmare. Documentation for reconstruction of Old Harbor’s chimney was done by Coastal Engineering Company.⁵⁶ The Chatham Conservation Commission gave the Park Service conditional approval to move Old Harbor Life-Saving Station in October, reserving the

⁵¹ Meeting minutes, National Seashore Advisory Commission in which a Park Service spokesman publicly acknowledged that Old Harbor, as one of the earliest life saving stations surviving on the east coast, was a “very special” building; and Larry J. Hoving, National Park Service Acting Regional Director to Elizabeth Amadon, Massachusetts Historical Commission Executive Director, n.d., CACO file 15.1, Cape Cod National Seashore, which states that on the whole the first floor of the station was intact based on 1910 architectural drawings and original windows, door casings and plasterwork were intact.

⁵² Maruca.

⁵³ Memorandum, Ross Holland to Larry Hadley, 22 August 1975, CACO file 15.1, Cape Cod National Seashore.

⁵⁴ See Memorandum, Superintendent, CACO to Regional Director, North Atlantic Region, 11 March 1977, CACO file 15.1, Cape Cod National Seashore.

⁵⁵ Glen Kaye, Chief of Interpretation to Howard Rose, 26 April 1977, CACO file 15.1, Cape Cod National Seashore.

⁵⁶ Albee, 39.

right to amend its final order of conditions depending on the method the contractor chose to move the station.⁵⁷

Under the direction of NPS Historical Architect Marsha Fader, Old Harbor Station was moved by barge to Provincetown harbor in November 1977, where it remained until May 1978, at which time it was moved to its new location on the beach at Race Point. Race Point had ultimately been selected due to its close approximation to the station's original setting. The station had to be sawed in half, the chimney dismantled and most of the original plaster ceilings removed to reduce weight to facilitate the move.⁵⁸ The move itself was unprecedented in National Park Service history. The final project cost was \$118,578.⁵⁹

Due to project overruns, restoration carpentry work on the station, originally part of the contract, was undertaken instead by the National Park Service. Between August 1978 and November 1980 work proceeded fitfully. The first floor rooms were restored (with the exception of the floors) and limited work was done on the second floor. All work accomplished, including shingling, plastering, re-erecting interior walls, constructing boat ramps, rebuilding of the front and rear porches, was done based on a combination of remaining physical evidence and the original 1897 building specifications. The reproduction doors for the boat room were made to slide, not swing as they did after 1910; the west doorway of the boat room, which had been blocked since 1910, was reopened; the interior paint colors used on the first floor and stairwell levels were matched to the tones found in the first paint layers dating no later than 1899.⁶⁰

At the time the *Historic Structure Report* was written in 1988, much of the restoration work was (and still is) incomplete, particularly on the second floor. Vandals had destroyed part of the work done on the first floor.⁶¹

Work on the structure since 1988 has primarily been to address preservation problems. Severe storms and driving rain often infiltrate the building and periodic break-ins result in structural damage. Following a storm in October 1991, water infiltrated the boat room through a broken window, around the ocean side doors and through a roof leak above the surf boat. The floor of the crew's sleeping quarters contained 1 1/2" of water and a leak in the tower stairwell was described as "severe."⁶² Recommendations made by the

⁵⁷ Philip K. Dodd, "ConsCom Gives Conditional OK On Old Harbor Station Removal," *The Cape Codder*, 14 October 1977.

⁵⁸ Jim Gilbert, "Town officials fear overruns as station readied for move," *Provincetown Advocate*, 17 November 1977.

⁵⁹ Completion Report, Relocation of Old Harbor Life-Saving Station attached to memorandum, Andrea Gilmore, North Atlantic Historic Preservation Center to Mike Whatley, CACO, June 29, 1982, CACO file 15.1, Cape Cod National Seashore.

⁶⁰ Albee, 48-54.

⁶¹ Albee, 54.

⁶² Memorandum, Laura Illinge to Frank Ackerman, Condition Report Old Harbor Life Saving Station, Chief of Cultural Resources records, "Old Harbor" file, Cape Cod National Seashore.

Buildings Conservation Branch in 1995 for rectifying roof leaks testify to the persistence of this particular problem.⁶³

Between 2001 and 2002 the Northeast Buildings Conservation Center oversaw the installation of a new roof, rehabilitation of the sliding boat room doors and window sashes.⁶⁴ By 2004, a sprinkler system was installed throughout the building.⁶⁵

⁶³ Trip Report, Historical Architect, Buildings Conservation Branch to Interim Team Coordinator, S&P, Northeast Systems Support Office, 6 July 1995, Chief of Cultural Resources records, "Old Harbor" file, Cape Cod National Seashore.

⁶⁴ Draft Project Agreement, Northeast Building Conservation Branch, 3 January 2001; Sarah Korjeff, "Built to save lives from the sea, threatened by the sea, it was saved by using the power of the sea," *The Cape Cod Voice*, 15-28 August 2002.

⁶⁵ Conversation with William Burke, Chief, Cultural Resources, CACO, April 2004.

HISTORICAL OCCUPANCY: U.S. GOVERNMENT OWNERSHIP

Daily Routine

Life-Saving Service Occupancy, 1898-1915

Daily log entries for Old Harbor Life-Saving Station begin on March 1, 1898. Prior to Keeper Hezekiah Doane's arrival at the station, the buildings were monitored by Frank Clifford.⁶⁶ On March 3, Doane recorded "Watchman Clifford gave up the Keys to me and returned to his home." The first two months of the new keeper's employment were spent receiving supplies and furnishings for outfitting the station, contracting for the construction of surfboats and hiring a crew.⁶⁷ Instructions from the General Superintendent of the Life-Saving Service to the Second District Superintendent were to have the station manned with a crew of seven as soon as the buildings were equipped.⁶⁸ While Old Harbor Station was slated to begin active duty on April 23, 1898, in fact it was not operational until May 1 with a crew of six rather than seven.⁶⁹

The Old Harbor crew was on active duty for the month of May. In later years former surfman Benjamin Eldredge recalled his arrival: "The Old Harbor Station was built in 1898 and 'twas manned out May first. I was one of the first members that went out there...It was a beautiful Sunday morning, as beautiful a day as you ever saw, and 'twas the day that Dewey took the battle of Manila Bay."⁷⁰ On June 1: "The surfmen left the station for their respective homes. Term of active season having expired May 31." However, on June 8, Keeper Hezekiah Doane was ordered to go back on active duty with a crew of four at midnight.⁷¹ "[W]e had 10 months on and 2 months off. We signed up for a year. But when the Spanish-American War come on, why, we was called back into signal service and I went up and down that beach 5 times between 8 o'clock and 4 the next morning," said Benjamin Eldredge, revealing the reason for the reactivation.⁷² Those who reported for duty on June 9 along with Eldredge were Edwin Ellis, James Jones and George Kenrick.⁷³ By July 21 the entire crew had been reactivated.⁷⁴

The crew's first day of work in May was spent measuring lines and outfitting the beach apparatus cart. Throughout the month the men prepared and stored equipment still being received, washed the station, practiced resuscitation techniques, trained in international

⁶⁶ Ryder, 35

⁶⁷ Entries for 1 March-25 April 1898 in log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

⁶⁸ Albee 17-18.

⁶⁹ Log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

⁷⁰ Recollections of Chatham by Benjamin Oliver Eldredge, transcript, 1954, Chatham Historical Society, Chatham, MA, 5.

⁷¹ Log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

⁷² Recollections of Chatham by Benjamin Oliver Eldredge, 6.

⁷³ Log for Station 41, 1 March 1898-25 February 1899, RG 26, Records of U.S. Coast Guard Lifesaving Service, Box 807, NARA.

⁷⁴ Albee, 18

signal codes and went about daily patrols. Boat drills were conducted using a surfboat borrowed from Chatham Life-Saving Station; Old Harbor's surfboat did not arrive until May 7. Numerous Coston signals were lit by the patrolmen to warn off ships coming too close to shore. Occasionally the dory was taken out to retrieve small craft. The level of summer boat traffic by the station could be high, as illustrated by the July 1 entry recording the sighting of 73 schooners, 6 steamers, and 2 sloops.⁷⁵ However, the waters were considered most dangerous during the station's regular active season, which ran from August 1 to May 31.

Weekly duties at Old Harbor Life-Saving Station followed a prescribed routine replicated at other stations. According to the 1899 regulations, Mondays were devoted to beach apparatus drills, cleaning and examination of all gear; on Tuesdays surfboat drills were conducted; Wednesdays the crew practiced International and General Service code signals; Thursdays were for additional beach apparatus practice; resuscitation practice was conducted on Fridays; and on Saturdays the station was cleaned.⁷⁶ There was little change in the routine, as evidenced in the 1902 schedule: on Monday the station was cleaned and maintained; boat drills were conducted on Tuesday; signal drills in the International and General codes were on Wednesday; Thursday was devoted to beach apparatus drills; Friday to resuscitation techniques; and laundering of cloths and bed linens on Saturday.⁷⁷ Although Dalton writes that Sundays were devoted to religion, the day was really used for leisure pursuits at most stations. Considering the Ryder family thought Hezekiah Doane a very religious man for having the crew sing hymns on Sunday mornings, organized religious services appear to have been out of the ordinary at the stations. The keeper's monthly duties included paperwork for pay roll, muster roll and schedule of expenses. Other paperwork dealt with on a scheduled basis by the keeper included requisitions for supplies and annual property returns.⁷⁸ As Peggy Albee notes in the Structure Report, the central and district offices maintained tight control over requests for purchases.⁷⁹ In addition the keeper maintained crucial records on daily station activities, wrecks and personnel. Aside from paperwork, the keeper supervised his crew and managed his station, assisted by the No. 1 surfman, who was in charge of the crew in the keeper's absence. The keeper did not have beach patrol but otherwise followed the same schedule as the crew. Constant teaching and drilling of lower surfmen and training of new recruits required a major portion of the keeper's time.⁸⁰

Lookouts and foot patrols made up the core of the surfman's duties and took place daily, in shifts, on holidays as well as regular workdays and in virtually all types of weather. Beach patrols were only conducted at night, while lookout watches from the station tower took place 24 hours a day. Benjamin Eldredge looked back on the nature of beach patrolling when he was in his seventies: "Course in a bad snowstorm, thick weather or

⁷⁵ Entries for 1 May-25 July 1898 in log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

⁷⁶ Regulations, US Life-Saving Service (Washington, DC: Government Printing Office, 1899), 55.

⁷⁷ Dalton, 32.

⁷⁸ Handwritten notes in Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

⁷⁹ Albee, 19.

⁸⁰ Ralph Shanks, et al, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 40-41.

very dark, of course we had to have marks on the beach where we knew...I'd come down the beach with a southeast rainstorm and I couldn't breathe hardly but I had to turn back to, once in a while, and I've heard say you couldn't see your hand before you. But we wore those white Nova Scotia mittens, and I held 'em up like that and couldn't see 'em. So you see we had to tell pretty nigh where we were...[when] we patrolled the beach. We had 4 hours each way. Two men went out, one went south, one went north.”⁸¹ Keeper Doane recorded on February 13, 1899 that the weather was so severe the midnight beach patrol from Old Harbor was unable to meet his counterpart from Orleans Life-Saving Station at the halfway point. “[V]ery dangerous patrolling [sic] in the N.E. Blizzard which prevails tonight,” he noted.⁸²

Under normal circumstances, those on beach patrol to the north would meet surfmen patrolling from the Orleans station at the halfway mark, approximately 2 ½ miles to the north of Old Harbor to exchange checks. The surfmen on south patrol used time clocks to record their rounds because the Chatham station was cut off from the beach by water. “In those days the men patrolled the beach, one man going north to meet the south patrol from Orleans station, and one man going south to a Half Way House on the beach where there was a time clock which the Surfman had to punch with a key that he carried. Sometimes I walked along the beach with Richard to punch the clock,” said Rebecca Ryder.⁸³ “We had a key on our time-clock that unlocked a safe, then we took the key out of the safe and punched a clock,” recalled Benjamin Eldredge. “You see, first along, the cap'n had to get up twelve o' clock every night and change that dial. See, it made a little hole in the dial just what time we [patrolled] – so he'd know we'd covered our beat, see.”⁸⁴

Initially Old Harbor Station had one halfway house, sometimes referred to as a watch house, at the halfway point to the north between Old Harbor and the Orleans station. It was built by the crew in October 1898 and had a telephone installed in 1899. Benjamin Eldredge remembered the shack-like structure as being “fixed up with a little ram-cat stove in it and then it had a telephone and that's about all.” It served as a place to temporarily shelter wreck survivors before being brought to the station. “As I know, when we took off [passengers from] the Elsie M. Smith I think we had about 13 or 15 men in that 6 by 8 room there in that little building, wringing out the clothes and things. Sure was pretty crowded,” remarked Eldredge.⁸⁵ Rebecca Ryder remembered the interior as having “just a wooden plank to sit down on” in 1905.⁸⁶

Inspections were conducted regularly to determine the crews' efficiency in essential life saving skills. Among the most important drills were those involving surfboat and

⁸¹ Recollections of Chatham by Benjamin Oliver Eldredge, 5.

⁸² Log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

⁸³ Clair L. Baisly, “Neighbors: Mrs. Rebecca Ryder,” newspaper clipping [1977], collection of Richard G. Ryder.

⁸⁴ Recollections of Chatham by Benjamin Oliver Eldredge, 5.

⁸⁵ Ibid.

⁸⁶ Oral history interview with Rebecca Ryder conducted by David G. Brierley, 6 April 1978, transcript of OH 78-3, Sound Archives, G.W. Blunt White Library, Mystic Seaport Museum, Inc., Mystic, CT.

breeches buoy rescues. Surfmen were expected to be able to complete the beach apparatus drill in five minutes.⁸⁷ During the Life-Saving Service years the Old Harbor crew's time generally fell within 4 ½ to 5 minutes.⁸⁸ Other exercises involved various signaling techniques, including wig-wag which was practiced with great frequency at Old Harbor. A form of flag signaling particularly important in the years before radio transmission, wig-wag was used like Morse code: a red flag equaled a dash and a white flag was the equivalent of a dot. Four surfman were required to carry out the drill. Two manipulated the flags, one read the signal through a telescope and one recorded the message.⁸⁹

The earliest log entries simply note the names of drills conducted that day or read "crew employed in routine duties." Separate lines recorded the weather, lookout and patrol assignments. Eventually, daily checks of the telephone line were included. Once the station received a government horse, a bay, in October 1905 (prior to this a horse was leased locally), the daily grooming, exercise and general health of the animal became a regular entry. The men became attached to Bob, as he was known. Hezekiah Doane sent a photograph to the district superintendent, inscribed "Bob coaxing for candy while he has his picture taken. And he is a beauty."⁹⁰ Bob remained in service until 1909, when he was replaced by a black horse. The latter remained in service until 1916; by then it had become crippled. After two months of unsuccessful treatment it was ordered shot by the District Superintendent. It has been estimated that 104 bushels of oats and 2.4 tons of hay were consumed annually by Old Harbor's horse.⁹¹

Tasks like cooking, sweeping and dusting were rotated among the men. A complete cleaning of the station took place about once a week. "Each man had the cook week and they cooked whether they knew how or not!" recalled one surfman's wife. "I remember one man that was going to make bread. So they showed him how to make the bread, you know and he had probably a dozen pans of bread to bake and nobody told him it had to rise in the pans so he put the bread right in the oven just as he made it up. Course that wasn't very good but the rest of it was alright because by the time he had that first lot baked the rest had risen enough." Although service regulations specified that only the Keeper's family was allowed to live at a station, it appears wives of culinary-challenged crew members were allowed to stay on to make cook weeks palatable. "[O]f course, I did go down from Orleans to help him cook," said Rebecca Ryder of the times her husband Richard was assigned cook week at Old Harbor. "[T]he Keeper then was Captain Hezekiah Doane and his granddaughter remembers the lemon meringue pies I made....I made cookies and cake, whatever Richard thought I ought to make." In Mrs. Ryder's case, however, she drew the line at cooking three full meals for seven to eight men for an entire week: "At the station you had three meals to cook. By the time you finished one, it was almost time to start another....Dinner was at noon and supper at four. Breakfast was at 7. It was as early as that anyway." According to her recollections, the crew member

⁸⁷ Dalton, 36.

⁸⁸ Logs for Station 41, 1898-1915, Records of U.S. Coast Guard Lifesaving Service, RG 26, NARA.

⁸⁹ Noble, 126.

⁹⁰ Photograph, c. 1905, H16-065, Cape Cod National Seashore.

⁹¹ Ryder, 14, 51.

assigned cook week was not necessarily responsible for all kitchen-related cleaning as well: “I remember each one [of the men] brought his own plate and his tableware out to the sink, you know, the kitchen.”⁹² Interestingly, a narrative in a 1909 wreck report mentioned “sent the Cook back to the Station with the horse.” Unless Doane was using the title to refer to a surfman who was cook that week, the entry implies either a specific position existed at that time or that someone from outside the station was routinely cooking for the crew.⁹³

Given the isolation of the stations and the winter months of their active season, access to certain fresh produce was extremely limited during the Life-Saving Service period. “We didn’t have any fresh milk or anything,” said Rebecca Ryder. “We used canned milk. We used things before they spoiled.”⁹⁴ (A circa 1917 photograph taken at Monomoy Station shows her son David sitting inside a crate for Globe evaporated milk.) Log book entries show that groceries, mail and other supplies were picked up weekly from the inland using the dory.

The men were responsible for maintaining their own uniforms. “They washed them themselves....I don’t think they were ever ironed,” Rebecca Ryder said.⁹⁵ In a newspaper interview Mrs. Ryder recalled the sewing techniques of some of the Old Harbor surfmen: “I remember...one time when Otis Eldredge wanted to mend his coat; he put a broom stick through the sleeves and hung the stick between two chairs so that he could get at the lining.”⁹⁶

The men’s days were filled with the endless repetition of drills and recitations and the hard labor of washing, cooking, repairing and painting, not to mention the tedium of lookout duty and the often physically punishing beach patrols. On top of this was the isolation of the station. Speaking about the Coast Guard years, a former surfman remarked, “You would find people who couldn’t stand it. You can’t imagine how isolated it was then.”⁹⁷ As one historian has pointed out, “Mixing monotonous routine, long duty days, isolation, and strong authority can produce an explosive concoction. Buried within the service’s annual reports and in the station logs are indications that not all crews worked cheerfully together.”⁹⁸ The Old Harbor Life-Saving Station logs contain no such references. Indeed, Doane seemed to be generous in granting leave to crew members in extenuating circumstances, like family illnesses, which may have helped defuse any smoldering resentments. The log books suggest his surfmen were well disciplined and conscientious in fulfilling their duties. The incessant routine was necessary, not only to instill discipline but to productively control the long spans of time between incidents of major assistance and to make rescue techniques second nature.

⁹² Oral history interview with Rebecca Ryder.

⁹³ Wreck Report, 13 January 1907, Old Harbor Station, District No. 2, 1898-1913, CACO 3212, Cape Cod National Seashore.

⁹⁴ Oral history interview with Rebecca Ryder.

⁹⁵ Ibid.

⁹⁶ Baisly, “Neighbors...”

⁹⁷ Anne Leclaire, “Retired CG surfman recalls Old Harbor station’s heyday,” undated clipping, CACO file 15.1.2, Cape Cod National Seashore.

⁹⁸ Noble, 137.

Coast Guard Occupancy, 1915-1944

The shift from the U.S. Life-Saving Service to the U.S. Coast Guard, although effective in January 1915, was almost imperceptible at Old Harbor Life-Saving Station, at least in the beginning. The first communication from District Superintendent Bowley to the keepers in the Second District regarding changes appears to have been a January 29 memo ordering the keepers to line out the words “Life Saving Service” from station letterhead and insert “Coast Guard.”⁹⁹ Apparently the response to these edicts was not as quick as Bowley wished. On March 26, 1915 he sent a letter chastising all the district keepers: “This office demands a prompt response to all orders and any neglect upon part of the Keepers will be promptly reported, this office is also too busy to keep calling to the attention of Keepers matters that they have carelessly laid aside. Read all orders with care and obey them, also attend to all business promptly.”¹⁰⁰ Numbered District Circular Letters informing the keepers of new policy and protocol became a regular feature in each station’s mail.

Other general memos from 1915 contained instructions for the frequency of certain maintenance work, drills and reporting, implying the Coast Guard either increased the frequency of certain duties that had always been required during the Life-Saving Service period or was ensuring that existing standards be more rigidly adhered to. Gutters on stations and outbuildings were to be thoroughly cleaned every month, with keepers reporting this activity in their journals. All wooden gutters were to be painted on the inside once a year; tin and iron gutters were to be painted only once a year with a “suitable metallic paint.”¹⁰¹ Inspecting officers were instructed to deliver two copies and the original of monthly reports to the respective station keepers who would transmit the original and one copy to the District Superintendent, along with a statement by the Keeper indicating how he would remedy any deficiencies cited in the inspector’s report.¹⁰² Keepers were notified of the types of assistance they were authorized to provide and how to report the same. These included providing aid to sick or injured wreck victims; miscellaneous aid to vessels; assistance at fires; assistance to other branches of the government (an example was taking soundings); miscellaneous services, defined as seeing to the burial of recovered bodies, assisting at funerals and delivering messages; furnishing transportation; miscellaneous rescues (persons falling off piers into the water, exhausted swimmers, suicide attempts); recovery of bodies; recovery of property; food and shelter for those caught on the beach in a storm, etc.; and warning vessels running into danger.¹⁰³ Rebecca Ryder, wife of Keeper Richard Ryder, recalled

⁹⁹ Memorandum from District Superintendent George Bowley, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁰⁰ Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁰¹ District Superintendent to Second District Keepers, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁰² Memoranda, District Superintendent to Second District Keepers, 1915, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁰³ Memorandum, District Superintendent to Second District Keepers, 19 November 1915, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

that during the Coast Guard era “There was a lot of writing. Everything had to be written down.”¹⁰⁴

There is indication that some of the older keepers, who already had been part of the U.S. Life-Saving Service for several years, were not used to this level of micromanagement. The superintendent of the Second District sent frequent memos to Old Harbor’s highly respected Joseph Kelley, reprimanding him for various infractions. “Records of this office fail to show that you have complied with Article 1431-1-2-3- Regulations, and you are directed to comply at once” represents the general tone of the correspondence. “In looking over your transcript for the week ending January 19, it is noticed you had no bedding aired or washed as is called for in Coast Guard Regulations Art[icle] 1761,” reads another memo. “Also in Art 1858 (2) it reads that a drill shall be held once a month by night with the Beach-Apparatus, of which I notice is not done....” District Superintendent George Bowley advised Kelley: “You will make yourself familiar with the requirements of Regulations and go as near by them as possible thus making it better for all concerned.”¹⁰⁵

In the 1920s, Keepers became known officially as Officers in Charge. Seven years after the demise of the U.S. Life-Saving Service, stations in the Second District were notified to immediately change the letters on their station apparatus from U.S.LSS to U.S.CG or U.S. Coast Guard.¹⁰⁶ Whether these instructions were general throughout the Coast Guard or indicate that the Cape Cod stations were slower to act on earlier mandates is not known.

The surfmen increasingly came to rely on new technologies – motor powered surfboats, battery operated light signaling. As indicated earlier, stations were increasingly called upon to assist other branches of the government. The U.S. Weather Bureau requested that stations fly weather signals; initially the Bureau paid \$5 per month for the service.¹⁰⁷ In 1922, patrolmen were requested to be on the lookout for dead birds on the beach that might be tagged. If such a bird was found, the aluminum leg band was to be detached and immediately sent, along with a description of bird species, the date and location it was found, along with any additional information to identify bird and its cause of death, to the Second District Superintendent.¹⁰⁸ Crews were allowed to provide field assistance to other stations in the form of helping with construction and repair tasks as long as the assistance did not interfere with regular station duties and rescue work.¹⁰⁹

¹⁰⁴ Oral history interview with Rebecca Ryder.

¹⁰⁵ Memoranda, Office of Superintendent to Second District to Keeper, Station 41, 19 December 1917 and 24 January 1918, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁰⁶ Memorandum, District Superintendent, Second District to Officers in Charge, 4 January 1922, CACO file 15.1.4, Cape Cod National Seashore.

¹⁰⁷ Oral history interview with Rebecca Ryder; Richard G. Ryder interview, 13 May 2004.

¹⁰⁸ Memorandum, George Bowley, Superintendent, Second District to Officers in Charge, 31 August 1922, CACO file 15.1.4, Cape Cod National Seashore.

¹⁰⁹ Memorandum, Superintendent George Bowley to Keepers, Second District, 18 December 1915, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

America's entry into World War I (as was the case earlier during the Spanish American War and would be again during World War II) changed the patrolmen's routine briefly. Under conditions of war, the Coast Guard operated as part of the U.S. Navy. "You are directed to keep a particularly bright lookout for submarines or anything that would indicate the presence of such a craft in United States waters. If anything is sighted you are to report to this office immediately by telephone or telegraph giving full particulars" instructed District Circular Letter #20 received at Old Harbor station in March 1917. Patrolmen were forbidden to carry lanterns during the period of mobilization.¹¹⁰ The station received its first firearm, a Springfield rifle along with 60 rounds of ammunition, on November 13, 1917; it was returned to the district superintendent in December 1918.¹¹¹ Outdoor nighttime occulting light signaling was discontinued in 1918, as was all unofficial signaling at night, and a ban was instituted on new station enlistments. The restrictions were lifted in January 1919.¹¹²

Interestingly, Prohibition seems to have impacted the life savers' work more than the war. The memos and District Circulars related to the enforcement of the Eighteenth Amendment are far more numerous in Old Harbor's records than procedures for the war. Throughout the 1920s, Old Harbor's Keeper was issued cipher codes for secret written communications, codes only known to the officers in charge. Crews were trained in confidential visual recognition signals used on patrol boats to identify that the boat was not a rum runner, along with an emergency countersign. The importance of a patrol boat crew knowing these signals if sighted by a destroyer or cutter were emphasized in a memo warning that "any apparent attempt to evade identification will result in drawing fire of the challenging vessel with possible serious consequences." (It is not known if Old Harbor ever had or made use of a patrol boat.) Memoranda emphasized the need to maintain secrecy regarding the codes and ciphers to prevent "the enemy" from obtaining this information.¹¹³

By 1922, Old Harbor and other Coast Guard stations were regularly receiving copies of general notices from the Customs Department via Customs Information Exchange identifying ships suspected of carrying liquor.¹¹⁴ Customs Information Exchange memos that survive among the Old Harbor records contain information on specific ships received from the Director, Special Agency Service of the U.S. Customs Office. The fact sheets included data on the ship's cargo and destination. Old Harbor was issued two pistols and ammunition in 1921 and 1922, undoubtedly for Prohibition-related policing activities.¹¹⁵ The Reports of Assistance Rendered by Old Harbor in 1926 demonstrate that the life saving crew was expected to examine any craft rescued for stashes of illegal liquor and

¹¹⁰ District Circular Letter #20, 17 March 1917; District Circular Letter 36, 28 June 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹¹¹ Ryder, 97.

¹¹² District Circular Letter 83, 10 August 1918; District Circular Letter 84, 12 August 1918; District Circular Letter, 7 January 1919, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹¹³ Memorandum, FB Lincoln, Superintendent, Second District to AH Wright, Officer in Charge, Old Harbor, 22 October 1924, CACO file 15.1.3, Cape Cod National Seashore.

¹¹⁴ Copies in CACO file 15.1.4, Cape Cod National Seashore.

¹¹⁵ Ryder, 97.

include the results of their search in the report.¹¹⁶ Richard Ryder's widow recalled that her husband "had a great deal of it [Prohibition-related searches] to do here in Chatham from the Old Harbor Station up to the time that he died. When we were in Gloucester there was a lot of it [rum running] going up the river there. He really got quite a lot of, so much of it, the booty I mean....He went out nights, by that time he had a truck. Wherever he thought there was somebody he could catch. There was a lot of night duty on that."¹¹⁷

The more routine duties during Old Harbor's early Coast Guard years, while changed in scope and frequency, still consisted of drills, on-going maintenance and rescue assistance. Alvin Wright remembered the routine as breakfast at 7:00 AM, morning drills, lunch at 11:00 AM and dinner at 4:00. Drills with the surfboat were conducted two days a week. Thursdays were for the beach apparatus drill. Afternoons were devoted to station maintenance: "We scrubbed all the time. The station was immaculate." After sunset, beach patrols began. Cooking was still a shared duty, one that Wright frequently undertook: "I liked to cook and we ate well. We knew dozens of ways to prepare shellfish and fish. We had pies and cakes too."¹¹⁸ In 1918 Old Harbor was instructed to increase its crew size to include a cook and to enlist a suitable person.¹¹⁹

A report by the Director of Public Health on the diet of Coast Guard personnel attributed much of the sickness suffered by crews to inferior diets, which either caused illness or aggravated existing conditions. Men were allowed \$1.00 per day to obtain their own rations, which, according to the report, was resulting in a reliance on canned and inferior food to save money. The 2nd District Superintendent felt that "meat and fried foods make up the diet to the extent of being injurious; also, that excessive coffee drinking, hot bread, and insufficient variety of fruit and vegetables" were the primary culprits. He advised that the surfmen eat more cereals, breads of graham or bran flour, fruit, carrots, tomatoes, onions, cabbage, lettuce and apples. However, government policy forbade officers in charge to dictate what food would be served at the stations. District Superintendent Lincoln also offered a plan for making sure men assigned cooking duties took their jobs seriously: "A man, who takes an interest in his duties, and does his best in preparing a meal, as well as to keep the kitchen and his cooking utensils clean and is constantly trying to improve his ability and usefulness, should be given more leave and liberty than one who is indifferent and does just enough to get by."¹²⁰

Logs, reports and memos occasionally contain references to out of the ordinary occurrences or special events. Old Harbor's Keeper was notified in the summer of 1917 that Reverend George Willis would be visiting various stations on Cape Cod.¹²¹ Early the same year half mast colors were flown at Old Harbor station from January 19 to

¹¹⁶ Reports in folder labeled "Some Records from Old Harbor Coast Guard Station Given to Haley Camp by John Cecil Holm," Cape Cod National Seashore.

¹¹⁷ Oral history interview with Rebecca Ryder.

¹¹⁸ Leclaire, "Retired CG surfman recalls Old Harbor..."

¹¹⁹ Memorandum, George Bowley, Superintendent, Second District to Keeper, Station No. 41, 15 July 1918, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹²⁰ District Circular Letter No. 17, 1924, CACO file 15.1.4, Cape Cod National Seashore.

¹²¹ Memorandum, District Superintendent George Bowley to Second District Keepers, 28 June 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

sunset January 20, due to death of Admiral Dewey.¹²² In 1924, the flag flew at half mast during former President Woodrow Wilson's funeral and the officer in charge was instructed to wear a mourning badge for one month.¹²³

The need to receive prior approval from a higher authority before embarking on maintenance projects or making purchases remained unchanged. In 1922, the crew repainted the exterior of the station and outbuildings. When requesting permission to undertake the work, A.H. Wright, the Acting Officer in Charge, noted that Old Harbor still had 40 gallons of white paint and 2 gallons of green paint "in accordance with Regulations."¹²⁴ Despite regular inspections equipment sometimes malfunctioned. When the weekly lookout time clock transcripts were forwarded to the District Superintendent, Officer in Charge Wright was obliged to explain that the improperly marked charts were the result of mechanical failure rather than carelessness on the part of surfman Harold Gould.¹²⁵ Beach apparatus gear was lost at the wreck of the *Montclair* at Orleans Beach on March 4, 1927 and had to be replaced.¹²⁶

Horses continued to be used at Old Harbor station in the Coast Guard period through 1922.¹²⁷ When the station needed to replace their old horse in 1916, the government specifications called for an animal black, chestnut, bay, brown or roan in color, not less than five but not more than eight years old weighing between 1200 and 1300 pounds "to be sound, kind, not a runaway, and perfectly true in pulling, acclimated horse preferred." An express collar fitted to the horse was also to be included in the sale. The proposal specified that the bidder's horse would be kept on trial at the station for 15 days. If the horse failed the trial period it would be returned to the bidder at no cost to the government.¹²⁸ In October 1916, a sorrel was acquired.¹²⁹ In 1917 and 1918 A.J. Fulcher of Orleans was awarded a government contract to furnish farriery to the government horse at Old Harbor. Fulcher's monthly services included furnishing and setting new shoes; resetting old shoes; sharpening and resetting old shoes; and leathering and packing hoofs.¹³⁰ Eventually the horse was replaced by a motorized vehicle. "We

¹²² Telegram from George Bowley, 19 January 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹²³ District Circular Letter No. 3, 1924, CACO file 15.1.4, Cape Cod National Seashore.

¹²⁴ Memorandum, AH Wright, Acting Officer in Charge, Old Harbor Station to Superintendent, Second District, 2 August 1922, CACO file 15.1.3, Cape Cod National Seashore.

¹²⁵ Memoranda, AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 26 August 1927 and 20 December 1927, CACO file 15.1.3, Cape Cod National Seashore.

¹²⁶ Memorandum, AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 9 March 1927, CACO file 15.1.3, Cape Cod National Seashore.

¹²⁷ Log entry 16 October 1922, Station 41, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 816, NARA.

¹²⁸ Memorandum, District Superintendent Bowley to Keeper Old Harbor Coast Guard Station, 10 July 1916; Proposal for supplies of horses, 18 September 1916, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹²⁹ Ryder, 14.

¹³⁰ District Superintendent Bowley to Keeper, Station No. 41, 28 May 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

were sorry to see the horse go,” recalled Alvin Wright. “I saw what the tractor did to the beach and said, ‘It will destroy the beach.’”¹³¹

The years from 1915 through 1944 saw changes in the type of equipment used at Old Harbor. In 1916, the station obtained its first motorized surfboat, a 26’ self-bailing Beebe-McClellan with a 12 horse power gasoline powered engine. Tractors mounted with trailers took over the job of hauling the beach apparatus.¹³² Trucks were used for land transportation rather than horse-drawn wagons and carriages. Crews became permanently employed year round and increased in size. By 1927 Old Harbor’s crew had expanded to 10.¹³³ By the time the station was decommissioned, it had a 13 man crew.

The station log books from the 1930s to the early 1940s are virtually unchanging in the daily, monthly and yearly routine outlined. The general daily routine for the crew of 13 and their Officer in Charge was consistent: midnight to 8:00 AM motor surfboat on boarding duty; 6:00 AM phone lines were checked, crew performed “morning duties”; 8:00 AM morning colors; 8:15 AM inspected station building, ground, apparatus, started all motors and checked condition; 4:00 PM changed and marked dials on time detectors; 8:00 PM evening colors, inspected station, fire and apparatus; 9:30 PM final night inspection. Periodic duties included general cleaning, washing and waxing floors twice a week; airing bedding by “exposing it to the sunlight”; clothing, locker and patrol boat inspections; and cleaning the tractor and beach cart. Patrol limits were periodically inspected. The number of boats examined and papers checked were recorded daily; these ranged from 14 to 24 motor boats a day. As in earlier years when all consumptive expenditures had to be recorded, the number of gallons of gasoline and motor oil used for the S.B. Motor Surfboat, truck and water pump motor were noted. The names and times when men were absent from the station – liberty, temporary transfers, to get supplies or groceries in Chatham – were always duly noted. Drills and training continued in semaphore, wig-wag, and flashing light signals; pulling the surfboat; small arms; military etiquette; fire response; recitations on rules of the road, motorboat laws, compass and buoys, international code, boat sailing and marlin spike seamanship; resuscitation practices; and the beach apparatus drill, which the August 1942 crew completed in 6 minutes.¹³⁴ Occasionally communities were reminded of the Life-Saving Service heritage through public drill demonstrations conducted by the Coast Guard. Old Harbor crew members Henry Wasushin, Antone Viera and Garret Moore participated in an exhibition boat drill in Boston.¹³⁵

The August 1939 log book shows that dawn to dusk beach patrols had been discontinued at Old Harbor. As in the Life-Saving Service years, only lookout watches were conducted during daylight hours. Log book entries spanning the years from the start of

¹³¹ LeClaire, “Retired CG surfman recalls Old Harbor...”

¹³² Ryder, 14, 51, 65.

¹³³ Memorandum, AW Wright, Officer in Charge to Commander, Second District, 13 January 1927, CACO file 15.1.3, Cape Cod National Seashore.

¹³⁴ Log, U.S. Coast Guard Old Harbor Lifeboat Station, Month of August 1942, CACO 4438, Cape Cod National Seashore.

¹³⁵ Entry for 2 August 1942, U.S. Coast Guard Old Harbor Lifeboat Station, Log for Month of August 1942, CACO 4438, Cape Cod National Seashore.

World War II in Europe to the attack on Pearl Harbor show the crew assigned to various tasks. Besides the standard drills, practices, equipment tests and maintenance, they painted the numbers on the boats and stenciled the life jackets, washed the ceilings and walls of pantry and kitchen, scraped and varnished the tiller and other bright work on motor surfboat 4022; painted letters on fire buckets and scrubbed down engine room in basement; repaired the covers of hot water pipes; and replaced old storage batteries with new ones received from the Battery Service Station.¹³⁶ A surfboat motor failed enroute and was pronounced unrepairable by the District Repairman; a replacement was acquired. The crew engaged in grapnel operations on a sunken motorboat and sanded and painted the truck. They retrieved their own surfboat after it had broken from its mooring during a hurricane warning and was spotted adrift by the lookout. The same infrequent minor infractions by the men – tardiness, forgetting to punch the time clock – continued (the third time clock infraction by a crewman resulted in loss of all leave and liberty for 20 days). By August 1940, patrol and watch schedules had become longer, undoubtedly in response to global events. Shifts increased to midnight to 2:30 AM; 2:30 AM to dawn; dawn to 8:00 AM; 8:00 AM to noon; noon to 4:00 PM; 4:00 PM to dusk; dusk to 9:30 PM; and 9:30 PM to midnight.¹³⁷

The days and months following December 7, 1941 marked no significant change in duties or routine at Old Harbor other than the frequency and duration of lookouts and patrols. On December 20, shifts were increased from nine to eleven per day. On December 21, they increased again to twelve two hour shifts.¹³⁸

Wrecks and Assistance

Life-Saving Service Occupancy, 1898-1915

Between 1898 and 1913, 49 wrecks in which Old Harbor Life-Saving Station assisted were recorded in the station's log. Only four required use of the Lyle gun and breeches buoy. Approximately 236 lives were saved; 14 were lost.¹³⁹ The hazardous conditions along Cape Cod are demonstrated in the U.S. Life Saving Service's annual report statistics. The year Old Harbor became operational, its district (the Second) recorded the highest number of disasters in the entire service – 163, more than double the number reported by the First District with the second highest incidence of wrecks.¹⁴⁰

A total of 32 life saving stations were located in Massachusetts during this period, reflecting the dangers of the Massachusetts coast, which abounded with rocks, small islands, shoals, rips and ledges and open shoreline exposed to easterly and northeasterly

¹³⁶ Station Log Books, Old Harbor Coast Guard Station, Boston District, 6 August 1939 to 31 January 1940, CACO 4435; 4 August 1940 to 1 February 1941, CACO 4436, Cape Cod National Seashore.

¹³⁷ Station Log Book, Old Harbor Coast Guard Station, Boston District, From 4 August 1940 to 1 February 1941, CACO 4436, Cape Cod National Seashore.

¹³⁸ Log transcripts, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 825, NARA.

¹³⁹ Copies of Wreck Reports, 24 May 1898-June 1913, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁴⁰ *Annual Report of the Operations of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1898* (Washington, DC: Government Printing Office, 1899).

winds. These hazards combined with the high number of commercial vessels accessing Massachusetts Bay to the port of Boston contributed to the high concentration of stations in the state.¹⁴¹ More than 40% of the stations in Massachusetts were on Cape Cod. By 1902, 13 stations placed approximately five miles apart from one another had been built on the Cape. Chatham alone, with its long history of wrecks, contained three stations. Speaking about the thousands of vessels that passed along Cape Cod in the nineteenth century, former surfman Benjamin Eldredge told his audience in 1954: “Now of course it would seem kind of strange to you young folks to look off back of Chatham in the wintertime in a nor’wester perhaps and see 2 or 3 hundred vessels anchored off there. You see they get up as fur [sic] as Cape Cod in a nor’wester and they couldn’t get by the Cape. They’d come here and anchor, and the old folks used to say it looked like a cedar swamp, the masts was so thick in the daytime; looked like a city at night when ‘twas all lit up with riding lights....”¹⁴²

The lifesavers’ major duty was to prevent wrecks from happening in the first place by warning vessels coming too close to shore. To do this the patrols would burn a Coston flare as a signal to the endangered ship to alter her course. Old Harbor’s daily logs contain numerous records of its crew thwarting potential wrecks in this way. If a wreck was sighted, “we tried what we called the Coston signal....we’d set that red flare off, so that was to tell the people on the wreck that we’d seen ‘em and assistance would be given as soon as possible. Well then of course if we were at the halfway house, why, we’d telephone the station, but if we were near to the station we’d run back and get all hands out,” explained Old Harbor surfman Benjamin Eldredge.¹⁴³ Running back to the station was also the only option when the phone lines were down, as they were when Otis Eldredge sighted the grounded schooner *Jenny Greenback* in 1899.¹⁴⁴

The surfboat was the single most important piece of rescue equipment at Old Harbor. Of the two models used on Cape Cod, the “Monomoy” and the “Race Point,” Old Harbor used the Monomoy. When the station opened for active duty in 1898, a surfboat from Chatham Life-Saving Station was borrowed for almost a week because Old Harbor’s own boat was not ready. A 24’8” long and 6’6” wide Monomoy model had been commissioned from Charles Jenkins of Harwichport, Massachusetts by Doane and District Superintendent Sparrow on March 22, 1898, which was received on May 7. Another Monomoy surfboat, this one with a centerboard, was received from Jenkins on June 23.¹⁴⁵

The surfboat was followed in importance by the beach apparatus cart which contained the breeches buoy, Lyle gun, projectiles, sand anchor, crotch, faking box, hawser line, shot and whip lines, shovels, 2 tally boards, hawser cutter, block and tackle, lanterns, and heaving sticks. During a rescue by breeches buoy, the light weight shot line was attached

¹⁴¹ Shanks, 47.

¹⁴² Recollections of Chatham by Benjamin Oliver Eldredge, 3.

¹⁴³ Recollections of Chatham by Benjamin Oliver Eldredge, 6.

¹⁴⁴ Wreck Report, 3 November 1899, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁴⁵ Log book, 1 March 1898-25 February 1899, Station 41, RG 26, Box 807, NARA.

to a projectile. Attached to the shot line was heavier whip line with a block and tackle. The Lyle gun shot the projectile to the stranded vessel, whose crew pulled it onboard. An attached tally board containing instructions in English and French explained how to fasten tail block (pulley) and whip line to the main mast. The shot line would then be cast off by the ship's crew as a signal to the surfmen on shore that the block had been secured. The surfmen then pulled on the whip line to haul the hawser, which was to be tied above the tail block, to the ship. The breeches buoy (basically a lifesaving ring with attached canvas shorts to put one's legs through) rode on the hawser on a traveling block pulled by the surfmen with the whip line.¹⁴⁶ Obviously the successful use of the breeches buoy depended on the ability of those on the wrecked vessel to read, understand and carry out the instructions on the tally board. This could be difficult depending on the experience, literacy or physical condition of the survivors. Perhaps this is why breeches buoy rescues were few and far between and carried out only under extenuating circumstances. Hezekiah Doane employed the breeches buoy only four times during his keepership at Old Harbor. In 1902, he had only used it twice since he began working for the Life-saving Service in 1881.¹⁴⁷ In his wreck report on the *Wentworth*, Doane attributed the failed breeches buoy rescue to the inability of those on board to secure the lines: "Heavy sea sweeping the decks and strong undertow running leeward prevented crew from securing whip block is my opinion."¹⁴⁸

The first day of active duty at Old Harbor on May 1, 1898 was spent outfitting the cart with this gear. Not all of the material needed had arrived by this time. A double whip reel was obtained from Chatham station on May 9 and the mortar cart arrived on May 14.¹⁴⁹ The dory was often used for non-life threatening tasks involving smaller numbers of the crew, like retrieving drifting small craft, and for transportation of the surfmen from Old Harbor to town.

The most important use for the station horse was pulling the apparatus cart or surfboat to the location of a wreck. Not only could this save time, but it also saved the strength of the surfmen for the work that lay ahead. Old Harbor Station hired a horse to have on hand during the winter season, beginning in 1898. Generally the horse was not hired until November or December.¹⁵⁰ Any disaster occurring from August through October meant the crew had to pull the cart and risk losing precious time and energy.

Eventually, in 1905, a government horse was issued. Bob acquitted himself well during rescues in poor weather conditions. He was given special mention by Doane in the wreck report on the steamer *Onondaga* in 1907: "Bob the government horse (Altho not well) was immediately hitched to the beach cart and a tug for the scene of the disaster commenced." Later that morning Doane had Bob walked back to the station, relieving

¹⁴⁶ Shanks, 73.

¹⁴⁷ Dalton, 115.

¹⁴⁸ Wreck Report, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁴⁹ Log book, 1 March 1898-25 February 1899, Station 41, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 807, NARA.

¹⁵⁰ Log entry 1 December 1898, Station 41, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 807, NARA; Ryder, 37.

the horse from having to haul the cart on the return journey.¹⁵¹ Ironically, Bob's health improved immediately after the incident and the following day found him "apparently all right."¹⁵²

Survivors were taken to the life saving station and provided with basic medical treatment if needed. Crews were trained in the use of the supplies and medicines provided to each station by the Surgeon-General of the Marine Hospital Service. At minimum victims were given dry clothing, hot food and a bed for the night.¹⁵³ The clothing was provided by the Women's National Relief Association, which was formed in 1880. Before then, surfmen supplied the extra clothing themselves.¹⁵⁴ Survivors were expected to pay for the food they consumed, which came out of the station's stock which at that time was bought by the surfmen. If unable to pay, as many were not, the government would reimburse the station.¹⁵⁵ The first persons recorded as being sheltered at Old Harbor were two sailors from the catboat *Ella*, which could not negotiate the strong winds and heavy sea on a cloudy day in September 1898. They were spotted by surfman Edwin Ellis, brought to shore and housed at the station for twelve hours and provided with two meals.¹⁵⁶

After a wreck, the beaches were patrolled for the bodies of those who did not survive. Surfmen from Old Harbor Station recovered five bodies between November 28 and December 1, 1898 following a major storm known as the Portland Gale that resulted in 150 to 400 shipwrecks from Block Island to Maine and the loss of over 200 lives.¹⁵⁷ It was one of the lifesavers' duties to transport the bodies to the proper authorities for burial. In response to a journalist's query, a surfman from Peaked Hill Bars Life-Saving Station in Provincetown "told me gruesome details of finds he had made and the method of carrying the dead to the Station, and I asked him if it wasn't rather hard on the nerves. He answered, 'We can't think about that; you know they are some one's friends.'"¹⁵⁸

The first incident to which the Old Harbor crew responded occurred on May 24, 1898, the month the station was activated. The Monomoy surfboat was used to assist the *Lorna Doone*, which had stranded. The ship and its crew were unharmed. Until the vessel was removed from the bar, the surfmen acted as messengers between the ship's captain and its owners, shuttling telegrams by boat to and from the *Lorna Doone* and the mainland.¹⁵⁹

¹⁵¹ Wreck Report, 13 January 1907, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁵² Log entries for 11 January 1907, 14 January 1907, 15 January 1907, Station 41, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 807, NARA.

¹⁵³ Dalton, 49.

¹⁵⁴ Shanks, 34-35, 125.

¹⁵⁵ Dalton, 49.

¹⁵⁶ Wreck Report, 17 September 1898, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁵⁷ Log entries for 28 November 1898, 1 December 1898, 5 December 1898, Station 41, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 807, NARA; R.H. Farson, *Twelve Men Down*, 53.

¹⁵⁸ Arthur Hewitt, "The Coast Patrol," *The Outlook*, 4 March 1905, 532.

¹⁵⁹ Log entry 24 May 1898, Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 807, NARA; Ryder, 35.

All incidents involving the station were noted in the daily log book and described in greater detail on Form 1806, the wreck report, with copies kept in a log format. The reports were later forwarded to the District Superintendent. In writing the reports Keeper Doane occasionally allowed his annoyance or amusement regarding specific incidents to surface. When in September 1899 a catboat anchored near the station due to heavy seas, the crew removed its two occupants by surfboat after a signal was spotted by Edwin Ellis who was stationed in the watchtower. Apparently the two men wanted the crew take them to their original destination, Chatham. "I told them it was useless to think of entering Chatham Harbor with such a heavy surf churning and coming on dark which would catch us before we could get there," wrote Doane. The boaters spent the night at the station and were brought back to their craft the next day when "at 7.30 they got underway and started for N.Y....apparently with considerable more courage than they had the night before."¹⁶⁰ Doane's one-word description for the cause of collision damage to the schooner *Frances M.* was "Carelessness."¹⁶¹

Inexperienced boaters were always a problem, becoming more so during the Coast Guard era, as will be seen. In one instance, Robert Pierce "saw a skiff with a small lad in her who had come out from Chatham for a little fun, and had ventured out into the harbor way, where the current was more than he could stem, and was being carried out of the harbor fast when No.1 Surfman Pierce moved the small Monomoy model surfboat and hastened out to where the frail craft was. The lad of 7 years was crying and trying his best to hold his own against the tide. He climbed into the surfboat, and they took the row boat in tow and landed them safe in the harbor where he [parted?] from a very thankful lad promising never to be caught in such a scrape again."¹⁶²

Very rarely a ship's captain took advantage of the lifesaving crews' assistance. During the inactive season when no paid crew was at the station, the *Albertina* stranded and was taking in water. After consultation with Keeper Eldredge of Chatham Station, Doane decided to obtain a volunteer crew from town and "immediately set signal for same." The volunteers who arrived were Dean H. Eldredge, William Gross, A. Irving Doane, Joseph Nickerson, Hezekiah L. Doane and A.H. Baker. As the sea was not stormy, the captain refused to leave the boat once Doane and his crew reached it. Doane arranged for the captain to signal if the lifesavers were needed. The next morning, the underwriter's agent tried to persuade the captain and crew to leave ship and Doane was called in to assist. Again, he called the District Office in Provincetown to report on the situation and rounded up the volunteers but occupants of the *Albertina* still would not come ashore. Doane reported the results to the Acting District Superintendent and dismissed the volunteers. The next morning the vessel signaled and Doane once again gathered the volunteer crew but only the captain's wife and "some personal effects" came ashore. After reporting, the District Superintendent told Doane that the Life-Saving Service had

¹⁶⁰ Wreck Report, 22 September 1899, Old Harbor Life-Saving Station, District No. 2, 1898-1913, CACO 3212, Cape Cod National Seashore.

¹⁶¹ Wreck Report, 17 October 1901, Old Harbor Life-Saving Station, District No. 2, 1898-1913, CACO 3212, Cape Cod National Seashore.

¹⁶² Wreck Report, 17 August 1902, Old Harbor Life-Saving Station, District No. 2, 1898-1913, CACO 3212, Cape Cod National Seashore.

done its duty and that as long as the weather and surf remained calm to let the *Albertina* use its own lifeboats to come ashore.¹⁶³

In 1902, the crew at Old Harbor Life-Saving Station engaged in its first breeches buoy rescue when the schooner *Elsie M. Smith*, carrying a cargo of fish and a crew of 18, stranded near Orleans beach 150 yards from shore in a snow squall on February 13. The memory, if not the precise date, was vivid in former surfman Benjamin Eldredge's mind 61 years later:

One of the worst nights I ever remember was the 15th of February [sic] on a Saturday night...with a wild nor'east storm of gale winds and heavy snow....My partner and I started off on our patrol from eight to twelve midnight....Just as I reached the 'half-way house,' I could hear that new-fangled telephone they'd just installed and I knew something was up! I listened in and sure enough it was my partner telling the Captain way back at the Station that he had spotted a ship driven in on the bars about halfway to Orleans....I really plowed back up that beach in record time paying no mind to that blizzard....I was so determined to get there in time to show the older men how fast and strong I was. Somehow I made it and got there just as the Orleans crew arrived with all their equipment. That was one of the times when the crew had to cover the heads of the horses that pulled the surf boat and breeches-buoy gear and cannon; even those trained horses wouldn't have that wind-driven sand and snow without protection....[The *Elsie M. Smith*] had beached fast out there and in that raging wind and driving snow it was about the hardest job we ever had to get a line aboard her; we couldn't even see her half the time. The tide had already started turning and there was danger she might be washed back where we couldn't hold her to man the breeches-buoy....When we were hauling in one of the men from the ship we nearly lost him. There was such an undertow that our 'weather-whip' got caught shoreside of the buoy and it was almost impossible to rescue him....Afterwards we had to put two men on that line to handle it – I'd never seen that done before!...I can tell you there wasn't much skin left on our hands after that night's work! We didn't have the heavy cotton gloves that the seamen use now – and the 'Nova Scotia Mittens' we used were not much good for this kind of work. The mittens were made of wool and shrank up tight in the salt water – and they were soon pulled off, what with hauling back and forth on a wet, sandy rope.¹⁶⁴

Dean Eldredge was the surfman on the north patrol who first spotted the schooner, as did his counterpart M.K. Young from Orleans Life-Saving Station. After consulting with Keeper Charles of Orleans, Hezekiah Doane instructed his crew to transport the beach apparatus cart to the wreck. Eldredge had called in the sighting at 9:30 PM; Doane's men made it to the wreck location in only a half hour's time. After the Orleans crew arrived with their beach cart, Doane relayed the following account, in part, in the wreck log:

¹⁶³ Wreck Report, 1 July 1904, Old Harbor Life-Saving Station, District No. 2, 1898-1913, CACO 3212, Cape Cod National Seashore.

¹⁶⁴ "Uncle Ben Recalls," *Cape Cod Compass*, 1963, CACO oral history file, Cape Cod National Seashore, 56-57.

The Lyle gun was taken from the cart and placed in position. One shot was fired, and we immediately set to work to get things in working order. The Lile [sic] gun was taken from the cart and placed in position. One shot was fired, and a No. 7 shot line was used and laid across the schooner head stays. Shortly after it was evident they [the *Elsie M. Smith* crew] had recovered the line as it began to go out rapidly. We quickly bent on the whip line and cut the shot line. After what seemed to us quite a long time the faint cry of all right reached our ears. We soon had the hawser going off, and again after what seemed a long time we got the word all fast. Which made every man ashore shout for joy, because everything was in our hands then. The sand anchor was planted and every thing being ready the hawser was soon hauled taut and the breeches buoy going off. Soon the sound of all right reached us, and we began to haul in every man working with a will. Soon we saw the buoy coming through the surf with its precious freight, and one was safely landed. Off it went, and the sound all right was heard again. [B]ack it came pulled by strong arms and another was landed. Back and forth it went, until all were landed that was left on board, 13 in number, five having started to land in dories, out of which three reached the shore and two was drowned. As fast as the men was taken from the breeches buoy surfman D.N. Eldredge went with them to the watch house where he had kindled a fire, and the drenched fellows were made quite comfortable. As soon as the last man was landed Keeper Charles and myself went to the watch house and divided up the men – he taking 8 and myself taking 8 and went immediately to the stations with them. Leaving the two station crews to look after the apparatus. On arriving at the station at 2-10 am Feb. 14-1902 the men were furnished with dry clothing from the W.N.R.A. supply, and by the Keeper. The cook had a good hot dinner ready which they seemed to realish [sic] with a will. After getting good and warm they retired for a few hours rest. They remained at the station 12 hours.¹⁶⁵

Benjamin Eldredge and E.L. Nickerson were instructed to comb the beach for bodies. None were found immediately following the wreck but Doane ordered patrols at every low tide “in search of those that were lost from the ill fated Craft.”¹⁶⁶ The bodies of two men were subsequently found nine days later, one by the Old Harbor patrol and the other by Chatham.¹⁶⁷

On February 17, 1902 Captain Charles Nickerson of the *Elsie M. Smith* wrote to Sumner Kimball, General Superintendent of the U.S. Life-Saving Service, lauding the crews of both the Old Harbor and Orleans stations:

I wish to call your attention to the noble work of Keepers Charles and Doane and their brave crews, of Old Harbor and Orleans Life-Saving Stations, at the wreck

¹⁶⁵ Wreck Report, 18 February 1902, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁶⁶ Ibid.

¹⁶⁷ Ryder, 41.

of the schooner Elsie M. Smith, which stranded on Orleans beach during the night of February 13.

We all feel that if it were not for the prompt aid and noble work of those brave men there would now be only three of the crew of eighteen men left to tell of that fearful disaster. Five of the crew took to the dories, but only three reached shore, the other two being drowned by the dreadful sea. There was not a moment lost from the time the signal was given until we were landed, and there was not one mistake made from beginning to end. The highest praise is due the keepers and crews for their management of the apparatus; each man knew his duty, and did it quickly and well.¹⁶⁸

The darkest moment of Doane's tenure at Old Harbor was the wreck of the *Wentworth*, a schooner from Nova Scotia that stranded on Chatham Bars on October 13, 1904. She carried a crew of eight, the captain's wife and three children and a cargo of plaster. The vessel was discovered by Francis Bassett at 7:20 PM 500 yards from the shore. The surfman phoned the station from the halfway house to report that he thought the ship was in distress, although he could see no response from her to the Coston flare. Doane called Orleans Station and "told Keeper Charles by telephone that there was a vessel ashore ½ mile south of station and I was afraid it was a bad case." Doane later noted that crew's progress with the beach apparatus cart was "handicapped from the start, as surfman No.3 was on the north patrol and no horse [was] at hand and sand being very soft." The lifesavers arrived at the wreck about an hour later "with every man about winded."¹⁶⁹

Doane's report ran to over seven pages. In it he described difficulties in getting a shot line aboard the wreck "it being very dark made it very bad judging the distance of the craft to the shore. The Megaphone was used repeatedly to know if they had secured the shot line. A torch was flashed over the side and we heard them say alright. After being convinced that they had got the shot line by the twitching of the same I ordered it cut and bent to the whipline, which went off Rapidly until about all was off the reel. I Hailed with Megaphone several times to no [sic] if they had got the whip block, but could get no signal from them. Owing to the heavy surf and undertow that was sweeping every thing to leeward we were unable to tell from shore, so bent on hawser and hauled off several yards and it stop[p]ed. Judging something must be wrong we hauled back the hawser finding it badly wound up with the whipline."¹⁷⁰

The crew returned to the station to get the surfboat in case weather conditions changed to enable a surfboat rather than breeches buoy rescue. It took until 10:00 PM to reach Old Harbor, where Doane phoned Charles for assistance although Doane told the Orleans keeper he "didn't think he could do any good." By the time the Old Harbor lifesavers returned to the site at 11:00 PM, three volunteers from town had arrived "all ready to lend

¹⁶⁸ Annual Report for 1902, 229.

¹⁶⁹ Wreck Report, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁷⁰ Wreck Report, loose pages 1-2, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

a helping hand.” An attempt was made to fire a second shot line to the *Wentworth*: “I burned a Coston signal to see if we could get any response but could get none. After waiting suitable time we hauled back the shotline with shot attached showing that it had not been successful on its errand of mercy. About this time the light disappeared from the [*Wentworth’s*] cabin and we saw it no more.” Concerned that the ship might be breaking up, Doane “detailed a patrol south to see if any thing had washed ashore. They returned with a small piece of a wheel box. I then called every man including the three first class surfmen and boatmen from town and asked them separately their opinions in regard to launching the boat and every one had the same Idea that it was impossible and Madness to think of such a thing, and knowing it to be impossible myself, for a Boat to live five minutes in such a surf Did not try to launch.”¹⁷¹

Having exhausted his supply of no. 7 shotline, Doane sent two surfmen back to the station for more while others continued to patrol the beach for wreckage. The Orleans crew arrived with a Wells light which was “placed in position and lighted which made things a little more cheerful....After we had failed to get any response from the 2 last shots fired, Keeper Charles and myself decided there was nothing more that human power could do to rescue the unfortunates. This was about 1-30 A.M.”¹⁷²

The two lifesaving crews stayed and patrolled the beach. “About 3 A.M.,” Doane recorded, “the Mainmast and Mizzen was broken off. A cry of distress was then heard from the wreck. After that all was still....” At daybreak the lifesavers were able to assess the extent of the ship’s destruction: “The foremost mast was standing with no one on it. The Mainmast was broken off and hanging by the spring stay against the fore rigging the Mizzenmast lay on the water with the other wreckage a sad sight. Not one left to tell the tale.” The crew did not return to the station with the beach apparatus cart until 7 AM. By that time the bodies of two of the victims had washed ashore (no others were ever found) and Chatham Life-Saving Station reported the recovery of a ship’s name board identifying the heretofore anonymous wreck.¹⁷³ It is unclear whether the bodies were taken to the Orleans Station or Old Harbor. “So ends the Keepers report of the sad disaster of schooner *Wentworth*” concluded Doane. A postscript was added after the schooner’s wheel had washed ashore “with our first shot and a piece of the No. 9 shotline made fast to the spokes of the same showing that our aim in the dark had been accurate and that the line had been secured by some of them on board before having to take to the rigging or was washed over board.”¹⁷⁴

The *Wentworth* was one of three wrecks resulting in loss of life that occurred in what was called “the Great October storm.” A subsequent investigation exonerated Doane, Charles and their crews of any negligence of duty, concluding that “Everything which human

¹⁷¹ Wreck Report, loose pages 2-4, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁷² Wreck Report, loose pages 4-5, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

¹⁷³ Wreck Report, loose pages 5-6, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore; Annual Report for 1905, 26.

¹⁷⁴ Wreck Report, loose pages 6-7, 23 October 1904, Old Harbor Life-Saving Station, District No. 2, CACO 3212, Cape Cod National Seashore.

power could do was done for the people on this wreck. Had the whole Life-Saving Service been on the scene the result must have been the same.”¹⁷⁵ The incident proved the worst single disaster experienced by the U.S. Life-Saving Service since the deaths of 21 people on the steamer *Ariosto* in 1899.¹⁷⁶

Coast Guard Occupancy, 1915-1944

The creation of the Cape Cod canal in 1914 marked a turning point in the local history of the Life-Saving Service. The number of wrecks declined dramatically afterward, and as marine and radio technology improved, ship traffic moved farther out to sea, making surfboat and breeches buoy rescues from land increasingly rare. By 1916 cutters were increasingly being used for assisting vessels, having been utilized by the Life-Saving Service on a more informal basis as early as 1904.¹⁷⁷ The Second District keepers were instructed on how to send messages they received on wrecks to the Navy radio station if assistance could be rendered by a cutter. Arrangements had been made with the Navy to transmit such messages to a cutter in the vicinity, as well as to the Division Commander and District Superintendent.¹⁷⁸

An Old Harbor Report of Assistance Rendered from June 1926 illustrates one of the roles the cutters played. Surfman W.J. LaPorte, on lookout duty, set off three Coston flares in an unsuccessful effort to deter a vessel moving close to shore. The *Maritima*, a fishing boat, stranded a quarter of a mile from the station though it sustained no apparent damage. “Manned surfboat No. 375 at once, boarded vessel and took crew of seven ashore to station. Called cutter Achusnet [sic] at 11:40 P.M. and again at 7:00 A.M. the 6th....Being informed the Achusnet could not come,” the report read. The job of the *Acushnet* was to float the stranded craft off the beach, which was eventually accomplished by the cutter *Tuscorora*, which “arrived off station and set International Code Signal FH, ‘send Boat,’ answered same and went on board....” Unbeaching of the boat required the assistance of the lifesaving crew and the station tractor to haul the shot and hawser lines. Officer in Charge G.B. Nickerson attributed the incident to “Engine trouble, poor navigating.”¹⁷⁹

The Life-Saving Service began experimenting with gasoline powered motorized surfboats in 1899. An experimental model was used at the Marquette Life-Saving Station in Michigan for five years before the Service renewed its exploration of the potential of such engines early in 1904. As Richard Bennett noted, “the greatest losses of life from single disasters occurred on documented vessels which stranded beyond the range of the U.S.L.S.S. wreck apparatus and which broke up before help could be dispatched in a government boat.” By the early twentieth century, technology “was rendering these previously unavoidable disasters unacceptable. Most of the worst disasters in the early

¹⁷⁵ Annual Report for 1905, 26.

¹⁷⁶ Robert F. Bennett, *Sand Pounders* (Washington, DC: U.S. Coast Guard Historian’s Office, 1998), 162.

¹⁷⁷ Bennett, *Sand Pounders*, 164-165.

¹⁷⁸ Memorandum from District Superintendent, 26 January 1916, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

¹⁷⁹ Report of Assistance Rendered, 5 June 1926, Holm Collection, Cape Cod National Seashore.

1900's might have been averted had inlet motor life boats been dispatched at the time the wrecks were first discovered; there is little question that successful rescues would have taken place from the *Wentworth*.”¹⁸⁰ Motorized surfboats offered greater speed, a power source perceived to be more dependable and required a much smaller crew, thus freeing up space and accommodating more survivors per rescue trip. The Life-Saving Service saw wider use of such craft beginning in 1905.¹⁸¹

The advent of motor power also impacted the Life-Saving Service in another way as an increasing number of unskilled people began to take to the water in motorized boats. As at other stations, the Old Harbor crew's work began to focus largely on providing assistance to pleasure boaters, towing, transporting stranded boaters and warning boaters about impending, potentially dangerous weather or sea conditions. The expansion of the surfmen's duties to include assisting other branches of the government and policing waters may have led to a perception among the public that life saving was becoming a lesser function of the stations. When Old Harbor's Officer in Charge requested authorization from the district superintendent to send three men to the Chatham Country Club race course, public relations was clearly on the Coast Guard's mind. G.B. Nickerson explained that the boats raced were “small, a class known as bay birds. In windy weather they are liable to be capsized in which case it will take at least ten minutes to get aboard power boat and get underway, which is apt to cause more or less criticism from the public, wherefore if boat was underway much time could be saved in making a rescue and make a much better showing.”¹⁸²

A confidential Doctrine for the Prevention of Smuggling dating from August 1924 informed the Coast Guard Stations that their main mission during the era of Prohibition was “To be constantly prepared to assist persons and property in distress on the coasts.” Their secondary mission was “To ‘carry on’ in the prevention of smuggling, as at present.”¹⁸³ In keeping with its new duties, Old Harbor's report on its assistance to the *Maritima* included a note that the vessel had been boarded and “there was no evidence of violation of Customs or Navigation Laws.” In a report of assistance provided to a small pleasure boat on July 18, 1926, the acting officer in charge added the handwritten postscript “Vessel not boarded and searched for Enforcement of Customs and Navigation Laws, account of strong breeze W.S.W., and many small boats in vicinity of station who were in danger of capsizing. Returned to Station at once to be in readiness to render more assistance if needed.”¹⁸⁴

Perhaps the last breeches buoy rescue conducted by Old Harbor was during the wreck of the schooner *Andover* in December 1938. The ship's captain and his crew of five were

¹⁸⁰ Bennett, *Sand Pounders*, 163.

¹⁸¹ Bennett, *Sand Pounders*, 159-161, 163-164.

¹⁸² Memorandum, Officer in Charge, Old Harbor Station to Superintendent, Second District, 14 June 1925, CACO file 15.1.3, Cape Cod National Seashore.

¹⁸³ Doctrine for Prevention of Smuggling, 12 August 1924, U.S. Coast Guard, CACO file 15.1.3, Cape Cod National Seashore.

¹⁸⁴ Report of Assistance Rendered, 18 July 1926, Holm Collection, CACO.

successfully landed after the sea proved too rough for the motorized surfboat. They were brought to the station afterwards and provided with hot drinks and food.¹⁸⁵

A few incidents from one of the 1940 log books are illustrative of typical assistance provided by Coast Guard lifesavers by that time. On August 5 the crew towed two boats and assisted “three small boys” in a 12' dory: “they going to leeward...being unable to make any headway.” The children were taken in the station surfboat and their dory was towed to the town landing. Two men drifted ashore in a rowboat during the night of August 3. Drenched and hungry, they had no idea where they were. After finding the station in the morning, the crew dried the men’s clothes and rejuvenated them with hot coffee.¹⁸⁶ Though often lacking the drama of the wrecks of the early life saving era, the services provided by the Old Harbor crews during the late Coast Guard era were no less important to those on the receiving end and did thwart situations that could have escalated into small tragedies.

The actions of men like Officer in Charge A.E. Larkin after spying a house fire while on his way into Chatham for provisions were reminders that the core mission of the Coast Guard was still life saving. Stopping to investigate, Larkin found two children who had escaped the fire by breaking a window on an upper floor and jumping from a piazza roof. After making sure no one else was still in the building he treated the two frightened girls for severe cuts, brought them to a local doctor and called in a fire alarm.¹⁸⁷

Crews

Life-Saving Service Occupancy, 1898-1915

The crew at Old Harbor was hired using the Life-Saving Service’s relatively new civil service rules. Before the Service, along with other previously exempt branches of the government, was included under these rules by Presidential order in 1896, it had been prone to charges of cronyism and political favoritism resulting in ineptitude. The civil service rules were the latest of many attempts to improve the quality of those hired within the Life-Saving Service. The list of eligibles Doane received on April 23, 1898 had been vetted through an application process that gave weighted numerical ratings to each applicant based first on physical condition, then experience (a minimum of three years work as a surfman, sailor or boatman was required) and finally age (applicants were to be at least 18 and no older than 45). Applicants were required to be no less than 5’8” in height, weigh between 132 and 190 pounds, live no further than five miles inland from the station, be able to read and write English and submit “vouchers under oath” as to their prior experience. In addition candidates were required to produce a certificate of physical health from a Marine Hospital Service doctor that was the result of an examination made

¹⁸⁵ Log transcript, 13 December 1938, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 824, NARA.

¹⁸⁶ Station Log Book, Old Harbor Coast Guard Station, Boston District, From 4 August 1940 to 1 February 1941, CACO 4436, Cape Cod National Seashore.

¹⁸⁷ Log book entry 29 July 1935, Records of U.S. Coast Guard Lifesaving Service Station, RG 26, Box 824, NARA.

within five days prior to the application. Lists of eligibles containing all applicants receiving 70 points or more were forwarded to the District Superintendent who in turn provided the keeper with a certification of the highest standing eligibles based on the lists whenever a vacancy arose.¹⁸⁸ From such a list, Doane selected for his first crew:

- Robert F. Pierce, No. 1 surfman, age 31, with eight seasons prior experience
- James E. Jones, No. 2 surfman, age 32, first season as a surfman
- Edwin T. Ellis, No. 3 surfman, age 40, seven seasons prior experience
- George T. Kenrick, No. 4 surfman, age 37, two seasons prior experience
- Benjamin O. Eldredge, No. 5 surfman, age 19, first season
- Rufus A. Nickerson, No. 6 surfman, age 27, first season¹⁸⁹

Surfmen during this time were generally recruited from the ranks of the surrounding community. This was certainly true of Old Harbor Life-Saving Station's first crew. All had experience in boating and some had backgrounds as surfmen. Many of the men who served bore surnames – Doane, Eldredge, Nickerson – of families with deep roots on Cape Cod.

Although the public attitude toward the Life-Saving Service was favorable, attitudes of individual communities toward area surfmen could vary. Recalling surfmen in her native Nantucket, Rebecca Ryder thought “as a general thing,...it always seemed to me that they were looked down on....I don't know just how to describe it....[I]t might have been that some of them weren't capable of much else but walking the beach. We didn't seem to think that they were quite as upstanding as some of the other people in town. I don't know why.” Cape Codders, however, were differently disposed: “I don't remember the feeling here at all, because the men were good men. In fact, they had to be.”¹⁹⁰ When visiting Provincetown's Peaked Hill Bars Life-Saving Station, journalist Arthur Hewitt observed the surfmen closely and found “none of the veneer and polish of the city was there, for these men are thoroughly independent....” While respectful of the authority of their keeper, the Peaked Hill Bars crew expressed a certain disdain for the Service's higher bureaucracy that was probably shared at other stations. As one lifesaver told Hewitt: “If we hadn't liked you, you wouldn't have stayed with us twenty minutes, Washington and letter and all. We can get on without them silk-hat crowd; they know it, too.”¹⁹¹

Of Doane's original crew at least one member, besides Doane himself, was married. Although the men's families lived in nearby towns like Chatham or Orleans access to the inland from Old Harbor was difficult and time-consuming. Old Harbor's boat landing in Chatham (called the Cow Yard) was a mile from the railroad station. Surfmen at stations in remote locations, like Old Harbor, saw their loved ones very infrequently. Arthur

¹⁸⁸ *Report of the U.S. Life Saving Service for Fiscal Year 1898* (Washington, DC: Government Printing Office, 1899), 45-47

¹⁸⁹ Entry for 1 May 1898 in log for Station 41, 1 March 1898-25 February 1899, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

¹⁹⁰ Oral history interview with Rebecca Ryder.

¹⁹¹ Hewitt, 535, 536.

Hewitt wrote that a Peaked Hill Bars crewman “told me, with quivering voice, that he was home so seldom that his baby boy had of late failed to recognize him. Another told me he would be satisfied if only pensions could be given to the widow and aged and infirm. ‘Yes,’ he said, ‘we fellows would go out just a little more bravely if we knew those we left behind would be taken care of in event of disaster.’”¹⁹²

The ages of the men ranged from 19 to 40. Some of Doane’s surfmen, like Robert Pierce and Edwin Ellis, stayed on at Old Harbor for well over a decade, beyond the average nine years of service. Sumner Kimball noted in 1907: “The majority of these men enter the vocation of life-saving at the most vigorous period of their lives. They know that if they continue in the Service – and its efficiency depends upon their retention – they will sooner or later incur disability and be compelled to stand aside. Their incapacity may be the result of injury sustained in the performance of wreck duty, such as broken bones, sprains, hernia, etc., or it may be due to heart trouble, rheumatism, tuberculosis, or a complication of these afflictions or several of a dozen others traceable to overstrain or exposure.”¹⁹³ That work-related injury and disease was a major threat to surfmen is borne out by perusal of Old Harbor’s daily logs.

Taking Old Harbor’s first two seasons as representative, the main reason for staff turnover during these early years was illness. During the winter of 1898/1899 half the crew was sent home because the men were “sick and unfit for duty” between December 6 and January 31. No. 2 surfman James Jones was only away from the station for one day. The other three men remained off duty from one month to over two months in the case of No. 1 surfman Robert Pierce. Substitute surfmen were engaged in their stead. In February, 28 year old winterman Rufus Nickerson became ill and never returned; on April 29 he was discharged “without prejudice” from the crew “by reason of physical disability.”¹⁹⁴ In March Otis Eldredge “left the station with very bad looking eyes apparently inflammation.” He was away for about a week.¹⁹⁵

Once the second season was underway, No. 4 surfman George Kenrick (who had been ill for a month the previous February) became seriously ill in October 1899. He did not return to duty until March 29, 1900. Kenrick passed his medical exam for the 1900/1901 season but became sick only 26 days after being called to active duty. He returned on September 12. On December 15 he was sent home with “sharp pains in back, making him unfit to patrol.” Kenrick was absent for the rest of the season. When he applied for the 1901/1902 season at age 40 he failed the medical exam and was replaced by former winterman Dean Eldredge.¹⁹⁶

¹⁹² Hewitt, 542.

¹⁹³ Shanks, 35.

¹⁹⁴ Log book 26 February 1899-24 February 1900, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

¹⁹⁵ Log entries for 21 March 1899, 1 April 1899, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

¹⁹⁶ Log entries for 28 October 1899, 29 March 1900, 27 August 1900, 12 September 1900, 25 December 1900, 1 August 1901, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Boxes 807, 808, NARA.

James Jones was absent during much of the 1899/1900 season due to a groin injury suffered during a boat drill on January 25, 1900. The following season the 34 year old Jones, now unable to pass the required physical, was replaced.¹⁹⁷ That Kenrick and Jones continued to seek work with the Life-Saving Service despite the cost to their health is telling of the limited employment options on Cape Cod. This remained true years later when Alvin Wright was at Old Harbor Coast Guard Station: “But young people today don’t realize what it was like in those days. We fished from catboats and we couldn’t do it in the winter. You couldn’t just pick up a job in the winter as a carpenter’s helper. The Coast Guard duty brought a steady check.”¹⁹⁸

No sick pay was provided for ill crew members temporarily unable to work and there were no pensions for those permanently disabled or killed in the line of duty. In 1900 the Surfmen’s Mutual Benefit Association was organized.¹⁹⁹ Little has been published on this fraternal organization other than its membership paid dues entitling them to certain benefits. According to David Wright and David Zoby, the Association was created by surfmen in North Carolina and held its first annual meeting in Elizabeth City. Open to “[a]ny commissioned or appointed officer, or any surfman in the thirteen districts of the United States Life-Saving Service” its membership reached 1400.²⁰⁰ Membership could be revoked for non-payment of dues or if the member was discharged from the Service for “Cowardice or conduct unbecoming a gentleman.” The membership certificates included a line for specifying the member’s beneficiary.²⁰¹ Undoubtedly the Association was meant to provide some form of financial assistance to families of surfmen like Kenrick and Jones since none was forthcoming from the U.S. Life-Saving Service. Such assistance, however, was restricted to white lifesavers; the Association’s bylaws explicitly stated “no gentleman of color will be admitted as a member.”²⁰²

Sometimes individuals in local communities banded together to assist a surfman’s family. After all but one of the Monomoy Life-Saving Station crew were killed during a rescue attempt in 1902, the Boston firm of Lee, Higginson & Co. opened a subscription for the benefit of the surviving relatives, explaining “Five widows and fifteen children are left to fight their battle of life alone, and, unfortunately, the government pension system does not include the life saving service.” The Boston Chamber of Commerce issued an appeal to businesses to provide contributions. *The Boston Herald* informed its readers:

¹⁹⁷ Log entries for 28 October 1899, 1 August 1900, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

¹⁹⁸ Leclaire, “Retired CG surfman recalls Old Harbor...”

¹⁹⁹ Surfmen’s Mutual Benefit Association certificate of membership for Edward J. Tobin, 19 January 1904, CACO 3910, Cape Cod National Seashore.

²⁰⁰ David Wright and David Zoby, *Fire on the Beach: Recovering the Lost Story of Richard Etheridge and the Pea Island Lifesavers* (New York, NY: Scribner, 2000), 257.

²⁰¹ Surfmen’s Mutual Benefit Association certificate of membership for Edward J. Tobin, CACO 3910, Cape Cod National Seashore.

²⁰² Wright and Zoby, 257. According to the website of Kenrick A. Klaflin & Son Nautical Antiques, in the early 1900s the Surfman’s Mutual Benefit Association issued a monthly journal *Along the Coast*, published by John W. Dalton. The magazine included news about wrecks, biographical profiles of lifesavers, articles on maritime history; fictional sea stories, photographs and Association bulletins. The first issue was published in March 1909. The April 1909 issue included an article on Joseph Kelley during his Monomoy Point years.

The salary of a life saver is not large. The government pay is only \$65 a month to the surfmen and \$75 to the keeper or captain, and the pay of the surfmen runs, we believe, for only ten months in the year. Although these men are obliged to live at the station, they are not provided with government rations, so that their pay is not as great as it would be were they supplied with food at the expense of the government. It is the practice of the life saving department to allow the families of the men who lose their lives in the line of duty to draw the same pay as the men received for a period of two years from the time of their death, but after that two years expires the government does nothing to aid the widows and orphans of these gallant life savers.²⁰³

Looking back on his time as a surfman, Benjamin Eldredge said “the old Life Savers is the forgotten man. It’s the only man the government has forgotten....They’d never give them a pension or anything....Oh, I’ve got a medal, but ‘twas given to me by the feller that I saved, not by the government. Course the government used to given ‘em, but [for] the old Life Savers there was never any pension....They was the forgotten men.”²⁰⁴

Coast Guard Occupancy, 1915-1944

The structure and make up of the Old Harbor crews slowly changed under the Coast Guard. Hezekiah Doane’s retirement in 1915 after 17 years as keeper of the station (and 34 years in the Life-Saving Service) marked the symbolic end of an era. District Superintendent George W. Bowley notified Old Harbor that Joseph C. Kelly would report for duty as the new keeper on April 7, 1915.²⁰⁵

Old Harbor’s first active season as a Coast Guard station began on August 1, 1915 and ended May 31, 1916. It was authorized to maintain a staff of one No. 1 surfman, five long-term surfmen (who would serve the entire season) and one short-term surfman (the winter man, on duty from October 1 to May 31). It was forbidden for a long-term man to be converted to a short term.²⁰⁶ By 1917 the crew at Old Harbor was increased to include the No. 1 surfman and seven additional surfmen.²⁰⁷

Traditionally the Life-Saving Service crews were made up of locals, which was certainly the case at Old Harbor. The Coast Guard log books include the home addresses of the enlisted men and show a marked increase in the number of non-Cape Cod residents among the crews. Through 1920, all the surfmen listed were from towns on the Cape. A year later, four out of nine crew members were from New Bedford, Massachusetts. As many as five temporary surfmen were hired during the summer months to off-set leave

²⁰³ “The Monomoy Life Savers,” *The Boston Herald*, 18 March 1902.

²⁰⁴ Recollections of Chatham by Benjamin Oliver Eldredge, 6.

²⁰⁵ Memorandum, Old Harbor Record Book, 1914-1919, CACO 86766, Cape Cod National Seashore.

²⁰⁶ Memoranda, 14 July 1915, 26 July 1915, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²⁰⁷ District Superintendent Bowley to Keeper, Station No. 41, 28 June 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

and vacation time taken by the year-round staff.²⁰⁸ One Cape native who worked at Old Harbor during the early Coast Guard years was of the opinion that the crews made up of “boys signed up in Boston” were inferior to the locally hired surfmen of the Life-Saving Service years.²⁰⁹

Discipline does not seem to have been a major problem among the Old Harbor Coast Guard Station crews, although judging from the daily logs infractions for forgetting routine procedures had become more common by the 1930s. In discussing phone use at Old Harbor, the district superintendent warned “There has been altogether too much listening in and too much profane and obscene language used on this line and this office is determined to see that it is stopped immediately” and that future “offenders will be severely dealt with.”²¹⁰ Surfmen like the two who were sent to meet an associate civil engineer to transport him to Old Harbor and failed to show up at the train station were chastised for having “loitered and not paid attention to there [sic] duty” and deprived of any leave for ten days as punishment for their “performance of duty in such a slack manner.”²¹¹ “The men that were Coast Guard, perhaps they weren’t all well educated but they certainly had respect for their Keeper, that’s for sure...” said Rebecca Ryder when recalling her husband’s service from 1906 to 1933. “There were some fellows that would drink when they were off duty and all that, but there was never any of it when they were on duty, not while Richard was Captain, I know that.”²¹²

During the Coast Guard years, the efficiency marks used for crew members were on a descending numerical scale: excellent, 4.0-3.5; very good, 3.5-3.0; good, 3.0-2.5; indifferent, 2.5-2.0; poor, 2.0-1.0; bad, 1.0-0. Besides skill in drills on beach apparatus, resuscitation, signals, Morse code, patrol and lookout duties, the men were marked on obedience, sobriety, health, the condition of uniforms and an individual’s ability as leader of men.²¹³ A monthly report on the proficiency of Old Harbor’s 1922 crew shows that the seven surfmen in general received scores no lower than 2.5. The exception was surfman No. 1 who had been enlisted less than a month. Only the No. 1 surfman received an excellent to very good score in the category of leadership ability; the rest of the men ranged from indifferent to bad. In patrol and lookout duties, sobriety, obedience and health, each crew member received a perfect score of 4. They also received consistently high marks in boat handling and beach apparatus work.²¹⁴ Newer technologies were sometimes more difficult for the crews to master, particularly early in the Coast Guard’s history. A 1917 inspection revealed that Old Harbor was among eight stations in the Second District whose crew failed to pass the occultating light signal drill. In fact, only

²⁰⁸ Log books, 1 July 1920-15 January 1921, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 818, NARA.

²⁰⁹ Jim Gilbert, “Former crewman recalls service,” *Provincetown Advocate*, 1 December 1977.

²¹⁰ Memorandum, Office of Superintendent, Second District to Keeper, Station 41, 7 September 1917, CACO 86766, Cape Cod National Seashore.

²¹¹ Memorandum, Officer in Charge, Old Harbor Station to Commander, Second District, 25 November 1926, CACO file 15.1.3, Cape Cod National Seashore.

²¹² Oral history interview with Rebecca Ryder.

²¹³ Personnel records, Old Harbor Station, U.S. Coast Guard, CACO 86764, Cape Cod National Seashore.

²¹⁴ Station’s Monthly Report, October 1922, U.S. Coast Guard, Station 41, CACO file 15.1.3, Cape Cod National Seashore.

two crew men in the district were deemed proficient, resulting in a memo from the District Superintendent (then known as the District Commissioner) notifying keepers to take immediate steps to rectify the situation.²¹⁵

The Officer in Charge was penalized for an unsatisfactory mark – considered 2.0 or lower – in recitation or drill received by a crew member with at least 6 month’s service. “The keeper is responsible for the proficiency of the crew in their various drills or duties and can prescribe extra drills for those who are deficient” according to a 1915 memorandum. Those crew members who continued to do poorly were to be reported to the District Superintendent. The Coast Guard specified those to be reported as individuals who neglected duties or were “disinclined to study or perfect themselves in their work.” Infractions on the part of the Officer in Charge included “Failure to carry out drills; failure to keep screens in place or screened doors closed; to keep records in a neat and systematic manner; to maintain proper discipline, etc.” An Officer was penalized for “In general, any item which lacks or indicates lack of attention on his part to his duties or lack of efficiency on the part of the crew as a whole.” Things considered beyond an Officer’s power to control or correct were deficient or poor equipment; poor state of repair of buildings, launchings, bulkheads (although he was expected to make recommendations as to what action should be taken); and, oddly, inefficiency in the No. 1 surfman.²¹⁶

As the equipment used at the station became more sophisticated, the technical skills of the crew became more specialized. On February 9, 1928 Officer in Charge A.H. Wright requested a Motor Machinist’s Mate 2c (L) position be assigned to Old Harbor, which was considered third in command. Wright’s justification was that the station had a motor surfboat, tractor and pumping engine that required “the entire time of one man” to be kept in good working order. “The engines are the backbone of this station and I am especially anxious to have them in high state of efficiency....There is no doubt that the man in charge of the engine at this station has about twice as much work and responsibility as the other surfmen.” Wright recommended Surfman Manter Fisher be promoted into the position, as he was “trustworthy and competent” had “a good working knowledge of gasoline engines” and was “a leading man with a strong character.”²¹⁷

A major benefit for former Life Saving Service surfmen in the switch to the Coast Guard was the introduction of retirement benefits and pensions. Some career Life-Saving Service employees, like Doane and Ellis, remained long enough to receive pensions from the Coast Guard. Salaries, however, remained low for most men because of limited promotion opportunities within the organization. According to its 1920 annual report, the Coast Guard did not include higher grades “essential to a well-rounded military organization” which resulted in older officers with years in service “holding a rank

²¹⁵ District Circular Letter 50, 8 November 1917, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²¹⁶ Memoranda, District Superintendent to Second District Keepers, 1915, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²¹⁷ Memoranda, AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 9 February 1928 and 8 September 1928, CACO file 15.1.3, Cape Cod National Seashore.

entirely inappropriate to their age and experience” when compared with other military officers.²¹⁸ Pay at the start of the Coast Guard years was \$77 per month for the No. 1 Surfman, which was raised to \$83 in 1918; and \$65 a month for regular surfmen (increased to \$71 per month in 1918).²¹⁹ Rebecca Ryder recalled her husband’s Life Saving Service salary as being \$65 a month when they were married in 1905. However, meals and uniforms were deducted from that amount. When Ryder became No. 1 surfman at Old Harbor in 1915 he was earning \$75 a month. Rebecca Ryder remembered her husband receiving his top salary in the Coast Guard when he was transferred to New York in 1918 to load ammunition from the Battery onto ships. “When he died [as Officer in Charge at Old Harbor in 1933],” she recalled “he was getting \$234 a month. During the depression, they had cut down the wages. I never knew them to do that before, and they hadn’t put them back again when he died. I’m guessing that he should have been getting \$250 a month.”²²⁰

During World War I the men were eligible to receive War-Risk insurance.²²¹ In 1918, keepers were allowed 30 days annual leave and surfmen 15 days. Ten days re-enlistment leave was granted to surfmen re-enlisting after January 15 plus the 15 days annual leave.²²² Rebecca Ryder recalled the keepers being able to carry over unused leave days.²²³ In contrast to the one day a week of leave given to a single crew member on a rotating basis during the Life Saving Service years, by 1942 generally three men at a time were away from the station on 48 hour liberty. This was made possible because of the larger size of the crew and the almost exclusive use of Coast Guard cutters for major rescues by this time.²²⁴

Despite these advantages, a higher rate of crew turnover began by the 1920s, perhaps due to enlisted men frequently relocating or obtaining positions in other branches of the government. In dramatic contrast to its Life-Saving Service days when one man served as Keeper for 17 years, Old Harbor had eight Officers in Charge between 1923 and 1944. Most of these transient men only served one to two years before being reassigned. In 1920 the Coast Guard cited the lack of advancement as causing problems in retaining young officers.²²⁵ As enlisted men, crew members had a wider range of employment options within the Coast Guard and outside the government. When Surfman Herbert Gould’s term of enlistment expired on March 31, 1928 he chose not to reenlist. Wright wrote “I have complied with the Regulations in every respect, explaining the advantages of the service in general. Gould was my first choice for Motor M.M.2c (L), but [on] account of above was not recommended. This was known to him but he still remains

²¹⁸ *Annual Report of U.S. Coast Guard* (Washington, DC: Government Printing Office, 1920), 41.

²¹⁹ District Circular Letter 66, 20 February 1918, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²²⁰ Oral history interview with Rebecca Ryder.

²²¹ Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²²² District Circular Letter 62, 7 February 1918, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²²³ Oral history interview with Rebecca Ryder.

²²⁴ Log, U.S. Coast Guard Old Harbor Lifeboat Station, Month of August 1942, CACO 4438, Cape Cod National Seashore.

²²⁵ *Annual Report of 1920*, 41.

determined to leave.”²²⁶ When Surfman Lester Taylor was discharged in 1928, he received a suit of civilian clothing – coat, pants and cap – purchased by the station from Puritan Clothing Co.²²⁷

Medical attention for surfmen improved under the Coast Guard. Enlisted men were treated at the Marine Hospital. Periodic visits to the stations by medical professionals are noted in the log books. A May 29, 1916 memo informed Keeper Kelley that Senior Surgeon Fairfax Irwin of the U.S. Public Health Service was to visit all Second District stations to provide medical treatment to warrant officers and enlisted men.²²⁸ Still, work-related illnesses remained prevalent. Jabez Crowell, who had been No.1 surfman at Old Harbor in 1913, retired on March 3, 1916 after having been ill since the previous August. He was about 40 years old. L.C. Mullet, who had become ill in September 1915, retired on March 31, 1916. Like Crowell, he never returned to the station after becoming sick.²²⁹

The log entry for March 4, 1923 recorded that the American flag at the station was lowered to half mast during the funeral of No. 2 surfman W.C. Harding. Harding, an Old Harbor crew member since 1921 whose health had been ranked excellent in 1922, had become ill on February 22. On February 28, Boatswain J. DeGroot wrote “At 2:30 received word from contract Physician J.B. Worthing that surfman WC Harding had passed away. Cause of death pneumonia. Reported matter to the District Superintendent.”²³⁰ Harding’s appears to have been the first death of a surfman on active duty in Old Harbor’s history. By the end of the Coast Guard era, regular check-ups and inoculations had become standard.²³¹

Despite advancements in transportation, health care and pensions, the physical risk of the job and the prolonged separation from close relatives remained as painful during the Coast Guard years as it had during the Life-Saving Service era. The families of many crew members spoke of the difficulties of having husbands and sons employed as lifesavers. “It was an unhappy day for her when I signed up,” Alvin Wright said of his wife. Lydia Wright spoke of worrying about her husband, having bad dreams and enduring the isolation: “It was very lonely. I was a city girl and it was hard to live on the cape all alone, especially before the children were born.”²³²

²²⁶ Memoranda, AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 9 February 1928 and 8 September 1928, CACO file 15.1.3, Cape Cod National Seashore.

²²⁷ Memorandum, AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 9 February 1928; receipts, Puritan Clothing Co., 8 September 1928, CACO file 15.1.3, Cape Cod National Seashore.

²²⁸ Memoranda, 29 May 1916; 6 June 1916, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²²⁹ Log book, 16 February 1916-5 September 1916, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 813, NARA.

²³⁰ Log entries for 22 February 1923, 28 February 1923, 4 March 1923, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 816, NARA.

²³¹ Entry for 5 March U.S. Coast Guard Old Harbor Lifeboat Station, Log for Month of March 1942, CACO 4437, Cape Cod National Seashore.

²³² Leclaire, “Retired CG surfman recalls Old Harbor...”

When interviewed in 1978, Richard Ryder's widow recalled that during the first World War when her husband was assigned to a battery in New York she did not see him for almost a year: "All that time he couldn't get home....In the meantime, Bill had been born. Bill was born in September but his father didn't see him until January. A Coast Guardsman's wife bore a whole lot of troubles....You had to make your own decisions. You couldn't wait until your husband came home to tell you what to do. He was on his job at the station. When he first went, he said, 'When I go to work, don't ever tell me you wish I didn't have to go, because that's my job and I've got to do it.' I never said 'I wish you didn't have to go,' but I thought it a good many times. I would worry when there was an awful storm. I'd think, 'Oh what a night for Richard to be out.' When he'd come home I'd say 'How did you stand that awful storm?' He'd say, 'Don't even worry about me in a storm! That was the night I had all night in!'"²³³

Hezekiah Doane, years at Old Harbor 1898-1915

Hezekiah Doane, Old Harbor's first keeper, was transferred to the station on November 23, 1897.²³⁴ On Tuesday, March 1, 1898, Doane recorded that he "Went to Barnstable and took oath of office for keepership of the Old Harbor Station at Collectors of Customs office."²³⁵ For the previous 17 years he had served at Chatham Life-Saving Station, serving as Keeper for the last four.²³⁶ He entered the Service with a background as a fisherman, yachtsman and mariner.²³⁷ Doane brought to his new position at Old Harbor a vast background in seamanship and life saving experience.

Born in Chatham on September 7, 1845, Doane was married and had at least three children.²³⁸ In addition to two sons, entries in the 1902 wreck and log books reveal he had a daughter who fell ill that summer (the entries note Doane was excused from duty several times because of an illness in his family) and died around August 16. Doane did not return for duty until August 19.²³⁹

Those who remembered Doane recalled his religious faith, which had a particular impact on Rebecca Ryder when she visited Old Harbor. "Captain Hezekiah Doane was a very religious man and he always asked grace at the table before they ate....I felt that that was a little different than you'd see at most meals, you know. It was very short...I remember it... 'Heavenly father, bestow thy blessing. Make us truly thankful. Pardon our sins. Amen.' ...You know, that made an impression on me!...To think that they would set [sic] around the table and ask for grace. In the first place, I wasn't brought up that way....It

²³³ Oral history interview with Rebecca Ryder.

²³⁴ Albee, 17.

²³⁵ Log for Station 41, 1 March 1898-25 February 1899, Records of the U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

²³⁶ Albee, 17.

²³⁷ Dalton, 115.

²³⁸ Inspection report, 26 May 1899, reprinted in Albee, illustration 5; Dalton, 114-115.

²³⁹ Log book entries for 10 August, 12 August, 16 August and 19 August 1900, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

was new to me,” she said. In the many stations her husband served as surfman, Mrs. Ryder did not recall grace being said at any table other than Old Harbor’s.²⁴⁰

Ryder’s son Allen had a similar memory: “I first went to the [Old Harbor] Station when I was 5 years old. Capt. Hezekiah F. Doane was the Keeper or Officer-in-Charge. He was a very religious man [and] I remember on a Sunday all of the crew was in the look-out tower singing hymns. As I grew older I spent many hours in the watch tower.”²⁴¹

Like other aging career lifesavers, Doane remained at Old Harbor until just shortly after the U.S. Coast Guard was formed in January 1915, enabling him to retire with a pension. His signature last appears in the daily log on March 22, 1915, in which he records himself as retired. Surfman No. 1 Richard Ryder wrote in the daily activities list the next day “Keeper H.F. Doane retired on March 22 after 34 years of service.”²⁴² He was 69 years old.

Robert F. Pierce, years at Old Harbor 1898-1911

Surfman No. 1 Robert F. Pierce was born on July 6, 1866 in Harwich, Massachusetts.²⁴³ He was married and a father. Of the surfmen originally selected by Doane, Pierce was the most experienced in the Life-Saving Service, having worked at Monomoy Life Saving Station for eight years. According to a 1902 account “From his experience as a fisherman and boatman along the shores of Cape Cod he was skilled in the art of handling boats in the surf, and took naturally to the work he has been called upon to perform since joining the life-saving service. While a member of the Monomoy crew he was repeatedly called upon to face the greatest dangers, and won for himself an enviable record as a lifesaver.”²⁴⁴ Pierce began at Old Harbor in the highest surfman’s position.

Pierce continued to work as a boatman during the months when Old Harbor Station was closed, which put Doane in an awkward position at one point. At the start of the 1900/1901 season, a surprised Doane recorded that Pierce “failed to report for duty on Aug 1 1900. Form 1800 was sent to him on July 23d. Medical Examiner Munsell informed me by telephone that up to 11 am Aug 1 Pierce had failed to put in an appearance for examination. Took on a sub by order of District Superintendent.” On August 4, Pierce appeared at the station. He explained he had been “expecting a call to take a yacht but the parties concerned backed out.”²⁴⁵ There is no record of a reprimand being issued to Pierce, probably because his absence occurred before he was officially signed on as an employee for the season.

²⁴⁰ Oral history interview with Rebecca Ryder.

²⁴¹ Allen Ryder to Richard G. Ryder, 10 April 1983, collection of Richard G. Ryder.

²⁴² Log entries for 22 March and 23 March 1915, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 812, NARA.

²⁴³ Inspection report, 26 May 1899, reprinted in Albee, illustration 5.

²⁴⁴ Dalton, 115.

²⁴⁵ Log book for 25 February 1900-23 February 1901, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

As No. 1 surfman, Pierce was the only member of the Old Harbor crew during the Life-Saving Service period to leave the station for a keepership. On November 6, 1911 Pierce was promoted to the position of keeper at Gay Head Life-Saving Station.²⁴⁶

Otis Eldredge, years at Old Harbor 1898-1913?

Surfman Otis C. Eldredge was born in Chatham on June 9, 1856.²⁴⁷ He too had been a fisherman and beach comber in Chatham before entering the Life-Saving Service, was married and a father.²⁴⁸ In 1880 he and his wife were boarders at the home of Charles and Charlotte Smith in Chatham.²⁴⁹ Prior to his transfer to Old Harbor on August 18, 1898, he had been first a winter man and then a full season surfman from 1895 to August 15, 1898 at Jerry's Point Station in New Hampshire. By this time, he had risen from surfman No. 7 to No. 5 surfman at Jerry's Point. At Old Harbor, however, his rank was No. 6. Although ambitious to become a keeper, his name was still on the log book crew list in 1913 as No. 3 surfman.²⁵⁰

Benjamin Eldredge, years at Old Harbor 1898-1902?

Benjamin O. Eldredge, born in Chatham on July 10, 1878, worked as a fisherman and boatman. Although he had done some substituting for absent surfmen at Monomoy Station, the job at Old Harbor was his first full season position.²⁵¹ Doane made special note of Eldredge's efforts in an August 2, 1898 daily log entry. Eldredge was crossing the harbor on his way to get the mail when "he heard some one shouting for help and by close observance saw a person...in the water. Mr. Eldredge hastened with all speed possible to the rescue....[T]he Gentleman proved to be a summer boarder in town...and not being acquainted [sic] with the current had ventured out to [sic] far from shore and lost his footing and not being a swimmer, had it not been for the timely aid of Surfman Eldredge the man...would have been drowned."²⁵²

Eldredge left Old Harbor sometime between 1902 and 1904. It is not known whether he remained in the lifesaving service or Coast Guard before he became a general contractor in 1920. In 1926 he went into banking as an Incorporator of the Cape Cod Five Cent Savings Bank of which he was a trustee. He was on its board of investment in 1936, was made vice president in 1963 and later became president until his retirement in 1966.²⁵³

²⁴⁶ Log book for 1 January 1911-6 January 1912, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 811, NARA.

²⁴⁷ Inspection report, 26 May 1899, reprinted in Albee, illustration 5.

²⁴⁸ J.W. Dalton, *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 116.

²⁴⁹ U.S. Census, Barnstable County, 1880.

²⁵⁰ Log entries for 18 August 1899, 1 August 1913, Station 41, Records of U.S. Coast Guard Lifesaving Station, RG 26, Boxes 807, 812, NARA; Division of Appointments, Secretary of Treasury Department to Otis C. Eldridge [sic], Washington, DC, 11 August 1898 and photocopy of list of positions made by Otis Eldredge, Chief of Cultural Resources records, "Old Harbor" file, Cape Cod National Seashore.

²⁵¹ Dalton, 113-114.

²⁵² Log book 1 March 1898-25 February 1899, Station 41, Records of U.S. Coast Guard Lifesaving Station, RG 26, Box 807, NARA.

²⁵³ "Uncle Ben Recalls"; "Benjamin O. Eldredge, Witnessed Portland Gale," obituary, *Lower Cape Cod Chronicle*, 2 September 1971.

At the time of his death in 1971 at age 93, Eldredge was the last surviving member of the original Old Harbor Life-Saving Station crew. “Uncle Ben” as he was known in the community had come to be recognized as an authority on Cape Cod’s maritime history and became a charter member of the Chatham Historical Society. His obituary noted that after the 1898 gale that resulted in the wreck of the steamer *Portland* off the Cape and the loss of 300 lives “Eldredge found the first bodies on the Chatham shore” during his beach patrols at Old Harbor.²⁵⁴

Dean W. Eldredge, years at Old Harbor 1898-1904?

Surfman Dean W. Eldredge was born in Brewster around 1855 and was among the married crew members. He had experience working on the crew of the *Handkerchief* lightship and had been employed in boating, fishing and wrecking on Cape Cod. He was stationed at Plum Island Life-Saving Station and subsequently Orleans.²⁵⁵ His first appearance at Old Harbor was in August 1898 as a substitute. He returned in October of that year to substitute for Benjamin Eldredge, who had been given 10 days leave of absence. Illnesses of other crew members resulted in Eldredge remaining on as a substitute at least through February 1899. In December 1900, he came on as the winter man. He became a full season crew member at Old Harbor during the 1901/1902 season, replacing original crew member George Kenrick, and was still listed in the log in 1904. By 1907, Eldredge had left Old Harbor Station.²⁵⁶

Edwin P. Ellis, years at Old Harbor 1898-1916

Edwin P. Ellis was born October 22, 1857 in Brewster, Massachusetts.²⁵⁷ One of at least six children, Edwin, his father Thaddeus and younger brother William were all listed as fishermen in the 1880 census. At the time he was transferred to Old Harbor Station in 1898 he was 40, the second oldest employee at the station after Keeper Doane. He had already been with the Life-Saving Service seven seasons at Orleans and Coskata (Nantucket) stations.²⁵⁸ In 1902, he was referred to as “a skillful boatsman, hardened to the rigors of a life saver’s life.”²⁵⁹

By the time Hezekiah Doane retired in 1915, Ellis was No. 2 surfman. In November of that year, Ellis was listed in the log book as “out because of illness.” By May 1916 he was listed as in the hospital. On May 25 Ellis was still in the hospital but a note in the

²⁵⁴ “Benjamin O. Eldredge, Witnessed Portland Gale.”

²⁵⁵ Dalton, 116-117.

²⁵⁶ Log entries for 2 October 1898, 15 February 1899, 1 December 1900, 1 August 1901, 1 August 1904, 1 August 1907, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Boxes 807, 808, 809, 810, NARA.

²⁵⁷ Inspection report, 26 May 1899, reprinted in Albee, illustration 5.

²⁵⁸ Dalton, 115-116; Log entry for 1 May 1898, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 807, NARA.

²⁵⁹ Dalton, 115-116.

remarks column read “Surfman Edwin P. Ellis retires from active duty at Midnight, this date: Authority, Dept. letter May 20, 1916.”²⁶⁰

Ellis was the last of the original Old Harbor crew remaining at the station. Fortunately, like Doane, he was able to stay long enough to obtain a retirement pension under the Coast Guard. At 58, however, his health was likely shattered from over twenty years of work as a lifesaver.

Francis H. Bassett, years at Old Harbor 1901-1902?

The duration of Francis H. Bassett’s service at Old Harbor was more typical of the average surfman than Robert Pierce’s or Edwin Ellis’. Born in Harwich in 1863, Bassett, like many of the other Old Harbor surfmen during the Life-Saving Service period, was married with five children. He had worked at Cahoon’s Hollow Station for two years before being transferred to Old Harbor on December 1, 1901. As he was transferred in December, he may have initially been a winterman. His previous occupations included boatman, fisherman and grocery man.²⁶¹ He was still employed at the station in 1902, but was not among the 1904 season crew.

Zebina B. Chase, years at Old Harbor 1902-after 1907

Zebina B. Chase was born in Chatham in 1862. During his tenure he was married with five children. In 1902 he had been in the Life-Saving Service three years at the Salisbury Beach and City Point stations. He had been a substitute for four years at Monomoy Station before that. Like Dean Eldredge, he had also worked on a lightship, the *Shovelful*. He initially served as a winterman at Old Harbor, working at City Point in the summer.²⁶² By 1904 he was a full season crew member at Old Harbor. His name was still on the crew list in 1907 but not in 1913.²⁶³

Richard E. Ryder, years at Old Harbor 1904-1915, 1932-1933

Richard Ryder’s start in the Life-Saving Service was as a winter man. “They always had substitutes for people that were out sick, you know, and he may have substituted...in between whiles...” his widow recalled. “When we were married [1905] he was still fishing....he had a brother who had a livery stable and he, Richard, had one of his hosses [sic] for the winter. He used to drive up from Old Harbor Station to Orleans on his liberty day. They had one liberty day a week, which consisted of liberty from sunrise to sunset. So you see they didn’t have very much time at home.”²⁶⁴

²⁶⁰ Log entries for 23 March 1915, 5 November 1915, 5 May 1916, 25 May 1916, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 812, NARA.

²⁶¹ Dalton, 117.

²⁶² Ibid.

²⁶³ Log entries for 1 August 1904, 1 August 1913, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Boxes 809, 812, NARA

²⁶⁴ Oral history interview with Rebecca Ryder.

Rebecca Ryder's uncle was lighthouse keeper at Gurnet, a remote location off Plymouth, Massachusetts, where she met her future husband in 1904. At the time Richard Ryder was winter surfman at Gurnet Life-Saving Station. Born around 1879, "He was the only young man there was....The enlisted men were older, and Richard was a young man so naturally we got acquainted. There was so little over there except the Coast Guard station and the Lighthouse station."²⁶⁵

During the summers Ryder was captain of a boat that transported pleasure parties from Falmouth to Oak Bluffs. He also fished and trapped lobsters. He was a winterman on the crew of the Monomoy Point Station in 1902 and worked on the floating station City Point in Dorchester during the summers of 1902 and 1903.²⁶⁶ On December 1, 1904 he was transferred from Gurnet Station to Old Harbor as winterman.²⁶⁷ He remained at Old Harbor, eventually becoming a full seasonal, until 1915 when he became Officer in Charge of Monomoy Coast Guard Station. By this time he had risen to the rank of No. 1 surfman; he had been the No. 5 surfman only two years earlier.²⁶⁸ He returned to Old Harbor in 1932 as Officer in Charge, where he remained until his death the following year.

Joseph Kelley, years at Old Harbor 1915-1923

Kelley, born in West Brewster in 1873, had been a sailor and fisherman before entering the U.S. Life-Saving Service. He started his career as a surfman at the Peaked Hill Bars Life-Saving Station in 1897. Shortly thereafter he was transferred to Chatham Life-Saving Station. While at Chatham Kelley soon gained a reputation as a superior surfman "demonstrating his ability to cope with the most stupendous problems of life saving....Five disasters occurred on the shoals near the station within as many weeks after the station was manned, and in every case the vessels were saved and not a life was lost." Kelley rose rapidly to the position of No. 1 surfman. At the time he became keeper of Monomoy Point Life-Saving Station in 1902, Kelley was purportedly the youngest keeper on Cape Cod at 29 years of age. He became keeper of Old Harbor following Hezekiah Doane's retirement.²⁶⁹ The first log entry bearing Kelly's signature is dated April 21, 1915.

One of Kelley's surfmen at Monomoy Point was Richard Ryder with whom Kelley remained friendly. Rebecca Ryder recalled Kelley's reputation within the Service: "He went to many wrecks. His name was legion."²⁷⁰ Log book entries show that Kelley fell

²⁶⁵ Ibid.

²⁶⁶ Oral history interview with Rebecca Ryder; notes by Richard E. Ryder, c. 1904, photocopy provided by Richard G. Ryder.

²⁶⁷ Log book entry for 1 December 1904, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 809, NARA.

²⁶⁸ Log entries for 1 August 1913, 31 May 1915, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 811, 812, NARA.

²⁶⁹ Dalton, 128-129.

²⁷⁰ Oral history interview with Rebecca Ryder.

ill around June 2, 1922 and remained so until he was “retired by department letter dated Jan. 26, 1923.”²⁷¹

G.B. Nickerson, Officer in Charge 1923-1926, 1936-1938

Nickerson became Officer in Charge at Old Harbor following the retirement of Joseph Kelley. In 1926 he was transferred to Nauset Coast Guard Station but was transferred back to Old Harbor in 1936.

Alvin H. Wright, years at Old Harbor 1916-1931

Wright enlisted in the Coast Guard as a temporary surfman at Old Harbor in 1916. He had at one time been in the Life-Saving Service but had resigned. His stint at Old Harbor was intended to be temporary: “I told my wife, ‘I’ll go down and stay a month, then when the fishing is better, I’ll come home.’”²⁷²

Wright remained at Old Harbor Station for at least 15 years. “I loved that station,” he said of Old Harbor. “It was my favorite of them all.” He was Officer in Charge from 1926-1931. “I liked the life. I liked the beach,” he told an interviewer. “Oh each year I’d threaten to get out, but I never did. My yearly tour was up in June, and in June the beach is beautiful. The beach peas are out. They are purple and the vines cover the sand. So I’d say, ‘Oh, well, I’ll try it for another year.’” At the time of his retirement in 1949, Wright had served in the Coast Guard over 32 years.²⁷³

Leisure

Between drilling, patrolling, lookouts and station maintenance, spare time during the Life-Saving Service and Coast Guard years was limited. “[T]he men would go out on watch, on patrol,” said Rebecca Ryder. “that’s all they did was go on patrol and the turnkey. But in the morning when they all came downstairs, they chattered like magpies. What they found to talk about, I never did see. They’d never been anywhere!”²⁷⁴ Even during the Coast Guard years, after trucks and motorized boats reduced the time spent getting from North Beach into town, the station was still considered isolated. In 1916 the only practical means of reaching the station was still by boat. A visitor in the 1930s recalled that getting to Old Harbor by land meant traversing 11 miles of dunes.²⁷⁵

Off-duty activities do not appear to have varied much between the Life-Saving Service and Coast Guard eras. Card games, checkers, fishing, hunting and story telling – particularly about wrecks – were common.²⁷⁶ One former surfman recalled cutting wood

²⁷¹ Log book, Station 41, Records of U.S. Coast Guard Lifesaving Service, RG 26, Box 816, NARA.

²⁷² Leclair, “Retired CG surfman recalls Old Harbor...”

²⁷³ Ibid.

²⁷⁴ Oral history interview with Rebecca Ryder.

²⁷⁵ Holman H. Spence, “Oddballs and Individualists Manned the Old Harbor Station in the 1930s,” *The Cape Codder*, 4 November 1977.

²⁷⁶ Noble, 138.

and fishing after dinner in the evenings.²⁷⁷ In 1919 the YMCA supplied the station with baseball equipment, games, books, a phonograph and records for the crewmen's use.²⁷⁸ Participation in Coast Guard sponsored sports contests were encouraged, including boxing. The Coast Guard Athletic Advisory Committee oversaw such events.²⁷⁹

Reading was an essential leisure activity. From the start books were donated to the Life-Saving Service to be distributed to the more remote stations.²⁸⁰ These gifts were generally from the Seamen's Friend Society and private philanthropists.²⁸¹ An American Merchant Marine Library Association existed during the Coast Guard era which provided service men with reading material. These were temporary libraries and rotated among the stations. Old Harbor received Coast Guard Library 2-D-11 on July 15, 1927. It was still being used the following May when Officer in Charge Alvin Wright chose not to exchange Library 2-D-11 for another at that time.²⁸² Arrangements were also sometimes made with institutions like the New York Public Library, which sent discarded books and periodicals to Old Harbor Station.²⁸³ Wright recalled one of the special pleasures of Old Harbor was that "we could look across and see the town, see the lights. We always looked forward to the 4th of July and the fireworks but 90 per cent of the time we couldn't see them because it was too foggy."²⁸⁴

During the Coast Guard era the Second District received quarterly allotments to be divided among the stations for "Recreation and Welfare Purposes." The balance of this fund at Old Harbor as of October 11, 1922 was \$620.²⁸⁵ In 1923, the District received \$75 translating into a quarterly allotment for each station of \$3.40. Considering the amount in the fund the previous year, earlier allotments must have been far more substantial. How the money was spent was left to the crew's discretion. The District Office was to be informed "for what purpose the enlisted men at your Station desire to spend the allotment. When newspapers or magazines are preferred, the annual subscription rates should be stated. When phonograph records, tobacco, etcetera, are requested, this office will authorize the Officer in Charge to make purchase and submit voucher in payment therefor [sic]."²⁸⁶

²⁷⁷ Leclaire, "Retired CG surfman recalls Old Harbor..."

²⁷⁸ Memorandum, George Bowley, Superintendent, Second District to Keeper, Coast Guard Station, 16 October 1919, CACO 86766, Cape Cod National Seashore.

²⁷⁹ Memorandum, Commander, Second District to Officers in Charge, Second District Stations, 29 August 1928, CACO file 15.1.3, Cape Cod National Seashore.

²⁸⁰ Noble, 138.

²⁸¹ Dalton, 49.

²⁸² Memorandum, 22 May 1928 to Coast Guard Libraries from American Merchant Marine Library Association Inc., CACO file 15.1.3, Cape Cod National Seashore.

²⁸³ JJD Hinkley, Purchasing Officer, Treasury Department to Keeper, U.S. Coast Guard Station No. 41, CACO 86766, Cape Cod National Seashore.

²⁸⁴ Leclair, "Retired CG surfman recalls Old Harbor..."

²⁸⁵ Ryder, 98.

²⁸⁶ Memorandum, FB Lincoln, Superintendent, Second District to Officers in Charge, Stations, Second District, 18 September 1922, CACO file 15.1.4, Cape Cod National Seashore.

Warren Baker, who worked at Old Harbor from 1919 to 1922 recalled there were few visitors to the station.²⁸⁷ According to Alvin Wright, “Every once in a while a fisherman would come along. We saw so few people we would stare when one did come. But I didn’t find it lonely....I can be by myself and be contented. I like to read.”²⁸⁸ Most visitors during the early Life-Saving Service years were family members or officials on business, such as the district superintendent, inspectors, doctors and telephone repairmen. Only those on business were recorded in the Old Harbor logs. As noted earlier, wives of surfmen were allowed to stay at Old Harbor during cook week, although it was not an easy trek. “I remember how cold it was, driving back to Orleans in the open wagon,” recalled Rebecca Ryder of her long rides home after cook week.²⁸⁹ The station proved a magnet for local children who managed to make their way across the dunes or the harbor. In the 1930s, boys who visited the station during the work week were allowed to help the surfmen with their duties.²⁹⁰

Leave, or liberty day as it became known under the Coast Guard, was given to each man one day a week on a rotating basis. According to one source many crew members had their own dories at Old Harbor Station to facilitate getting inland on leave days. Although this was not the case in the 1920s when Alvin Wright argued for increasing the number of station dories by two to facilitate efficiently transporting men across the harbor for liberty.²⁹¹ Leave was extremely important to the crews; for the surfmen, leave meant spending time with their families. Alvin Wright’s wife recalled leave day as “a very happy, a very special day for our family.”²⁹² During leave, Richard and Rebecca Ryder saw a great deal of Joseph Kelly and his wife when Kelly was Office in Charge at Old Harbor. Noting that Ryder said little about his work, his widow remembered “I’d hear more about what was going on if we went over to spend the evening with Captain Kelly and his wife. They talked back and forth, and I’d get more than I would any other way.”²⁹³ Holidays were sacrosanct at the stations. Joseph Kelly was mildly reprimanded by the District Superintendent for making the crew drill on July 4.²⁹⁴

Depriving men of leave was the most common and perhaps most effective disciplinary action taken by the keepers. Once, the district superintendent docked the entire station’s liberty after he felt that the privilege had been abused and thereby jeopardized Old Harbor’s operations. In protesting the action, Officer in Charge Wright, after explaining the circumstances concluded “I request sir that you restore the liberty we are now deprived of to further the contentment of this [personnel].”²⁹⁵

²⁸⁷ Gilbert, “Former crewman recalls service.”

²⁸⁸ Leclair, “Retired CG surfman recalls Old Harbor...”

²⁸⁹ Baisly, “Neighbors...”

²⁹⁰ Spence, “Oddballs and Individualists...”

²⁹¹ Allen Ryder to Richard G. Ryder, 10 April 1983, collection of Richard G. Ryder; memorandum, Officer in Charge, Old Harbor Station to Commander, Second District, August 1928, CACO 15.4.3, Cape Cod National Seashore.

²⁹² Leclair, “Retired CG surfman recalls Old Harbor...”

²⁹³ Oral history interview with Rebecca Ryder.

²⁹⁴ Memorandum, Second District Superintendent Osmond Cummings, 10 July 1918, Old Harbor Record Book 1914-1919, CACO 86766, Cape Cod National Seashore.

²⁹⁵ Memorandum, Officer in Charge, Old Harbor Station to Commander, Second District, 9 February 1928, CACO file 15.1.3, Cape Cod National Seashore.

While keepers' families were allowed to stay at the station there is no indication Hezekiah Doane's family ever did so during the active season. It is possible they stayed over in the summer months, when only the keeper was still on active duty. Rebecca Ryder's reminiscence that Doane's granddaughter remembered her lemon meringue pies implies the girl may have been at Old Harbor during one of the times Mrs. Ryder was helping out with the cooking. Under the Life-Saving Service, Sunday was the men's fullest day of leisure, as only lookouts and beach patrols were required. Occasional visits from family must have occurred on Sundays, since one of Richard Ryder's sons recalled observing Doane and his crew singing hymns in the watchtower.

HISTORICAL OCCUPANCY: PRIVATE OWNERSHIP

1947-1973

Comparatively little information is available about Old Harbor Station during the period after it was decommissioned. Richard Gould Ryder, grandson of the surfman, recalled seeing the interior of the station as a boy while it was abandoned. His outstanding memory was of the mess – books and papers strewn over the floors and kidney beans scattered in the kitchen. Since the windows were boarded up, there was not much light for Ryder and his young friends to see very much of the rooms. It was not until Howard Rose of Connecticut purchased the buildings in 1948 that the station was used again as a hunting and fishing lodge.²⁹⁶

Locals recall the lodge being rented by paying summer guests.²⁹⁷ However, Howard Rose claimed it was never used as a “hotel” – altho[ugh] on occasion there were so many of my ‘friends’ there, it may have so appeared.”²⁹⁸ By this time the area around the former station had become less isolated. Ramshackle summer camps had been built on North Beach over the years.²⁹⁹ Despite the intrusions, bass, blue fish and flounder fishing, “unexcelled geese and duck shooting,” swimming and sailing were the primary recreational activities at the lodge.³⁰⁰ One visitor recalled clam gathering parties on the south side of the station.³⁰¹ According to a local newspaper article, Rose caused a mild controversy in the area when he tried to obtain a liquor license for the lodge in the 1950s. Neighboring beach camp owners organized to defeat the move.³⁰²

Rose regularly entertained friends and clients of his New York-based heating and cooling contracting company here, flying them up in his private plane. Boat access was via Nickerson Pier in [Chatham?]. “Rose was a very active and enthusiastic person” a friend later wrote, “and he organized his friends to help him do the actual [rehabilitation] work [on the station]. He also used mechanics from his contracting firm who were skilled in plumbing and electrical work.” Guests using apartments in the retrofitted stable and machine shop brought their own linens and perishable food. The canned food supply kept on hand could be “borrowed” as long as it was eventually replenished by the guest. The apartments had a large shared kitchen with a “huge cast iron stove” where guests gathered. The boat room was turned into a game room and storage for fishing equipment.³⁰³ A local Chatham man, John Pratt, was caretaker of the property.³⁰⁴

²⁹⁶ Richard G. Ryder interview.

²⁹⁷ Ibid.

²⁹⁸ Howard Rose to Glen Kay, NPS, Greenwich, CT, 2 May 1977, CACO file 15.1, Cape Cod National Seashore.

²⁹⁹ Richard G. Ryder interview.

³⁰⁰ Real estate Previews Listing No. 51543, Chatham, Barnstable County, MA, April 1962, reproduced in Albee, 215.

³⁰¹ Albert Giannini to William Burke, North District Interpreter, CACO, Manlius, NY, 12 February 1994, Chief of Cultural Resources records, “Old Harbor” file, Cape Cod National Seashore.

³⁰² “Old Harbor Lifesaving Station Bought By Park,” *The Cape Codder*, 9 August 1973.

³⁰³ Giannini to Burke, 12 February 1994.

³⁰⁴ Richard G. Ryder interview.

When the lodge was offered for sale in 1962 it was advertised as an “Oceanfront Sportsman’s Paradise” with a sleeping capacity for 25 guests. Besides the original station building, two surviving outbuildings – the Life-Saving Service era stable and workshop – had been remodeled as duplexes, each offering two one and a half room apartments with efficiency kitchens that included a General Chef combination refrigerator, stove and sink. Bathrooms with showers were on the first floors while the second floors of each apartment contained two bedrooms and a lavatory.³⁰⁵ The ad concluded that the site was “ideal for a sportsman’s club, or a retreat for busy executives.”³⁰⁶ By 1972, Rose was still seeking to sell but wished to retain rights to the buildings for 10 years and afterward donate the station structure to the Chatham Yacht Club.³⁰⁷ The property was not sold until 1973 when it was purchased by the National Park Service.

³⁰⁵ Real Estate Previews Listing No. 51543, Chatham, Barnstable County, MA, April 1962; memorandum, Leslie P. Arnberger, Superintendent, CACO to Regional Director, North Atlantic Region, 24 July 1973, CACO file 15.1, Cape Cod National Seashore; Giannini to Burke, 12 February 1994.

³⁰⁶ Real Estate Previews Listing No. 51543, Chatham, Barnstable County, MA, April 1962.

³⁰⁷ Memorandum, Historian to Superintendent, CACO, 8 December 1972, CACO file 15.1, Cape Cod National Seashore.

EVIDENCE OF ROOM USE AND HISTORIC FURNISHINGS

Rebecca Ryder recalled Old Harbor Life-Saving Station as being up to date – “probably as modern as any of them” – and sparsely furnished in that there was not much to dust. Not surprisingly, considering the amount of assistance she may have provided during cook week, she specifically recalled those rooms related to food service: “the station had a mess room, a good sized mess room and a fairly good sized kitchen. And off of that there was a big pantry.”³⁰⁸

Furnishing of the U.S. Life-Saving and Coast Guard Stations was centrally controlled and standardized. Daily log books in the National Archives and copies of memos and correspondence in the collections of Cape Cod National Seashore clearly demonstrate the keepers had to receive permission to replace lost or damaged equipment. Officer in Charge Wright’s requests for a 20 foot motorized dory or skiff and later for two 12 foot dories required lengthy written justifications of need to the District Superintendent.³⁰⁹ Exact expenditures of black powder, line, ink, government forms and other material used consumptively were reported during both eras. By the 1910s supplies and equipment were ordered through the Coast Guard General Store in New York. Keepers were requested to order enough supplies to last the year but not to request “unreasonable amounts.” Small miscellaneous articles and food provisions could be purchased locally and were not included in the annual requisitions.³¹⁰

The daily log entries from March 2 to April 30, 1898 show Hezekiah Doane to have been preoccupied with receiving various shipments of supplies for outfitting the station, from “bedding, furniture, lifeboats, soap, oars and wheel barrow” to “1 Desk, 1 boat carriage, 1 kitchen table, 1 keg powder, 1 bottle milk.” The very first item he recorded arriving was one daily journal from the district superintendent’s office.³¹¹ Katherine B. Menz noted of the Sleeping Bear Point Life-Saving Station in Frankfort, Michigan that few furnishings were added throughout the station’s years in commission: “Even after the Coast Guard took over the Life-Saving Service, stations generally received only such household supplies as mops, soap, and bed linens. The small number of new furnishing items required by the stations suggests that the equipment was well maintained and did not often need to be replaced.”³¹² Old Harbor Life-Saving Station appears to bear this out. Furnishings supplied by the government at that time were intended to be durable and expected to be well taken care of. Monthly station inspections insured that the station and its equipment were in the best condition possible. Crews were expected to repair damaged furniture, rather than replace it. Old Harbor’s 1925 requisition for a new office

³⁰⁸ Oral history interview with Rebecca Ryder.

³⁰⁹ Memoranda, Officer in Charge, Old Harbor Station to Commander, Second District, 2 December 1927 and August 1928, CACO file 15.1.3, Cape Cod National Seashore.

³¹⁰ Memorandum, George Bowley, Superintendent, Second District, 12 April 1915, Old Harbor Record Book 1914-1919, CACO 86766.

³¹¹ Log book 1 March 1898-25 February 1899, Station 41, Records of U.S. Coast Guard Lifesaving Station, RG 26, Box 807, NARA.

³¹² Katherine B. Menz, *Historic Furnishings Report, Sleeping Bear Point Life-Saving Station, Sleeping Bear Dunes National Lakeshore, Frankfort, Michigan* (Harpers Ferry, WV: U.S. Department of the Interior, National Park Service, Harpers Ferry Center, Branch of Historic Furnishings, 1983), 17.

chair noted that the one on hand at the station, dating to 1915, was “broken beyond repair.”³¹³

During the Life-Saving Service period, there is evidence that surfmen at some stations embellished the interiors with articles that were non-regulation pieces. A reporter was told an elaborate chair at the Peaked Hill Bars Station was “a relic of the sea, cast up.”³¹⁴ There is no extant evidence of such pieces at Old Harbor Station.

Note: In the individual room discussions to follow, compass directions are those of Old Harbor’s current orientation at Race Point.

Room 101 (Mess Room)

1898-1944

The mess room was one of the most heavily used rooms in the station. While its main function obviously was as a place for the surfmen to eat meals, it also served as the primary room for socializing. Off hour activities like card games occurred here, as shown in a photograph illustrating the article “The Coast Patrol” [Figure 10]. The temporary libraries sent to the stations, the crew’s copies of Life-Saving Service and later Coast Guard manuals, newspapers, games and official postings for the men were probably all kept in this room. Figure 11 of the Deal Life-Saving Station shows books and loose papers on built-in corner wall shelves, booklets attached to the window frames, postings on the walls and a pamphlet rack. Old Harbor originally had a mantel shelf around the chimney and three shelves on the south wall to the right of the chimney on which such items could have been placed. Besides the “Library Case No 52” the 1897 supply list includes four spittoons, one or more of which must have been placed here. One is seen in use in an early photograph of an unidentified station [Figure 8]. Figure 10 shows a framed nautical print decorating the wall at Peaked Hill Bars. An anomaly is an image in the collection of the Chatham Historical Society which not only shows marine prints but is wallpapered [Figure 7]. During the Coast Guard years at Old Harbor, the mess room contained items like the phonograph and records sent to the station in 1919.

Shipwreck victims were provided with hot liquids and meals in the mess room. During the Old Harbor Life-Saving Station era, victims were expected to pay for the cost of the meals if they had the money. Otherwise, the station was reimbursed by the Life-Saving Service. In 1902 the Captain of the *Elsie M. Smith* was unable to pay for his surviving crew. Keeper Doane noted that the tally for eight men was 24 meals at 20 cents each totaling \$4.80. He arranged for Keeper Charles of the Orleans Station, which assisted in the rescue and boarded half the victims, to put the cost of meals on Charles’ account so that only one voucher was submitted.³¹⁵

³¹³ Ryder, 94; requisition, invoice no. 3173, 18 April 1925, CACO file 15.1.4, Cape Cod National Seashore

³¹⁴ Hewitt, 539.

³¹⁵ Wreck Report, Old Harbor Life-Saving Station, District No. 2, 18 February 1902, CACO 3212, Cape Cod National Seashore.

The few interior photographs of life saving station mess rooms show that the furniture was standard issue. The chairs in a circa 1915 image of the Deal Life-Saving Station in Asbury Park, New Jersey, for example, are identical to those described in the 1897 “List of Furnishings for the Old Harbor Life Saving Station” in the National Archives [Figure 11]. The number of chairs ordered for Old Harbor – eighteen – indicates the same chairs were used in rooms throughout the station. Given the sturdy construction of the chairs and the constant vigilance in the crew’s upkeep of the station and its contents, the chairs the crew was repairing in 1940 were probably the same chairs used by the surfmen of 1898. Clocks are seen in a number of images [Figures 7, 8, 10, 11]. Old Harbor had two clocks in 1898, one of which was probably hung in the mess room.

In 1899 the walls of the room were painted tan with an orange cornice band. The ceiling was light gray and wood trim was painted olive. Later the walls were painted light yellow, with no cornice band. During the Coast Guard era, the crew was instructed to paint the walls light Navy green; this is presumably the light blue paint layer noted in the *Historic Structure Report* and represented the third application of paint in the room. Subsequently the walls were painted salmon and the trim white, which remained the general color scheme in the room until the station was decommissioned in 1944. The two windows were covered with Best Scotch Holland roller shades in 1898.

Rebecca Ryder recalled the mess rooms at the Old Harbor and Monomoy stations as having one table where the men sat together and photographs corroborate her memory. Robert Pierce’s daughter described the Old Harbor table as very long.³¹⁶ The ash table sent to Old Harbor could be expanded to 10 feet. It had both an oil-cloth covering and a table cloth. The table cloth may have only been used at mealtimes since the oil cloth had a white marble pattern, indicating it was meant to be decorative as well as functional. It is not known whether Old Harbor’s original table cloth had a border; the 1897 furnishings list indicates the Cotton Cardinal cover was available with or without one. However, the 1898 property inventory records a woolen table cloth at the station. The table cloth in the photograph of the Deal Station had a multi-stripe pattern of alternating widths running horizontally on the short edge. It is identical to the bedcovering in a circa 1910 photograph of the keeper’s quarters in Point-Allerton Life-Saving Station, Point Allerton, Massachusetts.³¹⁷ The cloth seen in a photogravure of the Peaked Hill Bars Life-Saving Station taken after 1902 but before 1915 does not appear to be patterned.³¹⁸ In 1912 Old Harbor was using a turkey red tablecloth.³¹⁹ Because of the short life span of heavily used textiles, the table cloth must have been replaced frequently and the standard issue changed often.

A telephone was probably located in the Old Harbor mess room. Rebecca Ryder recalls one in the mess room at both the Orleans and Monomoy stations. A phone can be seen on the wall by the stove in a photograph of the mess room at Nauset Station [Figure 9].

³¹⁶ Interview of Clara Whiteley by Dorinda Partsch, 11 May 1979, Curator’s Files “Old Harbor Station,” Cape Cod National Seashore.

³¹⁷ Reproduced in Shanks, 127.

³¹⁸ Reproduced in Hewitt, 535.

³¹⁹ Ryder, 112.

The district superintendent instructed that regulations related to phone use be posted around the telephone. Speaking tubes were installed in 1918, running from the lookout tower to the mess room.

Lighting must have been poor during the station's first season as not many indoor lighting devices appear on the 1897 furnishings list. Although a table lamp may have been somewhat impractical in a space like a dining area, an ornate ceiling hook in Room 106 and the recollection of a plain metal ring in the ceiling in Room 103 would account for the use of the two hanging lamps on the list (unless the keeper was expected to provide his own lighting device in his quarters.) Heat was provided by a Princess Beaver stove placed on the north wall. Interestingly the Nauset Station had a cooking stove in the mess room; the station may have lacked a separate kitchen. As noted on floorplans reproduced in the *Historic Structure Report*, a Buffalo standard radiator was installed in the mess room on the south wall as part of a central heating system in 1910.

1947-1973

When the station was turned into a hunting and fishing lodge by Howard Rose, the walls separating the mess room from rooms 102, 107 and 108 were removed to create one large living room. The walls and woodwork during this period were painted white.

In contrast to the spartan furnishings of the lifesavers, the Rose family furnished the room casually with an eclectic mix of comfortable pieces [Figures 12-13]. Furniture included upholstered arm chairs, coffee and end tables, a dining table and chairs for seating six, with extra folding chairs against the wall. The walls were decorated with framed prints. A brick Heatilator fireplace was installed where the Princess Beaver heating stove had been in 1898. Shelves constructed over the fireplace contained small knickknacks, decoys and other wood carvings. Three book shelves to the right of the fireplace may have been the shelves constructed in 1898. The wood floor was covered in pink linoleum and an oriental rug that was very worn by the 1960s.

Current Status

Room 101 is used in the interpretation of the station. It is unfurnished. A wall panel explains the room's historic function. A video tape of a breeches buoy drill is played here and modern seating is provided for the visitors.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR, Appendix D). Page 186: "1 ½ doz Chairs, office, hard wood, seat in one piece, back of bent wood in one piece, with five upright rungs, one 1/4-inch iron rod, with head and nut, on each side through seat and side rungs./ 1 Table, extension, 10-ft, ash, brass casters./ 1 Table cloth, Cotton Cardinal with or without border, 5 foot 8 inches x 12 feet./ 1 Table cover, oil cloth, white marble pattern, 1 ¼ x 4 yards, rolled on 1 ½-inch roller."

Page 188: "4 Spittoons, indurate fiber, No. 2./.../ 2 Lamps, hanging, brown or brass finish, length 29 inches, with metal rings, 1-quart metal font, central draft, with chimney, burner, smoke bell, and tin shade, complete."

Page 194: "2 Clocks, banner lever, nickel plated, one day, 8-inch dial, time, U.S.L.S.S. in black letters, 3/8-inch, on dial."

Page 195: "WINDOW SHADES/ Best Scotch Holland, sage "Hartshow" rollers or equally good, springs and fixtures complete./.../2 6 ft 7 in x 3 ft 2 in wide (for mess room)."

Page 196: "1 Library case 'No. 52.'"

1915. Old Harbor Record Book, 1914-1919. CACO 86766. Cover memo for enclosed General Order No. 4. Memo states that one copy of the Order be kept by the keeper and the other copies put in a location where the crew would have access.

1917, April 27. District Circular Letter #26, CACO 86766. Instructed to paint ceilings and walls in "light Navy green."

1917, May 26. Memorandum, District Superintendent Bowley to Keeper, Station No. 41, CACO 86766. Received permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

1917, November 12. District Superintendent E. Rowand to Station 41, Old Harbor Record Book, 1914-1919, CACO 86766. Posting near phone equipment of "General Operating Instructions, Telephone Equipment, U.S. Coast Guard."

1918, April 21. Memorandum, Field Assistant Joseph W. Walker to Keeper, Coast Guard Station No. 41, CACO 86766. "1. It is desired to install speaking tubes in your station building, running from the watch-room to the mess room./ 2. The tubing to be tin 1" diameter, in 5-ft lengths; turns to be made with 1" diameter tin elbows; mouth pieces to be porcelain with whistle."

1919, October 16. Memorandum, Superintendent, Second District to Keeper, Coast Guard Station, CACO 86766. "1. The Y.M.C.A. has furnished your station a phonograph, records, base ball outfit, games, books, etc. for the amusement of the crew, and it has been brought to my attention that in some cases the articles furnished have been taken from the station, also that phonograph records are returned in a damaged condition, which tends to show that the efforts of this association are not appreciated."

1940, March 31. Log book for March 1942, U.S. Coast Guard, Old Harbor Lifeboat Station, CACO 4437. Crew worked on chairs and cesspool.

1962, April. Real estate previews listing No. 51543, Chatham, Barnstable County MA. Reproduced in HSR, 215. "LIVING ROOM-DINING ROOM (about 30'x15'), with built-in bookcases, large Heatilator fireplace, high ceiling."

Circa 1962. Photographs. CACO.

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. "The messroom they called it. Of course that's where they sat, usually...when they had any time to themselves. Each man had his own work to do.....I guess there wasn't any dusting. Really there weren't articles enough to dust...just chairs....and this big stove....a heating stove."

"One large table, where the men sat together to eat....I think there may have been...an oilcloth....there may have been [a pattern], because when we were down to Monomoy, I remember there was a tablecloth, a red and white checkered tablecloth because there was a piece left over that Richard brought home. I used it...to cover my bread when it was rising."

"They [telephones] were already in when I went there. They had rings. A long and a short for one station, a long and 2 short for another station, and so forth. Those weren't in the Captains quarters. I remember it was in the Mess Hall (Room) at Orleans. The one at Monomoy was probably in the Messroom."

1979, May 11. Notes from interview with Clara Whiteley, daughter of Robert Pierce, Curators files, CACO. "Interior of Old Harbor: long mess room with long table, a big kitchen with a big pantry; off the kitchen was a keeper's little living room and bedroom. The bedding was the same on all the beds. The wood downstairs was all stained wood. All the stations had the same Seth Thomas clock."

1988, June. Peggy Albee, *Old Harbor Life-Saving Station Cape Cod National Seashore Historic Structure Report* (Boston, MA: USDI, NAR, CRC, BCB). 25: 1905 –

"Repairing floors/ 9 sq. ft. in lookout/ 21 sq. ft. in Pantry/ 60 sq. ft. in Messroom/ 180 board ft. of rift heart Georgia Pine for Kitchen."

27: "thought and approval were given to installing a hot-water heating system in the station, using nine Buffalo standard radiators. An accompanying plan drawn in August 1910 (fig. 10) indicates the placement...."

30: "A Report of Inspection was filed March 27, 1919, which reported that the floors of the Mess Room, Kitchen, Storm Clothes Room, and pantry were so worn that they had nearly worn through in places....Since documentation indicates that the floor of the Mess Room had been replaced 9 years earlier, one must question the accuracy of the later authorizations, or at least the use of the Mess Room."

68-71: Interior description for Room 101.

121: "The original specifications and drawings called for a mantel-shelf around the chimney, and three shelves on the south wall, west of the chimney stack. Both types of shelves were to be 8 inches wide, 1 3/8 inches thick, and mounted on the wainscot. Beaded edges were specified for both types; they probably resembled the edges of the existing Pantry shelves."

296: Paint analysis for mess room.

Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

1990. Richard Ryder, *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press). 108: Appendix G: "LAMP, HANGING – Brown or brass finish, 29"

long, with metal rings, 1 quart metal font, central draft, with chimney, burner, smoke bell, and tin shade. One was probably hung in the kitchen, as there was a ring suspended from the ceiling there in the 1930's."

111-112: Appendix H: Items most likely to be found in the Messroom between 1898 and 1922.

1996. Ralph Shanks, et al, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books), 35. "Little cabinet-like portable LSS libraries housed the books which were rotated among stations."

Room 102 (Storm Clothes Room)

1898-1944

Room 102 held the storm suits donned by the surfmen when conducting beach patrols or rescue assistance in foul weather. The suits were made of brown rubber cloth or weather-proofed duck cotton and embellished with the name of the station on the chest. Black "southwester" hats, long black storm coats, rubber hip boots and life belts or jackets (used during rescues) completed the gear.³²⁰ Also kept in this room were the Coston flares used on patrol, knapsacks, time clock and each surfman's metal identification check hung on numbered hooks. Checks could also be stored in the mess room, presumably at those stations without a separate storm clothes room; in Figure 8, the checks are on a plaque beneath the clock. An unidentified Cape Cod storm clothes room illustrated in Shanks' and Lombard's books shows a barometer on the wall above the check hooks [Figure 14]. When it first opened, Old Harbor Station received only one barometer, which must have been kept in the storm room. A Buffalo radiator was placed in the room in 1910.

The paint colors in 1899 were light gray (ceiling), maroon (cornice band), yellow (walls) and olive (wood work). In 1917 the storm clothes room was among those repainted. The room was painted only seven times between 1899 and 1973. The last paint layer indicating salmon colored walls and white wood work matches that of earlier layers in more heavily used rooms, and may represent the colors used during the end of the Coast Guard era.

1947-1973

The wall separating rooms 101 and 102 was removed to create a single large living and dining area. The end of the room that had been the storm clothes room was furnished with a dining table and six chairs. Framed prints hung on the walls. The wood floor was covered with pink linoleum.

³²⁰ Shanks, 39-40.

Current Status

The room is unfurnished and can be seen by visitors. In 1980 the 1899 paint colors were reproduced. A reconstructed wall was created to replace that removed by Rose.

Documentary and Graphic References

1897, September 17. List of Furnishings for the Old Harbor Life Saving Station, RG 26, NARA (HSR Appendix D). Page 194: "1 Barometer, life buoy, aneroid, porcelain dials, square oak frame/.../ 15 Life belts, cork, "Abbey" pattern size 38 inches./ 15 Life belts, cork, "Abbey" pattern size 40 inches."

1902-1915. Arthur Hewitt, *The Coast Patrol*, CACO 10529, 531-532. "he was clad in oilskins and sou'wester, and strung round his body on a stout cord was his Coston light."

1917, May 26. Memorandum, District Superintendent to Keeper, Station No. 41, Old Harbor Record Book, 1914-1919, CACO 86766. Permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

1962, April. Real estate previews listing No. 51543, Chatham, Barnstable County MA. Reproduced in HSR, 215. "LIVING ROOM-DINING ROOM (about 30'x15'), with built-in bookcases, large Heatilator fireplace, high ceiling."

Circa 1962. Photographs. CACO.

1976. Asa Cobb Paine Lombard, Jr. *East of Cape Cod* (New Bedford, MA: Reynolds-DeWalt Printing Inc.). Circa 1885-1900 photograph reproduced on page 80, from the records of Edward Everett Lombard, Warrant Officer, U.S. Life-Saving Service. Also reproduced in Shanks.

1988, June. Peggy Albee, *Old Harbor Life-Saving Station Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S.DI, NAR, CRC, BCB). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

30: "A Report of Inspection was filed March 27, 1919, which reported that the floors of the Mess Room, Kitchen, Storm Clothes Room, and Pantry were so worn that they had nearly worn through in places...."

71-72: Interior Description for Room 102.

297: Paint analysis for Storm Clothes Room.

1996. Ralph Shanks, *The U.S. Life-Saving Service*. Photograph reproduced on page 42, from the collection of the U.S. Coast Guard Academy. Also reproduced in Lombard.

Room 103 (Kitchen)

1898-1915

Unlike the other stations on the Cape built over 20 years earlier, Old Harbor had a separate kitchen rather than a cooking stove in the mess room [Figures 7, 9, 16] When the first Old Harbor crew arrived, it found the kitchen fully equipped. As the setting for preparing three substantial meals a day, it was provided with “a good iron stove....Excellent stoves. But of course like every other stove you’ve got to know how to get the heat up to bake.”³²¹ According to the 1897 supply list, the No. 8-21 single oven Beaver range came complete with a wash boiler, an iron pot with cover, an iron kettle, a tea kettle, dipper, square tin pan for bread making, a drip pan, griddle, a round tin pan for pudding, coal shovel and poker. It was located on the west or north wall. A Columbus steel galvanized sink measuring 18” x 30” x 5” was specified in the original station construction. The sink occupied the southeast corner wall of the room and included a hand pump; the cistern pipes also were located here. Being the only source of indoor running water, the kitchen sink was used for purposes other than food preparation and washing dishes, as at Peaked Hills Bar Station and Sleeping Bear Point where the lifesavers used it for washing up in the morning.³²² The towel roller also included in the specifications must have been located nearby. Two weights of “crash” (a coarse, roughly woven cotton or linen) toweling in 18” widths were used. Since a member of Keeper Ryder’s family recalled a metal hoop in the center of the ceiling in the 1930s and trying to cook by table lamp would seem impractical, it is probable one of the two hanging oil lamps on the 1897 furnishings list was hung in the kitchen.

A hardwood table with one drawer used for food preparation was the other substantial piece of furniture in the room. Tools for cutting and chopping would probably have been stored in the table drawer. Other cooking equipment and utensils migrated back and forth between the pantry, where they were probably stored, and the kitchen. Equipment like the Parker’s No. 460 coffee mill would have been mounted to the table or wall depending on the model. Large stoneware jars containing frequently used ingredients like flour or sugar could have been placed on wall shelves; paint lines on the wainscoting may indicate the past presence of shelves on the north and west walls and on the chimney. It is not known if the shelf and hangers seen in a 1962 photograph were original or added later by Howard Rose.

The original paint colors, applied in 1899, included a light gray ceiling, a blue-green cornice band, light brown walls and olive woodwork. A second layer of paint colors applied before first floor ceilings were plastered in 1910 may represent interior painting done in 1904 or 1907. This layer shows the walls were changed to light yellow with no painted cornice band.

In 1904, the Beaver range was replaced by a Crawford range, which was the stove Rebecca Ryder recalled using in her 1978 interview. A photograph of the Point Allerton

³²¹ Oral history interview with Rebecca Ryder.

³²² Hewitt, 535; Menz, 25.

(Massachusetts) Life-Saving Station's combination mess room/kitchen shows a Crawford stove in use [Figure 16]. Socks appear to be drying on the pipe behind the stove. What appears to be a Crawford stove can also be seen in a photo of an unknown Cape Cod station [Figure 15].

The original sink did not hold up well to the frequent use it received. Due to its poor condition it was replaced in 1910. The kitchen floor also needed repair by then. The original water pump was replaced in 1914.

1915-1944

The kitchen was painted light Navy green in 1917. In 1919 the floor was replaced. Apparently the Crawford range continued to be used until 1943, when a larger coal range was installed. During most of the Coast Guard period the interior paint colors were salmon (walls) and white (woodwork).

1947-1973

To increase the size of the kitchen, the pantry (Room 104) and rear entry (Room 105) walls were removed. The coal range was replaced with a Garland gas stove with exhaust fan and hood. A porcelain sink with built-in garbage disposal was added, as well as Formica counters. The built-in cabinets and drawers referred to in a 1962 real estate advertisement presumably were the original 1898 pantry cabinets.

A photograph from this period shows the Garland range against the west wall [Figure 17]. A gas powered refrigerator was on the north wall. The expanded kitchen space was able to accommodate a table and four chairs for eating. The floor was covered in linoleum. Later, after Howard Rose sold the station to the National Park Service, the stove and the gas refrigerator were among the appliances Rose wished to retain. The Park Service was reluctant to part with the stove. It is not known how the issue was resolved but the Garland range does not seem to have been left at the station.

Current Status

The room is open for visitors to walk through. It is unfurnished. The 1899 paint colors were reproduced around 1980.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR Appendix D). Page 186: 12 yds Toweling, crash, light, 18-inch, best quality./ 12 yds Toweling, crash, heavy, 18-inch, best quality."
Page 191: "1 Stove, cooking, "Beaver" range No. 8-21 [3-21?]
Page 196: "1 table, kitchen, hardwood, 27x42, with drawer."

1897. "Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District," Chief of Cultural Resources records, "Old Harbor" file, CACO. Pages 13-15: Towel roller to be installed near sink.

Page 15: "Columbus wrought-steel galvanized sink, 18 by 30 by 5 inches, of W.&B. Douglas' make."

1917, May 26. Memorandum, District Superintendent to Keeper, Station No. 41, Old Harbor Record Book, 1914-1919, CACO 86766. Permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

1962, April. Real estate previews listing No. 51543, Chatham, Barnstable County MA. Reproduced in HSR, 215. "KITCHEN (about 15'x15') with large Garland gas stove, porcelain sink with disposal, Formica counters, built in cabinets and drawers."

Circa 1962. Photographs. CACO

1973. Memorandum, Acting Superintendent, CACO, to the files, L1425, "Old Harbor Coast Guard Station" file, CACO. "The only item which seems to have any value to the integrity of the structure would be the range in the galley."

1976. Asa Cobb Paine Lombard, Jr. *East of Cape Cod* (New Bedford, MA: Reynolds-DeWalt Printing Inc.). Circa 1885-1900 photograph reproduced on page 76, from the records of Edward Everett Lombard, Warrant Officer, U.S. Life-Saving Service.

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. Kitchen was equipped with "a good iron stove....Excellent stoves. But of course like every other stove you've got to know how to get the heat up to bake."

1979, May 11. Notes from interview with Clara Whiteley, daughter of Robert Pierce, Curators files, CACO. "Interior of Old Harbor: long mess room with long table, a big kitchen with a big pantry; off the kitchen was a keeper's little living room and bedroom. The bedding was the same on all the beds. The wood downstairs was all stained wood. All the stations had the same Seth Thomas clock."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 25: 1905 – "Repairing floors/ 9 sq. ft. in lookout/ 21 sq. ft. in Pantry/ 60 sq. ft. in Messroom/ 180 board ft. of rift heart Georgia Pine for Kitchen."

26: "His request for authority to move them [cistern pipes] also included a request for a new kitchen sink, due to the bad condition of the old one."

30: "A Report of Inspection was filed March 27, 1919, which reported that the floors of the Mess Room, Kitchen, Storm Clothes Room, and Pantry were so worn that they had nearly worn through in places...."

32-33: "Due to the inadequacy of the station's small, coal-burning range, it was replaced by a #61 Agamatic Single Oven Heavy Duty, coal-burning range. The replacement

included an auxiliary oven, stove-top accessories, and a hot-water boiler and storage tank. Approval for the purchase was given on August 3, 1943, and the equipment was presumably installed....”

72-74: Interior Description for Room 103.

123: “As in the Mess Room, a mantelshelf should be installed in the Kitchen around the chimney stack, at a level directly below the wainscot.”

296-297: Paint analysis for Kitchen.

1990. Richard Ryder. *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press, 1990). 99-106: Appendix F: Items most likely to be found in the Kitchen during the period from 1898 to 1922.

108: Appendix G: “LAMP, HANGING – Brown or brass finish, 29” long, with metal rings, 1 quart metal font, central draft, with chimney, burner, smoke bell, and tin shade. One was probably hung in the kitchen, as there was a ring suspended from the ceiling there in the 1930’s.”

1996. Ralph Shanks. *The U.S. Life-Saving Service* (Petaluma, CA: Costano Books, 1996), 127. Photograph of Mrs. William Sparrow in kitchen of Point Allerton Life-Saving Station, c. 1910.

Room 104 (Pantry)

1898-1915

The pantry contained built-in shelves, drawers and a china cupboard, providing copious storage space for foodstuffs, tableware and cooking equipment. Tableware stored here during the Life-Saving Service years was of ironstone, probably a plain white with clear glaze. Mixing bowls were of yellowware. Metal eating utensils were of German silver; cook ware and cutlery was of iron, steel and tin. Suppliers for the cutlery were Russell’s and Northampton Cutlery Co. Frequently used cookware may have been kept in the kitchen. By 1910, the pantry floor had become so worn that it needed repair.

The room’s paint colors in 1899 were light olive (ceiling), orange (cornice band), light brown (walls) and olive (woodwork).

A glimpse of a pantry can be seen in a photograph of an unidentified station [Figure 15]. Boxed foodstuffs, metal cans and metal serving trays or baking dishes can be seen in the glass-fronted cabinets and open shelving.

1915-1944

The Coast Guard used the same ceramic tableware at the stations as on its vessels. Of the different quality wares available in the Coast Guard’s standard stock catalog, Class III ware was used at the stations. It was also used for ship’s cabins, wardrooms and steerage. Class III cabin chinaware contained the Coast Guard seal with a green and red striped border; wardroom pieces had a dark red seal with a red and green border; and for

steerage tableware, plain white with the seal in blue. Old Harbor had the steerage ware.³²³ Based on the pieces available in the catalog, the pantry could have been stocked with two sizes of baker's oval vegetable dishes; coffee cups; dessert, oatmeal and pickle dishes; dinner, breakfast and soup plates; sauce boats; saucers; and three sizes of platters. In 1925 the station ordered six vegetable dishes and eighteen oatmeal dishes. Crockery used for food storage would have been plain, assuming it was obtained from the Class III list.

The pantry floor was replaced in 1919 only nine years after it had been repaired.

1947-1973

The pantry wall was removed to enlarge the kitchen (Room 103). The floor was covered in red vinyl tiles. The last paint layer found in the room, probably applied during Howard Rose's occupancy, was light blue, the same as in Room 103. Although photos do not show this area of the room, undoubtedly it continued to be used for storage of food and kitchen wares.

Current Status

The wall removed by Howard Rose was reproduced by the National Park Service after 1977. The 1899 wall colors were recreated in the interior.

Documentary and Graphic References

1897. "Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District," Chief of Cultural Resources records, "Old Harbor" file, CACO. Construction specifications on pages 13-15 call for built-in counter shelf and china cupboard – 8' x 4' x 2'.

1897, September 17. List of Furnishings for the Old Harbor Life-Saving Station, RG 26, NARA. Lists on pages 186, 187, 188, 191.

1925, February 16. Requisition, CACO file 15.1.4. "Chinaware, Steerage, Class III./ 1. Bakers, oval, vegetable.../ 2. Dishes, oatmeal 6 1/8"...."

n.d. Standard Stock Catalogue [incomplete], CACO file 15.1.4. Page 59: List of Class III Chinaware, Steerage. List of Class III Berth-Deck Crockery.

1976. Asa Cobb Paine Lombard, Jr. *East of Cape Cod* (New Bedford, MA: Reynolds-DeWalt Printing Inc.). Circa 1885-1900 photograph reproduced on page 76, from the records of Edward Everett Lombard, Warrant Officer, U.S. Life-Saving Service.

³²³ Standard Stock Catalog [incomplete], n.d., CACO file 15.1.4, Cape Cod National Seashore; requisition, invoice no. 3104, 16 February 1925, CACO file 15.1.4, Cape Cod National Seashore.

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. Tableware was “just heavy, white stoneware I’d call it. I don’t remember that they put anything [initials or logo] on the cups and saucers.”

1979, May 11. Notes from interview with Clara Whiteley, daughter of Robert Pierce, Curators files, CACO. “Interior of Old Harbor: long mess room with long table, a big kitchen with a big pantry; off the kitchen was a keeper’s little living room and bedroom. The bedding was the same on all the beds. The wood downstairs was all stained wood. All the stations had the same Seth Thomas clock.”

1988. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 25: 1905 – “Repairing floors/ 9 sq. ft. in lookout/ 21 sq. ft. in Pantry/ 60 sq. ft. in Messroom/ 180 board ft. of rift heart Georgia Pine for Kitchen.”

30: “A Report of Inspection was filed March 27, 1919, which reported that the floors of the Mess Room, Kitchen, Storm Clothes Room, and Pantry were so worn that they had nearly worn through in places....”

74-76: Interior Description for Room 104.

297: Paint analysis for Pantry.

Room 105 (Rear Entry)

1898-1944

In 1899 the ceiling in Room 105 was painted light gray, the walls tan with a wide orange cornice band and the woodwork olive. Paint layers show that in general the room was painted in the same colors as 103 and 104. Given its function and very small space, it is unlikely the rear entry was furnished during any of the Life-Saving Service or Coast Guard periods.

1947-1973

Howard Rose had the rear entry wall removed, turning Room 105 into part of the kitchen. Pink linoleum was installed over the wood floor. The last paint layer, probably applied during this period, was light blue on the walls and cream on the woodwork.

Current Status

The wall removed by Howard Rose was reconstructed by the National Park Service. The paint colors used in 1899 were reproduced.

Documentary and Graphic References

Circa 1962. Photograph. CACO.

1988. Peggy Albee. *Historic Structures Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 77-78: Interior description for Room 105. 297: Paint analysis for Rear Entry.

Room 106 (Keeper's Quarters)

1898-1944

Little documentation exists on how the keeper's private quarters were furnished for either the Life-Saving Service or Coast Guard eras. The number of beds and chairs allocated to Old Harbor in 1898 indicates the keeper's room was furnished with the same pieces as the other rooms. A glimpse of the keeper's quarters at the Point Allerton Life-Saving Station [Figure 18] shows an iron bed similar to those used in crew's quarters [Figures 44-48] but more ornate with white enameling and possibly brass or gold-toned finials. The visual differences might have been due to a change in government suppliers rather than an indication that the keepers received more upscale furnishings. Or perhaps keepers were allowed to use their own pieces. What other furnishings may have been included beyond an iron bed, one or two government issue chairs and a Princess Beaver stove is difficult to deduce from the Old Harbor supply lists, which contain no additional tables, bureaus, etc. The daughter of No. 1 surfman Robert Pierce described the keepers quarters as combining elements of a bedroom and parlor, and that the bedding was identical to the others in the station.³²⁴ One of the two hanging lamps ordered in 1897 may have been in this room; an ornate metal chandelier hook survives in the middle of the ceiling. While it is possible the keeper may have had more leeway than the crew in incorporating private belongings into his quarters, Rebecca Ryder could remember nothing specific about the keeper's quarters at Monomoy Station, where she lived during the summers while her husband was keeper. The lack of any specific memories of the room would seem to indicate there was nothing very personal about it. The original 1899 paint colors in Room 106 were light gray (ceiling), maroon (cornice band), lime (walls) and olive (woodwork).

One of the eight Buffalo radiators that were part of the new heating system was installed in 1910. Ceilings in this room and in Room 107 were sheathed in 1924. A closet in the boatroom was altered to create a latrine serving Room 106 in 1927.

1947-1973

Room 106 was probably where Howard Rose and his family slept when staying at the lodge. During the Rose tenure the bedroom contained a closet, shower and lavatory, one of these being made from the 1927 boat room lavatory by closing off the door in Room 110 and creating a new one in Room 106. As in most of the other first floor rooms, pink linoleum was installed on the floor. The room was painted white during the Rose era.

³²⁴ Interview of Clara Whiteley by Dorinda Partsch, 11 May 1979, Curator's Files "Old Harbor Station," Cape Cod National Seashore.

Current Status

Visitors are able to look into Room 106, which is unfurnished. Its circa 1899 paint color scheme has been restored on the walls. An interpretive panel in Room 107 explains the use of both spaces.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR Appendix D). Page 185: "15 Beds, iron, single, hard wood side rails, with quality woven wire mattresses combined./ 3 okrs Blankets, 8 pounds per pair, gray./ 15 Mattresses, stuffed with rattan, cotton tops, square edges, bound, weight 27 lbs, 6 feet 2 inches by 2 feet 6 inches, super Pearl River or York ticking./ 15 Mattress covers, park check, No. 90, to fit mattresses, item No. 5./ 15 Pillows, feather, first quality, live geese, 20x30 inches, weight 3 pounds, A.C.S. ticking./ 30 Pillow cases, 23x35 inches, 1-inch hem 'Utica Mills.'/ 30 Pillow covers, park check, No. 90, to fit pillows, item No. 7./ 60 Sheets, brown, standard weight, 7-4, 2 ½ yards long, hemmed and made, Atlantic 'A,' or equal quality."

Page 186: "1 ½ doz Chairs, office, hardwood, seat in one piece, back of bent wood in one piece, with five upright rungs, one ¼-inch iron rod, with head and nut, on each side through seat and side rungs."

Page 192: "3 Stoves, heating, 'Princess Beaver' No. 12, indirect draft (hard coal)."

1962, April. Real estate previews listing No. 51543, Chatham, Barnstable County MA. Reproduced in HSR, 215. "FIRST FLOOR....BEDROOM (15'x15'), 2 closets. Stall Shower and lavatory off Bedroom."

1977. Clair L. Baisly, "Neighbors: Mrs. Rebecca Ryder," newspaper clipping, collection of Richard G. Ryder. "At Monomoy Station there were quarters for the Captain's family, just as we had later at Old Harbor. We had our own bedroom, kitchen and office, and we could live by ourselves; but we spent a lot of time with the men."

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. "I did my own cooking [while living at Monomoy]. We had a kitchen and a bedroom, and off the bedroom there was an entry in between. That was big enough to put a baby's crib in....In the Captain's office we had our bed. In between was where the children slept. We had a cookstove just like the men had only not as large."

"the Captain's room over there was just...one office that's what it was....it must have had a bed in it because years afterward when we used to go over there, there was a bed but I don't remember too much about it."

1979, May 11. Notes from interview with Clara Whiteley, daughter of Robert Pierce, Curators files, CACO. "Interior of Old Harbor: long mess room with long table, a big kitchen with a big pantry; off the kitchen was a keeper's little living room and bedroom. The bedding was the same on all the beds. The wood downstairs was all stained wood. All the stations had the same Seth Thomas clock."

1988. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

Illus. 15: Floor Plans Showing Circa 1927 Renovations; 30-31: “the plan does show proposed modifications to the side-by-side closets between the Keeper’s Room and the Boat Room. These modifications would have been consonant with the conversion of the closets into a toilet for the Keeper. The closet’s original doorway to the Boat Room was closed up, and a new doorway was cut leading to the Keeper’s Room; a window was installed in the south wall of the closet. Because it shows the 1927 second-floor bathroom, and because it alludes to the 1927 installation of a first-floor bathroom, this plan is thought to date to 1927.”

Ill. 16: Floor Plans Showing Proposed Electric Lighting System, June 1932, 30-31.

78-81: Interior Description for Room 106.

298: Paint analysis for Keeper’s Room.

Room 107 (Keeper’s Office)

1898-1915

The keeper’s living quarters opened into his office, which was only about a third larger than the first floor stair hall foyer (Room 108). It afforded the keeper a small but private space in which to do the daily paperwork related to the management of the station. Meetings with inspectors and the district superintendent must have occurred here, as well. A year after the station became active, the office was painted in a color scheme matching that of Room 106.

Old Harbor’s office was furnished with a small oak roll-top desk and two of the 18 round back chairs. The bookcase included on the 1897 supply list may have been for this room, since the keeper required some form of shelving to hold the numerous service manuals, annual reports, training instruction booklets and regulation books sent to the station. In fact books, circulars and forms, envelopes, paper, blank inventory sheets, weekly transcript forms, time report forms, pay roll forms and other receipts in quantities of 2 to 100 were shipped to Old Harbor before any furniture. All this material would have been stored in the keeper’s office. Since the room had no source of natural light, one of the kerosene table lamps originally sent to the station must have been used here regularly. In 1900, a window was cut out in the wall between Room 107 and Room 110 (the boatroom) in an effort to allow more light and air into the office.

A photograph of the office at the Deal Life-Saving Station in New Jersey, which may actually date to the early Coast Guard era, shows a typewriter on the desk, a large unadorned calendar above and various books and pamphlets stacked on top of the desk [Figure 19]. Circulars and booklets are posted on the window frame. A deep Morris style chair with turned rod arms is behind the desk. Grass matting covers the floor.

1915-1944

Other than changes in paint color (light yellow, followed by brown, then salmon), the contents of the keeper's office did not alter significantly under the Coast Guard. Memoranda sent with new editions of regulation books, telegraphic instructions, compass cards, distant signal cards and the like often included instructions that one set be kept in the office. Samples of uniform clothing were sent to the stations as part of District Circular Letter No.1 and were to be kept on hand, undoubtedly by the keeper, for the men's reference when ordering. Either the accumulation of paperwork dating back to 1898 or increased documentation required of the Coast Guard resulted in the need for a filing cabinet in 1920. A photograph of Richard Ryder in the keeper's office at Monomoy Station shows paperwork stacked on the desk, the radiator and window sill. Some announcements and pamphlets are suspended from a wall shelf by the desk.

In 1915 Old Harbor received a new revolving office chair, which only lasted ten years. A 1925 requisition for a new chair noted that the 1915 chair was "broken beyond repair." After being approved by the district superintendent and authorized by the chief, Division of Material, a new chair was shipped to Chatham from the U.S. Coast Guard Store in Brooklyn, New York almost two months after the date of the original requisition.³²⁵

An L.C. Smith model 3 typewriter was obtained in 1919. Old Harbor was receiving typewriter ribbon the year before, so the Smith typewriter could have been a replacement for an earlier model. This machine was replaced with a Smith Corona Typewriter, No. 830300 in 1928. Officer in Charge Wright bought the old L.C. Smith model from the company for \$15, suggesting the Coast Guard leased the typewriter.

The crew was responsible for cleaning the office. A major cleaning occurred in 1939, when the furniture was removed and the floor scrubbed and waxed. An area rug was used on the office floor at this time.

1947-1973

The walls of the keeper's office were removed as part of the expansion of Room 101 into a living /dining area. A pink linoleum floor was put down and the walls were painted white. The area of the room that had once been the office now contained a daybed. The wall was decorated with framed prints.

Current Status

An interpretive panel is installed on the wall in Room 107 to explain its historic function as the keeper's office. The late nineteenth century wall paint colors have been restored. It is unfurnished.

³²⁵ Ryder, 94; requisition, invoice no. 3173, 18 April 1925, CACO file 15.1.4, Cape Cod National Seashore.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR, Appendix D). Page 186: "1 ½ doz Chairs, office, hard wood, seat in one piece, back of bent wood in one piece, with five upright rungs, one 1/4-inch iron rod, with head and nut, on each side through seat and side rungs."

Page 186: "2 Lamps. table, metal, kerosene burner, with 10-inch tin reflector shade, complete."

Page 196: "1 Book case/ 1 Desk, oak, roll-top, 4 ft. long, 3 ft-9 inches high, 30 inches deep with side closet, mounted on large plate casters."

Page 196: List under "BOOKS, BLANKS, CIRCULARS, ETC."

1916, October 18. District Circular Letter No.1, Old Harbor Record Book, 1914-1919, CACO 86766. Samples of uniform clothing sent to the stations to be kept at station for men to refer to when ordering.

1917, May 26. Memorandum, District Superintendent to Keeper, Station No. 41, Old Harbor Record Book, 1914-1919, CACO 86766. Permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

Circa 1920-1932. Photograph of Richard Ryder in Monomoy Coast Guard Station keeper's office. Collection of Richard G. Ryder.

1925, April 18. Requisition, invoice no. 3173, CACO file 15.1.4. "1. Chairs, office, revolving...Quantity Requested or Invoiced. 1...One on hand broken beyond repair."

1928, August 17. Memo from A.H. Wright, Officer in Charge, Old Harbor Station to Commander, Second District, CACO file 15.1.3. New Smith Corona Typewriter, No. 830300, was received from the company. Wright reports purchasing the old typewriter at the station from LC Smith Co. for \$15.

1939, December 7. Log Book, Old Harbor Coast Guard Station, Boston District, 6 August 1939 to 31 January 1940, CACO 4435. "Crew employed cleaning office rug, scrubbing and waxing floor of office and moving furnishings back into office."

1962, April. Real estate previews listing No. 51543, Chatham, Barnstable County MA. Reproduced in HSR, 215. "LIVING ROOM-DINING ROOM (about 30'x15'), with built-in bookcases, large Heatilator fireplace, high ceiling."

Circa 1962. Photograph. CACO.

1988. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 81-82: Interior Description for Room 107. 298: Paint analysis for Keeper's Office.

1990. Richard Ryder. *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press, 1990), 93-98. Appendix E: Items thought to have been in the Keeper's Office or under his direct control.

1996. Ralph Shanks. *The U.S. Life-Saving Service* (Petaluma, CA: Costano Books, 1996), 42. Photograph of keeper's office, Deal Life-Saving Station, NJ, c. 1910-1920. Collection of U.S. Coast Guard.

Room 108 (Stair Hall Foyer) and Room 109 (Stair Hall)

1898-1915

The walls of both rooms were first painted in 1899 and numerous times thereafter during the Life-Saving Service Period. The first colors were light gray for the ceiling, a deep purple cornice band, tan walls and olive wood trim. Floors and stairs were varnished.

No documentation exists to indicate the foyer and stair hall were furnished during this period. Room 109 contained one of the Buffalo radiators installed in 1910.

1915-1944

In May 1917, the foyer (called the alcove) was one of the rooms permitted to be painted in accordance with District Circular Letter #9. There is no evidence the rooms were furnished.

1947-1973

After 1948 the walls between Room 108 and 107 (keeper's office) and between Room 108 and 101 (mess room) were removed to create a single large room. Pink linoleum was placed over the floors in 108 and 109.

Current Status

The 1899 paint colors were reproduced in both rooms during restoration of the building by the National Park Service. The staircase was painted olive green in error. Paint analysis shows it was never painted throughout the station's historic occupancy.

Documentary and Graphic References

1917, April 27. District Circular Letter #26, Old Harbor Record Book, 1914-1919, CACO 86766. Instructed to paint ceilings and walls in light Navy green.

1917, May 26. Bowley to Keeper, Station No. 41, Old Harbor Record Book, 1914-1919, CACO 86766. OHCGS granted permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS, June 1988). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

82-84: Interior Description for Room 108.

84-86: Interior Description for Room 109.

298-299: Paint analysis for Stair-Hall Foyer and First-Floor Stair Hall.

Room 110 (Boatroom)

1898-1915

Two Monomoy surfboats were ordered by Keeper Hezekiah Doane early in 1898. Both made by Charles Jenkins of Harwichport, Massachusetts. They were each 24'8" long; one included a centerboard. The Monomoy remained the model used by Old Harbor Station throughout the Life-Saving Service period, rather than the Race Point model. It was designed for the Service by William Tuttle, keeper at Monomoy Life-Saving Station from 1883 to 1899.³²⁶ As described by J.W. Dalton, they were constructed of cedar over frames of white oak. Air chambers built into the ends were surrounded by cork fenders for collision protection and for buoyancy. Weighing between 700 to 1000 pounds, they were equipped with righting lines, which were used to right the boat if it capsized. "In the hands of the skilled surfmen of Cape Cod they are capable of marvelous action, and few sights are more impressive than the surf-boat plowing its way through the breakers, at times riding on top of the surge, at others held in suspension before the roaring tumultuous wall of water, or darting forth as the comber breaks and crumbles, obedient to the oars of the impassive life savers," wrote Dalton. The lightness of the boats made them highly responsive and able to be launched in shallow water, which fitted conditions along the Chatham shore.³²⁷

In 1898, Old Harbor Life-Saving Station received the following major pieces of equipment for housing in the boatroom in addition to the two surfboats:

- 2 surfboat wagons
- 2 gun carriages,
- 2 Lyle guns, two breeches buoy
- 2 crotches
- 4 sand anchors
- Coston signals
- 6 different lengths of oars, ranging from six 8' long oars to four 18' oars.
- 1 life car
- 2 hand carts
- 2 double reels
- Assorted blocks; rope; different weights of hawser, whip and shot line

³²⁶ Talk on Monomoy Point by Edwin Eldredge, Selectman and Later Representative, transcript, 1954, Chatham Historical Society, Chatham, MA.

³²⁷ Dalton, 44-45.

- 2 tally boards, numbers 1 and 2.
- Lanterns
- 30 cork life belts in two different sizes
- 3 heaving sticks
- 2 faking boxes, sizes A and B
- 12 projectiles
- Assorted torches, signals, haversacks, lanyards, cases, rammers, cartridge bags, boat drags

All of these items and a medicine chest were used as part of rescue operations and most were used in the beach apparatus cart. Many other supplies were needed, some for the maintenance and repair of the boats and beach apparatus. Supplies related to the stocking and maintenance of the life saving equipment were kept on shelves and hooks along the walls [Figures 23, 25, 26, 30, 33, 34, 37, 38, 40]. Old Harbor's original construction specifications called for 36 running feet of plain hanging strips in the boatroom, along with the supply of three dozen six-inch harness hooks and six dozen black japanned hanging hooks with brass screws to be used in unspecified areas of the station. Figure 42 shows shelving on the north end of the east wall in 1962. Since it is conceivable that shelving would have been included in the boatroom while it was operational, the shelving seen in the photo may have been original. However, Old Harbor had a loft to supplement its storage capacity (and by 1900 an additional boathouse) so it may not have had as much equipment and supplies hung on walls or shelves as at smaller stations. It is possible only the most frequently used or replaced items were stored on the walls.

When it first opened, Old Harbor Station had cork life belts in the Abby pattern, 15 sized 38 inches and an equal number sized to 40 inches. Photographs of the Quonochontaug, Charlevoix and Point Allerton Life-Saving Stations show the life belts were kept in or at the sides the surfboat [Figures 22, 37, 40] An early Coast Guard crewman at Sleeping Bear Point Life-Saving Station remembered the life jackets being hung on the sides of the surfboat and placed under the boat seats.

The first of the two Monomoy surfboats Old Harbor received was used until 1900. The second boat, received June 23, 1898 and equipped with a centerboard, remained in use throughout the Life-Saving Service years. Both boats were initially kept in the boatroom, until the older surfboat was moved outside in 1899. Exposure may have been the reason the station acquired a new, smaller 23' Monomoy model on March 17, 1900, which was stored in the boathouse built the same year. The 1898 Monomoy with centerboard continued to be kept in the boatroom.

Given the amount of equipment, the boatroom had to be well organized. Photographs of the boatrooms at different stations show that the boat and carts were set up and positioned in the same way [Figures 22-24, 28-30, 35-40]. Based on photos of Old Harbor Station, the 1898 centerboard Monomoy was kept on its wheeled cart, vacillating with one of the two beach apparatus carts between the western and eastern-most doors [Figure 24, 36]. Although it was never used, the life car was retained by the station. It was probably suspended from the ceiling, as was done in the Point Allerton (Massachusetts),

Quonochontaug (Rhode Island), Cape Elizabeth (Maine), Westport (Washington) and Orleans Life-Saving Stations [Figures 20, 21, 23, 25, 26, 33, 37, 38]. Old Harbor had what was identified as a small boat in 1898 and later a dory to use for routine transportation to and from the mainland. This boat could also have been suspended from the ceiling [Figure 38] since it was not generally a tool for rescue and did not need to be ready at all times.³²⁸ Possibly it could have been stored in the boathouse with the other surfboat after 1900.

In 1978, Rebecca Ryder remembered another use for the boatrooms: “The only thing we used that for was to put things to cool. We put our food in there to cool. That’s the only place we had.”

1915-1944

The 1898 Monomoy surfboat, smaller 1900 Monomoy and a 1903 dory were still being used in 1916. By 1922, the old boat was no longer in use but the 1900 Monomoy was still active. In addition, Old Harbor was now equipped with a Beebe-McLellan motor surfboat obtained in 1916. In 1925, the station also had two dories. As before, the boats were distributed between the boatroom and boathouse, except for the motor surfboat, which was left moored for most of the year. The station now had four Lyle guns. Despite upgrades to more modern boats, much of the equipment acquired during the Life-Saving Service era was still being used at the station. In 1927 the officer in charge requested that the hawser and whip line on the beach cart be replaced, citing their condition and the fact they had been in continuous use for at least 12 years.

Four dories, two SB motor surfboats and two additional surfboats, presumably without motorized engines, were being used late in the Coast Guard era. One of the dories was lost on October 12, 1939. The station was still equipped with two dories and three surfboats, one specified as motorized and a temporary replacement.

1947-1973

Howard Rose turned the boatroom into a recreation room for his guests [Figures 42-43]. It was outfitted with a small gas refrigerator located near the former bathroom, a sink, fishing gear, ping-pong table and dart board on the front door. A shuffleboard court was painted on the east side of the floor. Besides sporting equipment the walls were adorned with a ship’s name board, newspaper clippings, a pinup and duck decoys. Radio equipment was kept in a storage enclosure built in the room during this period.

Current Status

Room 110 contains four interpretive panels providing an overview of Old Harbor Life-Saving Station and the U.S. Life Saving Service in the late nineteenth and early twentieth

³²⁸ Memo from A.H. Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 13 January 1927, CACO file 15.1.3, Cape Cod National Seashore.

centuries. It contains limited furnishings to provide a suggestion of the type of equipment historically stored in the boatroom.

Documentary and Graphic References

1893, April 26. Photographs, Neg. 42-C crew of Point Allerton LSS in boatroom; Neg 7036B crew of Point Allerton LSS with surfboat and beach apparatus; Neg 41-C crew of Point Allerton LSS in front of boatroom. Photos by Baldwin Coolidge. SPNEA.

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR, Appendix D). Lists on pages 185, 190, 194. Page 195: List headed "GUN 'LYLE' & EQUIPMENT."

1898. Log Book, U.S. Life-Saving Service Station 41, RG 26, NARA. March 22: "Met Supt. Sparrow at Harwichport to contract for surfboats for Old Harbor L.S.S. to be built by Mr. Charles Jenkins of that place."

March 24: "Received some supplies for station including bedding, furniture, lifebelts, soap, oars and wheel barrow."

March 29: Recd 1 box blocks, 1 beach lantern, 1 box shot lines, 1 box tinware, 1 coil Hawser, 1 bundle brooms.

April 1: Rec'd 2 [illegible] crockery, 2 coils whip line, 1 box tools, 1 bundle oars & boat hooks, 2 crotches, 2 sand anchors, 1 bx lanterns.

April 2: Rec'd 1 life car.

April 4: Rec'd 2 guns, 1 bx. projectiles, 1 Hawser, 1 coil bolt [?] rope, 1 crate line bands, 1 med. [medicine] chest, 1 bx. cordage, 18 joints stove pipe, 1 Bbl. [?] crockery, 1 shot line box.

April 6: Rec'd 1 beach cart, oars & double reel

May 7: Rec'd 1 24' surfboat from boat builder Jenkins. Returned the surfboat that had been borrowed from Chatham LSS "for a few days."

May 9: Rec'd from Chatham LSS 1 double whip reel

May 14: Rec'd 1 Mortar Cart

June 23: Rec'd from Jenkins 1 24' centerboard surfboat

1898-1909. Photograph H16-137, exterior of boatroom, Old Harbor LSS, CACO.

Circa 1900. Photograph H15-138, interior of boatroom, Orleans LSS, CACO.

Circa 1900. Photograph H15-210, interior of boatroom, Quonochontaug LSS, CACO.

1902. J.W. Dalton, *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press), 113-114. "This station [Old Harbor] is provided with two surf-boats, two beach carts with guns, breeches-buoys, etc., and a life-car. One of the surf-boats, a small one, is kept in a boathouse on the point of the beach, about a half mile from the station, where it can be quickly brought into use for rescue work in the harbor and bay. The other surf-boat, the large one, for use in the open sea, is kept in the station. A horse which the government hires during the winter season is kept in a barn close to the station."

1910-1915. Photograph, exterior of boatroom, Old Harbor LSS. Collection of Richard G. Ryder.

1916, May 24. List of boats at Old Harbor Coast Guard Station, Old Harbor Record Book, 1914-1919, CACO 86766. 25' Monomoy surfboat, built 1898, no 375; 23' Monomoy surfboat, built 1900, no. 457; 18' dory built 1903, no. 592.

1922, August 2. Memorandum, A.H. Wright, Officer in Charge, Station No. 41 to Commandant via Superintendent, Second District, CACO file 15.1.4. Requested permission to paint Monomoy surfboat 457 and Beebe Motor surfboat 1379.

1923, November 3. Memo from G.B. Nickerson, Officer in Charge, Old Harbor Station to Superintendent, Second District, CACO file 15.1.3. Motor surfboat 1379 left moored was to be hauled out for the winter.

1925, February 6. G.B. Nickerson, Officer in Charge to Superintendent, Second District, CACO file 15.1.3. Reported having 4 Lyle guns at Old Harbor Station.

1925, March 5. G.B. Nickerson, Officer in Charge, Old Harbor Station to Superintendent, Second District, CACO file 15.1.4. Reported station had Monomoy surfboat No. 457, dories 1729 and 2194, power surfboat 1379.

1925, July 22. Superintendent, Second District to Officer in Charge, Chatham Station, CACO file 15.1.4. Regarding 1 roll-off beach boat wagon transferred from Chatham LSS.

1927, August 22. Officer in Charge to Superintendent, Second District, CACO file 15.1.3. Requested hawser and whip line on beach cart be replaced – both lines showed dry rot, hawser had been turned end to end and spliced with new line to make it last longer. Did not know age of lines, but they had been in use for 12 years

1928, March 10. Requisition, CACO file 15.1.3. For canvas and a 100 lb anchor.

1928, September 19. Memorandum, R.W. Taylor, Acting Officer in Charge, Old Harbor Station to Commander, Second District, CACO file 15.1.3. Reported that all boat covers were in use. One boat cover in actual use for most of the year on the self bailing power surfboat “which is kept on moorings.” The cover was in fair condition.

1939-1940. Log Book, 6 August 1939-31 January 1940, Old Harbor Coast Guard Station, Boston District, CACO 4435. Equipment mentioned in log: Dory 3671, dory 3672, dory 4672 (lost 10/12/39), dory 3912 (late 1939), SB motor surfboat 4022, SB motor surfboat 2884, surfboat 4118, surfboat 3872 (11/39), truck 1399, tractor 1049. Lifejackets. Fire pump. Time detectors. Still using Coston signals. Parachute flares.

1940-1941. Log Book, 4 August 1940-1 February 1941, Old Harbor Coast Guard Station, Boston District, CACO 4436. Equipment mentioned in log: Dories No. 3912 and No. 3671. Motor Surfboat No. 5150 (temp. replacement). Surfboats 4118 and 4660 in Sept. 1940. First Aid kits (12/13/40).

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). "RECREATION ROOM (36'x24'), with very high ceiling, porcelain sink, refrigerator, shuffleboard on floor, table tennis, etc. Small storage room with built-in shelves."

"SECOND FLOOR...Large storage room over Recreation Room (convertible to dormitory)."

Circa 1962. Photographs. CACO.

1972. Real Estate Appraisal (in *Historic Structure Report*, 216). "Recreation Room.../Miscellaneous...This area was originally the boat room for surfboats. It has two sets of large hinged wooden doors which open to the east. One of these openings had screening also./ There is a corner enclosure approximately 4' x 8' long containing radio equipment, spare parts, etc./ The floor is marked for shuffleboard and the walls have racks for fishing rods, duck decoys, etc."

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. "That [the Monomoy LSS boatroom] was entirely separate from the rest of it, you know....I don't remember too much about the boat houses in any of the stations...because...why should I be? The only thing we used that for was to put things to cool. We put our food in there to cool. That's the only place we had....It was the coolest place there was. It was closed up, you see, and it was quite a good sized room."

1983. Katherine B. Menz. *Historic Furnishings Report: Sleeping Bear Point Life-Saving Station, Sleeping Bear Dunes National Lakeshore* (Harpers Ferry, WV: U.S. Department of the Interior, National Park Service, Harpers Ferry Center, Branch of Historic Furnishings), 48: "notes from an interview with Cliff Deering, June 2, 1982, Sleeping Bear Point, Michigan. Mr. Deering was a surfman from 1925 to 1934 at Sleeping Bear Point under the Coast Guard./ Oars, a sweep, life jackets, a spar and jib sheet were stored in the Beebe-McLellan. Life jackets were kept at the sides and under the seats of the boat."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS, June 1988). 36-37: Alterations during private ownership.
86-90: Interior Description for Room 110.

1990. Richard Ryder. *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press, 1990), 69-84. Appendix B: A listing of items most likely to be found in the Boatroom during the period from 1898 to 1922; photograph of Old Harbor LSS

crew with beach apparatus cart reproduced on page 73; photograph of boatroom interior, Westport (Washington) Life-Saving Station reproduced on page 85.

1994, February 12. Albert Giannini to William Burke, North District Interpreter, CACO, Manlius, NY. "I remember the boat house which had been converted to a game room with Ping Pong tables – and supplied with all kinds of fishing gear."

Room 201 (Crew's Quarters)

1898-1915

When Old Harbor Life-Saving Station opened, 15 iron twin beds were supplied for distribution among the crew's quarters, spare room (Room 202) and keeper's quarters (Room 106). The crew consisted of six regular surfmen and one or two wintermen, meaning a minimum of seven and a maximum of eight beds were in this room to accommodate the crew. (An 1891 floor plan of a life saving station at Ilwaco Beach, California shows a layout for seven beds in its crew's quarters.) Presumably substitutes would use the beds left vacant by surfmen whose illnesses kept them away from the station for weeks or months at a time. As with the other furnishings, the beds were of a standard utilitarian type common from station to station. The beds shown in Dalton's book [Figure 47] are the same as those illustrated in Shanks [Figure 45] and in the James Otis image in Katherine B. Menz' report on Sleeping Bear Point Life-Saving Station [Figure 46]. Beyond the specific sleeping furniture, the greatest common feature of the images is the overall feeling of exacting precision created by their identical layouts of perfectly spaced rows of beds placed at right angles against the wall. The appearance of the Old Harbor crew's quarters was probably similar to that of Cahoon's Hollow. Each Old Harbor surfman received at least four sets of bed linens which were aired weekly.

In the 1899 photo from James Otis' *The Life Savers* one of the beds is placed at a right angle to the main row for space reasons. A small shelf supported by ornate brackets contains a small oil lamp with chimney, stacked boxes and other items [Figure 46]. The same type of shelf can be seen to the far right of the Cahoon's Hollow photograph [Figure 47]. Pegs for hanging coats can also be seen in the Otis photo.

Some of the 18 chairs received at Old Harbor in 1898 must have been used in the quarters, perhaps placed against one of the walls. Six copper wash basins were on hand, although no pitchers or wash stands were sent. The basins could have been kept under each man's bed, to be retrieved for use in the morning at the kitchen sink on the first floor. The original list of furnishings does not indicate the men were supplied with chamber pots. In 1907 the station was sent another eight beds, presumably to replace those that were close to ten years old.

Initially heat was provided by a Princess Beaver No. 12 coal stove. After a central hot water heating system was installed in 1910, one of the eight Buffalo standard radiators was placed in the quarters against the east wall. The plans for the new system show that walls had been erected to create a separate room in the southwest corner of Room 201.

No documentation describes when this room was created but it is not in the 1897 construction floor plans. Considering the amount of structural work undertaken at Old Harbor between 1909 and 1901 it is reasonable to assume the room was created then. Because it was outfitted with a radiator and had windows, it must have functioned as a separate sleeping area, rather than a storage space. Around 1927, a separate bedroom for the boatswain's mate was carved out of Room 202; perhaps the room in the quarters served as the No. 1 surfman's bedroom during the Life-Saving Service years. Possibly it was used to house visiting government officials, like the inspector, thereby always leaving Room 202 ready for wreck survivors. The room, too, would have offered a means of segregating male and female survivors. In any case, at least one and perhaps more beds would have been moved to the new room.

In 1899 Room 201 had an olive colored ceiling and wood trim, a blue cornice band and lime walls. The walls were repainted light yellow prior to 1910, after which they were painted off-white and the woodwork light blue.

1915-1944

Although documents indicate the quarters' walls were repainted in light Navy green in 1917, none of the paint layers on the walls contain green, although the woodwork was painted light blue when or sometime after the ceiling was plastered in 1910. Subsequent paint layers show that the walls were salmon with white wood trim for most of the Coast Guard period.

In 1918, white paint was sent to Old Harbor expressly for painting the black iron beds.³²⁹ Two gallons of white enamel were again ordered in 1925 "for iron beds." Apparently by 1918, the Coast Guard standard was white beds. An undated photograph of the Cape Disappointment Coast Guard Station in Ralph Shank's *The U.S. Life-Saving Service* shows a different style of iron bed, with a higher arched headboard painted white. The bed style may represent local availability or a change in the government supplier. Unlike the 1902 image of Cahoon's Hollow Station, which shows only beds and bed linens, the Cape Disappointment quarters included standard issue chairs between the rows of beds, alarm clocks suspended from the headboards and a flashlight on the folded blanket at the foot of each bed [Figure 48].

By 1927 Old Harbor's quarters could accommodate 10 men. The two additional beds may have always been present in the quarters or could have been the two beds received in 1919.

1947-1973

During the Howard Rose period the crew's quarters was partitioned into four separate bedrooms, although one of these was built by the Coast Guard. The pink linoleum floor installed by Rose is still in place and contains indentations indicating the position of the beds. The walls were painted white.

³²⁹ Ryder, 87.

Current Status

Room 201 is not open to visitors. Restoration carpentry work and recreation of interior finishes is incomplete.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR Appendix D). Page 185: "15 Beds, iron, single, hard wood side rails, with quality woven wire mattresses combined./ 3 okrs Blankets, 8 pounds per pair, gray./ 15 Mattresses, stuffed with rattan, cotton tops, square edges, bound, weight 27 lbs, 6 feet 2 inches by 2 feet 6 inches, super Pearl River or York ticking./ 15 Mattress covers, park check, No. 90, to fit mattresses, item No. 5./ 15 Pillows, feather, first quality, live geese, 20x30 inches, weight 3 pounds, A.C.S. ticking./ 30 Pillow cases, 23x35 inches, 1-inch hem 'Utica Mills.'/ 30 Pillow covers, park check, No. 90, to fit pillows, item No. 7./ 60 Sheets, brown, standard weight, 7-4, 2 ½ yards long, hemmed and made, Atlantic 'A,' or equal quality."

Page 186: "1 ½ doz Chairs, office, hardwood, seat in one piece, back of bent wood in one piece, with five upright rungs, one ¼-inch iron rod, with head and nut, on each side through seat and side rungs."

Page 188: "6 Wash basins, without foot, 11 ½ inches diameter, copper, stamped tinned inside, with rings."

Page 192: "3 Stoves, heating, 'Princess Beaver' No. 12, indirect draft (hard coal)."

1899. James Otis. *The Life Savers* (New York: E.P. Dutton), 250. Image of crew's quarters of unknown station, reproduced as Figure 15 in *Sleeping Bear Point Life-Saving Station Historic Furnishings Report*, 96.

1902. J.W. Dalton. *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 31. Photograph of crew's sleeping quarters, Cahoon's Hollow Station, Massachusetts.

1917, May 26. Bowley to Keeper, Station No. 41, Old Harbor Record Book, 1914-1919, CACO 86766. OHCGS granted permission to paint the mess room, crew's sleeping room, keeper's office and alcove, kitchen, halls and storm clothes room in accordance with District Circular Letter No. 9.

1925, June 2. Requisition or Invoice, Old Harbor Station, Invoice No. 3098, CACO file 15.1.4. Item No. 24: "[Enamel] White, for iron beds."

1927, January 13. Memorandum, Officer in Charge, Old Harbor Station to Commander, Second District, CACO file 15.1.3. Memo in response to information requested by 1st Naval District. Old Harbor had quarters available for 10 men.

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). 4 bedrooms, 2 10'x12', 2 12'x15'

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. "But I remember particularly the Old Harbor and Monomoy and Orleans [stations] because those were where we stayed. The sleeping quarters...there was one room upstairs off the large sleeping quarters for the men."

1983. Katherine B. Menz. *Historic Furnishings Report, Sleeping Bear Point Life-Saving Station, Frankfort, Michigan* (Harpers Ferry, WV: National Park Service, Branch of Historic Furnishings, 1983), 95. Figure 15: Sleeping Quarters, reproduced from James Otis, *The Life Savers*, NY: E.P. Dutton, 1899, 250.

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

Illus. 15: Floor Plans Showing Circa 1927 Renovations.

Illus. 16: Floor Plans Showing Proposed Electric Lighting System, June 1932.

30: "In September 1917, two entries were found that indicate the crew was painting the Quarters and the 'hall' (presumably the Stair Hall), from the tower to the first floor, in 'light naval green.'"

91-94: Interior Description for Room 201.

299: Paint analysis for Quarters.

1990. Richard Ryder. *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press, 1990), 87-91. Appendix C: A listing of items most likely to be found in the Bunkroom during the period from 1898 to 1922. Appendix D: Fuel.

1996. Ralph Shanks. *The U.S. Life-Saving Service* (Petaluma, CA: Costano Books, 1996), 39. Photograph of surfman in crew's quarters of unknown New England life saving station. Photograph on page 202 of sleeping quarters at Cape Disappointment Life-Saving Station.

2004, October. Construction plan for Ilwaco Beach (Klipsan) Station, 1891, *The Sou'wester*, Fall 2001.

Room 202 (Spare Room)

1898-1915

Old Harbor Life-Saving Station's spare room could have initially contained approximately five to six twin beds made of iron with metal headboards. Given the size of the room, which was smaller than the locker room (Room 203), the beds must have been very closely spaced if they were all placed in this one location. (Only one bed was in the 9'2" x 13'5" spare room of the Ilwaco Beach Life-Saving Station, according to 1891 floor plans.) Since it is very unlikely male and female wreck survivors were kept in

the same room, some extra beds must have been placed in the crew's quarters if circumstances called for segregating victims by gender. The beds were identical to those used in the crew's and keeper's quarters. Bed linens were also the same. Around 1910, an additional room was created in the crew's quarters (Room 201); if extra beds were not already kept in the quarters, one or two of those in Room 202 must have been moved into the new room.

Approximately 30 wreck victims or others needing assistance were provided with overnight shelter in this room between 1898 and 1913. When the *Elsie M. Smith* was wrecked in 1902, Old Harbor put up eight of the sixteen survivors here. The longest stay was by four people who remained at the station for 96 hours.³³⁰ A trunk of clothing donated by the Women's National Relief Association and kept on hand at all the life saving stations may have been kept in Room 202. However, considering the potential number of beds in the room, space would have been very tight with a trunk there as well. The trunk was the responsibility of the Keeper and may have been kept in his office or quarters. According to Old Harbor property lists from 1904 through 1906, a significant amount of clothing from the Association was kept on hand, including 17 capes; shirts, jackets, underwear and pants for seven men; 4 sets each of women's and children's clothes; 16 pairs of shoes in addition to blankets, towels and foodstuffs (tea, sugar and dried beef) donated for survivors.³³¹

Official visitors to the station also used the room. Although service regulations specified only the family of the keeper could stay at the station, wives who helped at Old Harbor during cook week stayed. Rebecca Ryder remembered that she and her husband Richard slept in a separate room: "That was on the Northwest corner. It had one window way up high. And cold! Of course I never went there in the summertime, because he wasn't on the station at that time in the summer. It was the coldest place that you'd ever want to sleep in. They had plenty of blankets but they were what I call hoss blankets. They weren't nice woolen blankets. You could put all of them on you wanted but you could still be cold." A Buffalo radiator was added to the room in 1910 to rectify the lack of heat. Mrs. Ryder never saw any other surfmen's wives staying at the station: "There wasn't any room for anybody else except during cook week. That one room was used for the guests, you see, and perhaps the superintendent slept up there when he came."

Room 202 was painted only four times during the entire period of historical occupancy. The original 1899 colors were olive for the ceiling and woodwork and yellow walls with a blue cornice band.

1915-1944

The function of Room 202 remained unchanged during the Coast Guard era until late in 1927, when a portion of this room and of Room 203 were reconfigured to provide an indoor toilet. By this time the need to house more than one or two people overnight occasionally, usually specialized workmen or Coast Guard officials, was rare. A 1928

³³⁰ Copies of Wreck Reports, 24 May 1898-June 1913, CACO 3212, Cape Cod National Seashore.

³³¹ Return of Public Property form, 31 May 1904, reference files, Cape Cod National Seashore.

memo from the Officer in Charge reported on the repair of a cold water faucet in the boatswains mate's (No. 1 surfman's) room; the 1927 renovation plans and a 1932 floor plan reproduced in the *Historic Structure Report* shows the mate's lodging was the remaining portion of Room 202. The bathroom was enlarged and painted in 1942. The work included installation of three sinks on the east wall and two shower stalls on the west. The walls of the room had been painted a salmon color by this time.

1947-1973

During the Howard Rose period, what remained of the original spare room was converted fully into additional bathroom space containing the three wash basins and two metal shower stalls installed in 1942 and three toilets [Figure 49]. Only two toilets were in the room during the Coast Guard era. The fixtures were still in place when the National Park Service received the property in 1973. Rose had the walls of Room 202 painted white.

Current Status

Room 202 is not open to visitors. Restoration work to interior finishes is incomplete.

Documentary and Graphic References

1897, September 17. "List of Furnishings for the Old Harbor Life Saving Station," RG 26, NARA (HSR Appendix D). Page 185: "15 Beds, iron, single, hard wood side rails, with quality woven wire mattresses combined./ 3 okrs Blankets, 8 pounds per pair, gray./ 15 Mattresses, stuffed with rattan, cotton tops, square edges, bound, weight 27 lbs, 6 feet 2 inches by 2 feet 6 inches, super Pearl River or York ticking./ 15 Mattress covers, park check, No. 90, to fit mattresses, item No. 5./ 15 Pillows, feather, first quality, live geese, 20x30 inches, weight 3 pounds, A.C.S. ticking./ 30 Pillow cases, 23x35 inches, 1-inch hem 'Utica Mills.'/ 30 Pillow covers, park check, No. 90, to fit pillows, item No. 7./ 60 Sheets, brown, standard weight, 7-4, 2 ½ yards long, hemmed and made, Atlantic 'A,' or equal quality."

1902. J.W. Dalton, *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 49. "The dry clothing is taken from the supply constantly kept on hand at the different stations by the Women's National Relief Association."

1928, April 4. Memorandum, Officer in Charge, Old Harbor Station to Associate Civil Engineer Ernest Santagini, CACO file 15.1.3. "In regard to paragraph 2. of reference (b) the noise in the cold water faucet in the boatswains Mate's room is not so noticeable and think it will be entirely eliminated when the air reaches the proper level in the tank."

1942, August 3. Log book for August 1942, U.S. Coast Guard Old Harbor Lifeboat Station, CACO 4438. Crew painted the bathroom.

1978, April 6. Oral history interview with Rebecca Ryder, OH 78-3, Mystic Seaport Museum. "There was one room that...Richard and I slept in when...at the Old Harbor

Station. That was on the Northwest corner. It had one window way up high. And cold! Of course I never went there in the summertime, because he wasn't on the station at that time in the summer. It was the coldest place that you'd ever want to sleep in. They had plenty of blankets but they were what I call hoss blankets. They weren't nice woolen blankets. You could put all of them on you wanted but you could still be cold."

"There wasn't any room for anybody else except during cook week. That one room was used for the guests, you see, and perhaps the superintendent slept up there when he came."

"But I remember particularly the Old Harbor and Monomoy and Orleans because those were where we stayed. The sleeping quarters...there was one room upstairs off the large sleeping quarters for the men."

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). "2d Bath with 3 wash bowls, 2 metal stall showers, 3 toilets, 2 heaters (1 electric, 1 gas)."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS), Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

Illus. 15: Floor Plans Showing Circa 1927 Renovations.

Illus. 16: Floor Plans Showing Proposed Electric Lighting System, June 1932.

Illus. 17: Plan Showing Improvement to Second-Floor Bathroom Facilities, 9 March 1942.

94-96: Interior Description for Room 202.

299: Paint analysis for Spare Room.

2004, October. Construction plan for Ilwaco Beach (Klipsan) Station, 1891, *The Sou'wester*, Fall 2001.

Room 203 (Locker Room)

1898-1915

The locker room contained eight built-in lockers, one for each crew member, including wintermen. Dirt lines on historic plaster on the east wall show the original locations of three of the eight lockers. According to the 1897 specifications, oil cloth floor covering was to be installed in this area. The 1899 paint colors were olive (ceiling and woodwork), blue (cornice band) and tan (walls).

Surfmen kept their clothing here – the formal dark blue single breasted wool uniform, turtleneck sweater with the station name, jumper, overalls and cap.³³² The lifesavers received no stipend for clothing at this time.

³³² Shanks, 39-40.

1915-1944

As in the Life Saving-Service years, general muster included inspection of lockers. Early in the Coast Guard period, the clothing was provided by the Coast Guard General Store in New York.³³³ Receipts for the purchase of various apparel – handkerchiefs, cotton socks, wool gloves, jerseys, blue shirts, caps, dungarees – show that their cost was still being deducted from the surfmen's pay as late as 1928. Items like jackknives, whisk brooms and shoe brushes are also included on the receipts.³³⁴ In that year the standard uniform was about to be changed and apparently there was dissatisfaction with the current supplier, the Maryland Uniform Company.³³⁵ Eventually the surfmen received allowances for their clothing. In 1930, newly enlisted man Joseph Flores purchased one pair of rubber boots (\$7), one rubber suit (\$10), one southwester hat (.90), one pea coat (\$13.50), one blue flannel shirt (\$5), and three white suits (\$10.50) with his allotment from Puritan Clothing Company in Chatham, the government supplier.³³⁶ All except the storm gear would have been neatly arranged inside his locker.

In November 1927 the old wooden lockers were torn out to accommodate an indoor bathroom. The new bathroom was comprised of portions of rooms 202 and 203. At the time, the Officer in Charge requested ten steel lockers for the crew's clothing; 1932 floor plans show only seven lockers were installed. The bathroom was further enlarged in 1942.

The last paint colors used in Room 203 were salmon for the walls and white for the wood trim. The hues probably date to the Coast Guard era, rather than to Howard Rose's period, since the same colors were found among earlier paint layers throughout the station.

1947-1973

Additional bathrooms and a linen closet were installed once the station came under private ownership. The floor was covered in pink linoleum. Two doorways were created between the old locker room and the boatroom.

Current Status

Room 203 is not open to visitors. Recreation of the 1898 wainscoting, lockers and paint finishes is not complete.

³³³ District Circular Letter No.33, 14 June 1917, Old Harbor Record Book, 1914-1919, CACO 86766, Cape Cod National Seashore.

³³⁴ Receipts for clothing, 1 January 1927, 1 January 1928, CACO file 15.1.3, Cape Cod National Seashore.

³³⁵ Memorandum, Officer in Charge, Old Harbor Station to W.A. Hinckley, 17 May 1928, CACO file 15.1.3, Cape Cod National Seashore.

³³⁶ Receipt, 15 January 1930, Old Harbor Station, U.S. Coast Guard personnel papers, CACO 86762, Cape Cod National Seashore.

Documentary and Graphic References

1897. "Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District," Chief of Cultural Resources "Old Harbor" file, CACO. Pages 13-15: specifications for Crew's Locker, including "oil carpeting" to cover floor.

1926, November 25. Memorandum, Officer in Charge, Old Harbor Station to Commander, Second District, CACO file 15.1.3. "Associate Civil Engineer J.W. Walker having torn the lockers out in the upper halway [sic], in order to put in a bathroom, there being no place for the crew to store their clothing, requisition for ten (10) steel lockers is hereby submitted."

1940, August 10. Log book, 4 August 1940 to 1 February 1941, Old Harbor Coast Guard Station, Boston District, CACO 4436. Held general muster in blue uniforms, inspected storm clothing and lockers.

1942, August 3. Log book, U.S. Coast Guard Old Harbor Lifeboat Station, CACO 4438. Crew painted the bathroom.

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). "SECOND FLOOR...Modern Bath with electric heater."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS).
36-37: List of changes under private ownership – "installation of another bathroom in the vicinity of old Locker Room."
96-98: Interior Description for Room 203.
300: Paint analysis for Locker Room.
Illus. 15: Floor Plans Showing Circa 1927 Renovations.
Illus. 16: Floor Plans Showing Proposed Electric Lighting System, June 1932.
Illus. 17: Plan Showing Improvement to Second-Floor Bathroom Facilities, 9 March 1942.

Room 204 (Stair Hall)

1898-1944

In 1899, the ceiling and wood trim were painted olive and the walls tan with a deep purple cornice band. One of the eight Buffalo radiators connected to the 1910 heating system was placed in the east wall. The stair hall's walls may have been among those to be painted light Navy green in 1917, although here, as in other rooms, only a light blue paint layer on the wood trim has been found. The walls were painted a salmon color with white wood work throughout most of the Coast Guard period.

1947-1973

Howard Rose installed a pink linoleum floor during this period.

Current Status

The second floor stair hall is not normally accessed by visitors. The stairs were painted olive green in 1980, but historically they were varnished or oiled.

Documentary and Graphic References

1917, April 27. District Circular Letter #26, Old Harbor Record Book, 1914-1919, CACO 86766. Instructed to paint ceilings and walls in light Navy green.

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.

98-100: Interior Description of Room 204.

300: Paint analysis of Second- and Third-Floor Stair Halls.

Room 301 (Stowaway)

1898-1944

There is no documentation specifically stating what was stored in the stowaway room during the Life-Saving Service and Coast Guard years. Perhaps the room served as an alternate location for the supply of clothing for wreck victims. Other possibilities are the storage of extra bed linens. In 1898 that station had 30 pillow cases, 30 pillow covers, 60 sheets and 30 blankets. For 15 beds, distributed among the crew's quarters, keeper's quarters and spare room, this made four sets of bed linens for each bed that had to be stored, although lockers could have been used under the beds for such storage.

1947-1973

During this period Room 301 was used as a bedroom.

Current Status

Room 301 is off-line for visitation.

Documentary and Graphic References

1902. J.W. Dalton, *The Life Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press), 49. "The dry clothing is taken from the supply constantly kept on hand at the different stations by the Women's National Relief Association."

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). "TOWER ROOMS: BEDROOM (8'x11')."

1963, May 9. Appraisal of Property belonging to Howard J. Rose, North Beach, Chatham, MA, tract no. 41C 8100, Fred R. O'Donnell, M.A.I., CACO Old Harbor Coast Guard Station file. "This third floor level is approximately 10 feet square and has been apparently used as an additional bedroom."

1972. Real Estate Appraisal (HSR, 222). "Tower The staircase which led from the first to the second floor continues in fashion to a third floor level in what used to be the lookout tower of the Coast Guard Station. This third floor level is approximately 10 feet square and has been apparently used as an additional bedroom. There is an electric wall fixture in this room. From this level, a narrow step ladder allows access to the top of the tower which has a lookout room. This room commands a 360° view of the surrounding area, and is approximately 10 feet square. It has unmatched board flooring, walls and ceiling."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 101: Interior Description for Room 301.

Room 302 (Stair Hall)

1898-1944

The stairhall originally contained a stepladder to a trapdoor in the center of the floor that accessed the fourth story watchtower or lookout. In October 1905 the ladder was modified. New treads were authorized in August 1909.

The original paint colors applied in 1899 were the same as those used in Room 204. The walls may have been among those painted light Navy green in 1917; two early light blue paint layers were found during analysis. During most of the Coast Guard's occupancy the walls were salmon colored. The stairs had an oil or varnish finish.

1947-1973

The southeast corner ceiling opening to Room 401 and the rung ladder access were not present during the U.S. government's ownership of the station and are presumed to have been created by Howard Rose. As in most other locations in the station, pink linoleum was used on the floor.

Current Status

Visitors do not have access to the third floor stair hall. During restoration work in 1980 the stairs were painted olive green.

Documentary and Graphic References

1897. "Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District," Chief of Cultural Resources records, "Old Harbor" file, CACO. Pages 13-15: Construction specifications for built-in step ladder to Watch Room.

1917, April 27. District Circular Letter #26, Old Harbor Record Book, 1914-1919, CACO 86766. Instructed to paint ceilings and walls in light Navy green.

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). 103-104: Interior Description for Room 302.

300: Paint analysis for Room 302.

Room 401 (Lookout)

1898-1944

The lookout contained a built-in bench encircling the room. Possibly the telescope used by the surfman on lookout detail was kept here, along with the time clock. The speaking tube installed in 1918 terminated in this room. The room contained no source of heat until 1910, when a Buffalo radiator was positioned to one side of the center hatch doors.

In 1899 all interior surfaces in Room 401 were painted olive. The last Coast Guard era paint scheme was white wood wall paneling and trim with a salmon cornice band.

1947-1973

It is not known exactly how the lookout was used during the Howard Rose period. It was not used as a bedroom, since a 1962 real estate advertisement for the property describes it as the "Lookout Room." The area of pink linoleum flooring over the original hatch doors was not secured and a rubber mat for footing traction was glued over the flooring at the north edge of the hatchway opening, suggesting the original access to Room 401 was used at least earlier in the Howard occupancy. Presumably Rose added the floor opening in the southeast corner of the room at a later date.

Current Status

Room 401 is not normally accessed by visitors. The possibility of its being used in the future during special tours or by school groups has been mentioned by park staff.

Documentary and Graphic References

1897. "Specifications and Drawings For A Life-Saving Station At Old Harbor (near Chatham), Mass. 2nd District," Chief of Cultural Resources records, "Old Harbor" file, CACO. Pages 13-15: Construction specifications for Watch Room.

1918, April 21. Memorandum, Field Assistant Joseph W. Walker to Keeper, Coast Guard Station No. 41, CACO 86766. "1. It is desired to install speaking tubes in your station building, running from the watch-room to the mess room./ 2. The tubing to be tin 1" diameter, in 5-ft lengths; turns to be made with 1" diameter tin elbows; mouth pieces to be porcelain with whistle."

1972. Real Estate Appraisal (HSR, 222). "Tower The staircase which led from the first to the second floor continues in fashion to a third floor level in what used to be the lookout tower of the Coast Guard Station. This third floor level is approximately 10 feet square and has been apparently used as an additional bedroom. There is an electric wall fixture in this room. From this level, a narrow step ladder allows access to the top of the tower which has a lookout room. This room commands a 360° view of the surrounding area, and is approximately 10 feet square. It has unmatched board flooring, walls and ceiling."

1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). Illus. 10: Plans for a Hot-Water Heating System, 24 August 1910.
105-107: Interior Description of Room 401.
300: Paint analysis for Lookout.

1990. Richard Ryder. *Old Harbor Station, Cape Cod, Massachusetts* (Norwich, CT: Ram Island Press), 119-120. Appendix L: Items most likely to be found in the Tower during the period from 1898 to 1922.

Basement

1898-1915

Old Harbor Life-Saving Station was built without a basement. Sometime after August 1900 a provision cellar was constructed under the four-story watch tower. Foodstuffs were to be stored here.

In 1910, the cellar expanded to under the kitchen/pantry. This new cellar with a poured concrete floor included a coal bin and a boiler to service the recently installed hot water heating system.

A photograph of the cellar from about 1962 shows a hand pump against a wall [Figure 50]. Since the cistern pipes had to be relocated when the new cellar was constructed,

perhaps the cellar was provided with plumbing at that time so that the areas could be used for laundering.

1915-1944

Two types of coal were stored in the basement by the Coast Guard: egg coal for the furnace and nut coal for the kitchen range. In 1927 the two coal bins were located in the original tower cellar and northwest corner of the 1910 cellar. In the 1920s, three dealers were available in the area from whom the station could obtain the appropriate coal: C.C. Harding of Chatham; Horace Barse, also of Chatham; and Harry H. Snow of Orleans.³³⁷

The cellar had been subdivided by 1932 into an electric generator room, pump room, store room and two coal bins. These rooms were carved from around the edge of the 1910 cellar. By the 1940s, many of the various supplies shipped to the station – food, toiletries, floor wax, dry cell batteries, flashlight cells – may have been kept in one of these rooms.³³⁸

1947-1973

Howard Rose's use of three of the subdivided cellar rooms is fairly well documented in photographs [Figures 50-52]. One was used as a workshop which included a long work table and pegboard from which tools were hung in a highly organized manner. Another contained open wood shelving with canned goods, paper towels and toilet paper. Judging from their quantity, Rose and his guests consumed huge amounts of Campbell's Soup. A generator occupied a third room. The fourth was used as a laundry room.

Documentary and Graphic References

1928, March 9. Memorandum Wright, Officer in Charge, Old Harbor Station to Commander, Second District, CACO file 15.1.3. Requested 15 tons of Franklin egg coal for furnace and 10 tons of nut coal for kitchen range for FY ending June 30, 1929.

1962, April. Real Estate Previews Listing No. 51543, Chatham, Barnstable County MA (HSR, 215). "BASEMENT: Full cellar with cement floor. Well-equipped Work Shop, Larder Room, Power Plant Room. 2 laundry sinks."

Circa 1962. Photographs. CACO.

1972. Real Estate Appraisal (HSR, 218). "Miscellaneous Basement is partitioned into storage areas. 2 enameled set-tubs."

³³⁷ Memo from AH Wright, Officer in Charge, Old Harbor Station to Commander, Second District, 24 March 1928, CACO file 15.1.3, Cape Cod National Seashore.

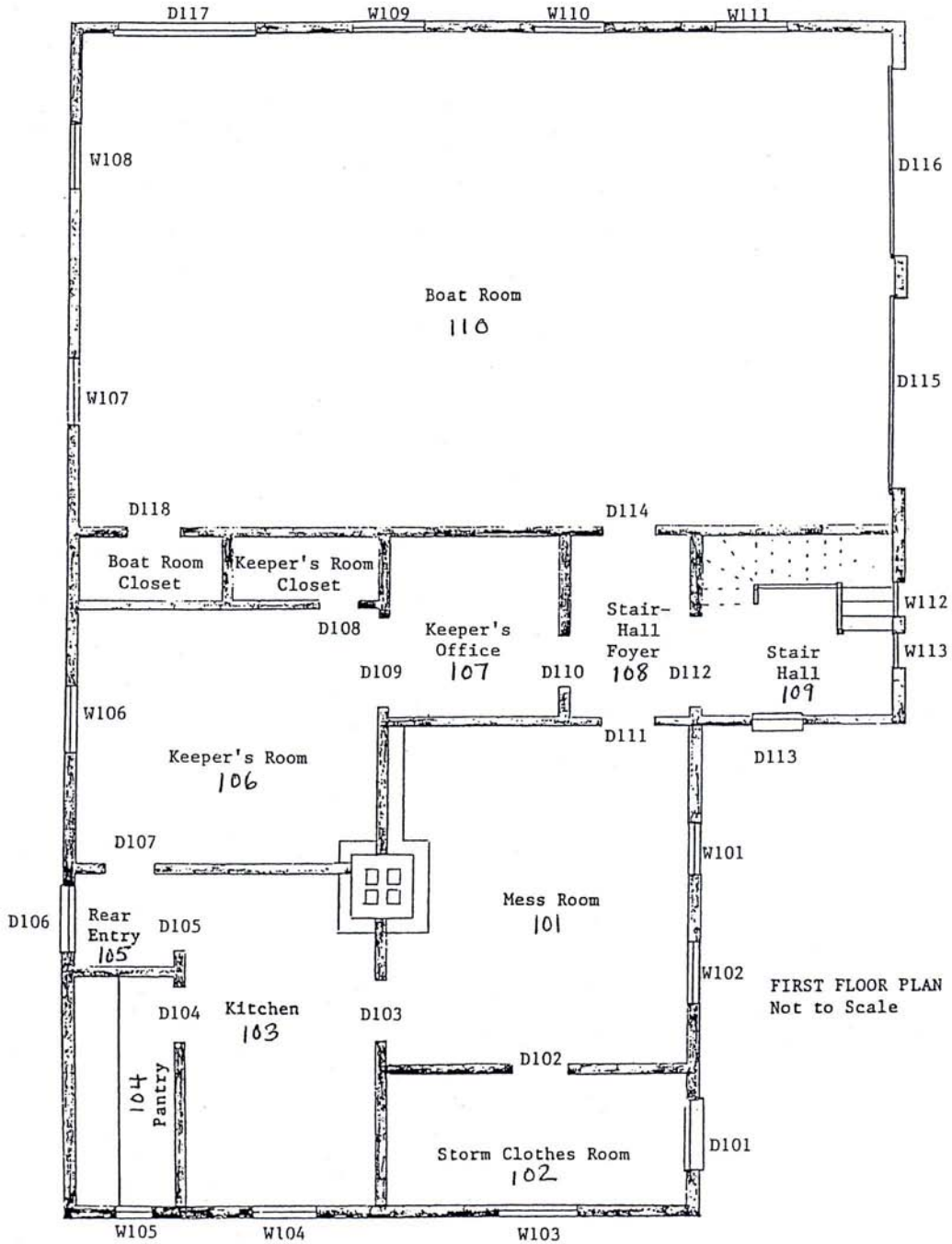
³³⁸ Log entry 5 March 1942, U.S. Coast Guard Old Harbor Lifeboat Station, CACO 4437; Log book for August 1942, U.S. Coast Guard Old Harbor Lifeboat Station, CACO 4438, Cape Cod National Seashore.

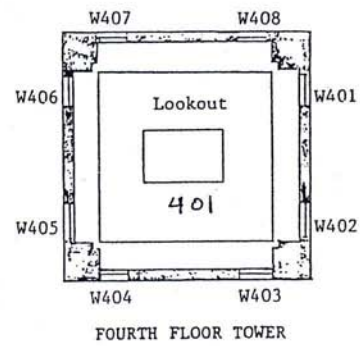
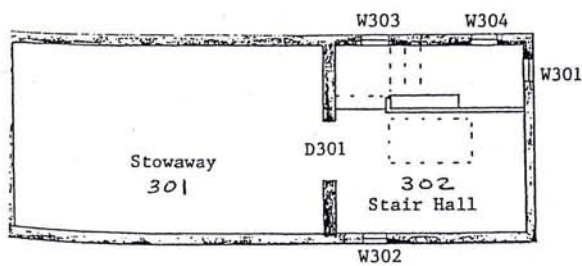
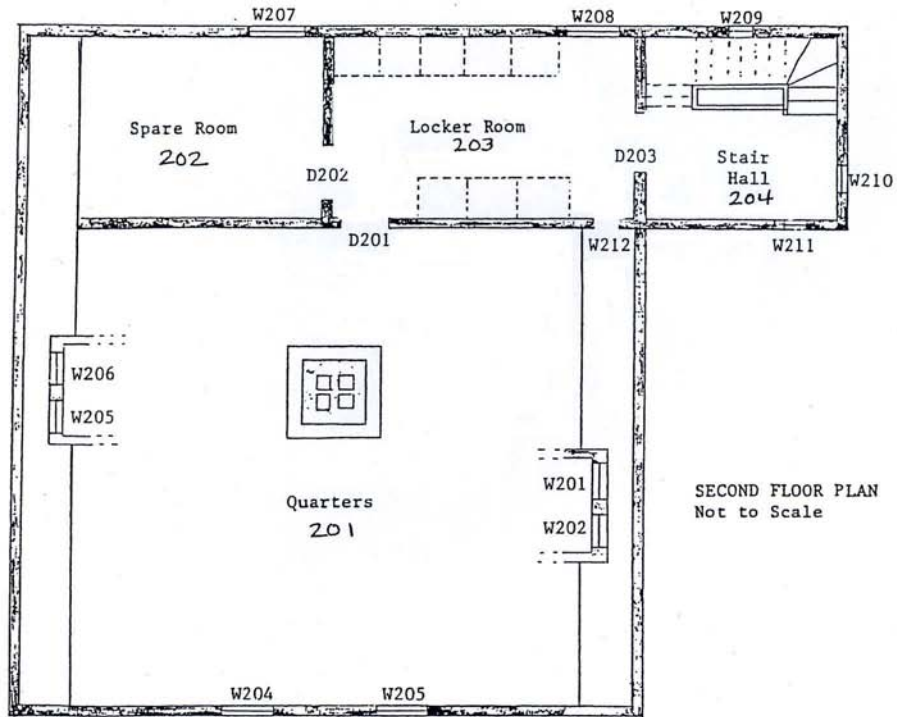
1988, June. Peggy Albee. *Historic Structure Report* (Boston, MA: Buildings Conservation Branch, Cultural Resources Center, NPS). Illus. 15: Floor Plans Showing Circa 1927 Renovations.

Illus. 16: Floor Plans Showing Proposed Electric Lighting System, June 1932.

66-67: Interior Description for Basement.

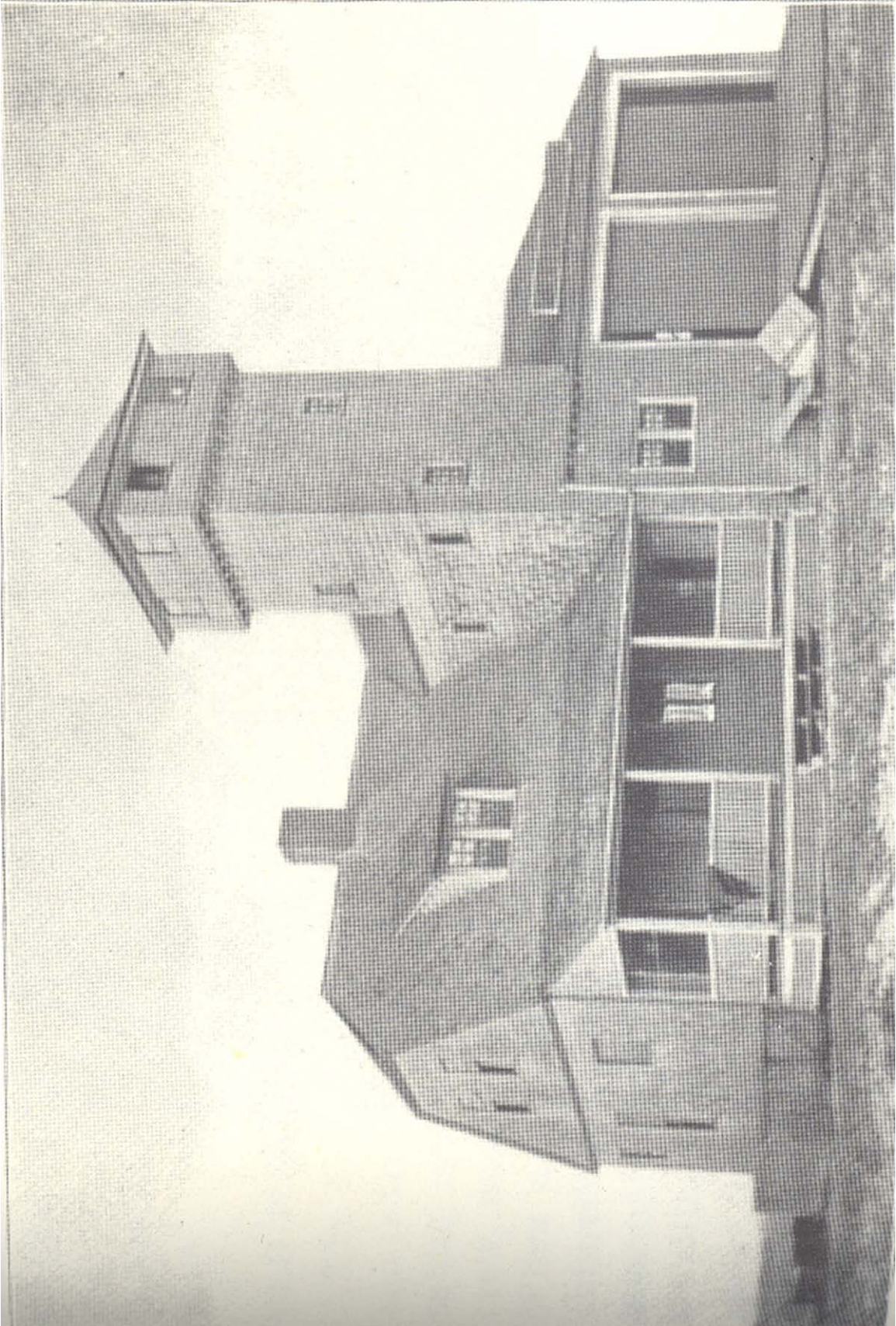
FLOOR PLANS



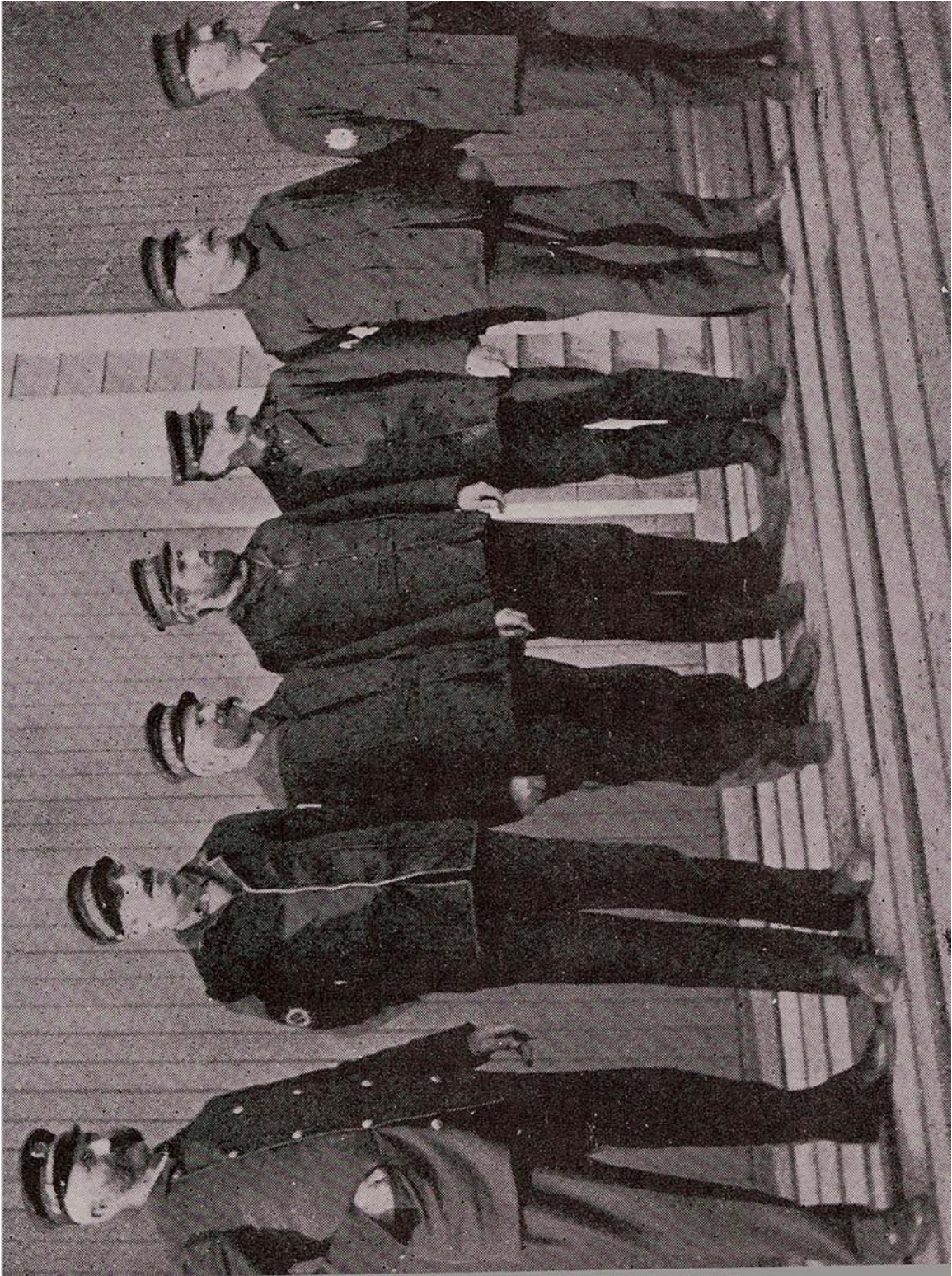


ILLUSTRATIONS

1. Old Harbor Life-Saving Station, 1902. Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 113.



2. Old Harbor Life-Saving Station crew in 1902. Left to right: Keeper Hezekiah Doane, Surfman No. 1 Robert Pierce, Surfman No. 2 Edwin Ellis, Surfman No. 3 Benjamin Eldredge, Surfman No. 4 Otis Eldredge, Surfman No. 6 Francis Bassett, Surfman No. 7 Zebina Chase. Surfman No. 5 (not pictured) was Dean Eldredge. Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 116.

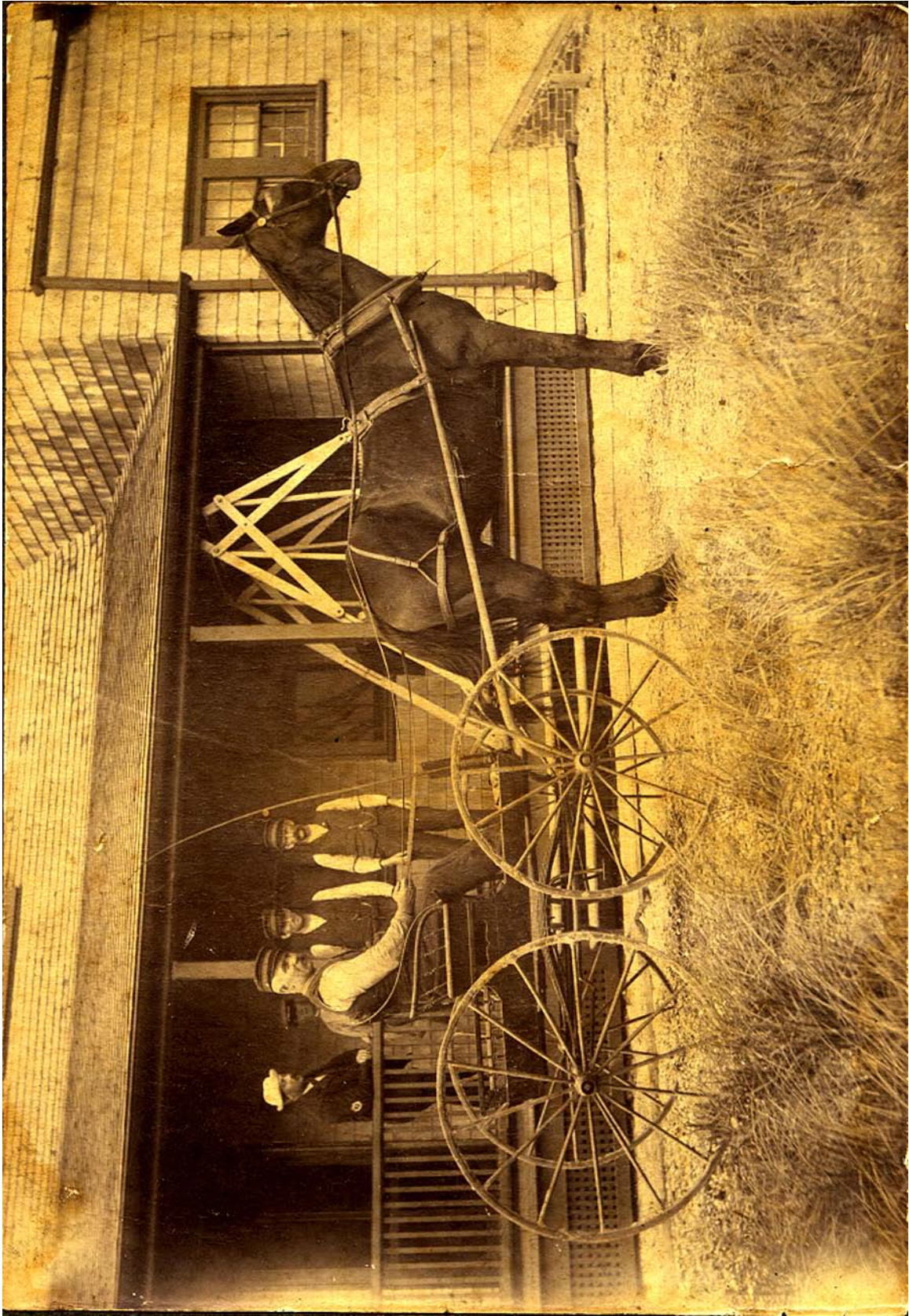


3. Old Harbor Life-Saving Station, c. 1907. Keeper Hezekiah Doane with Bob the government horse. Gift of Mr. and Mrs. Clarence Bowley. CACO ref. H16-065. Courtesy of Cape Cod National Seashore.



Superintendent,
Bob Caspary for Candy while he
has his picture taken, and he is
a beauty. *from* Keep Down.

4. Old Harbor Life-Saving Station, c. 1907. Surfman Edwin Ellis in carriage; surfman on porch at far right possibly Otis Eldredge. Gift of Shirley Ellis Clark. CACO ref. H15-137. Courtesy of Cape Cod National Seashore.



5. Old Harbor Life-Saving Station crew at stranding of the *S.S. Onondaga*, 13 January 1907. Photo: F.C. Small. CACO ref. H15-209. Courtesy of Cape Cod National Seashore.

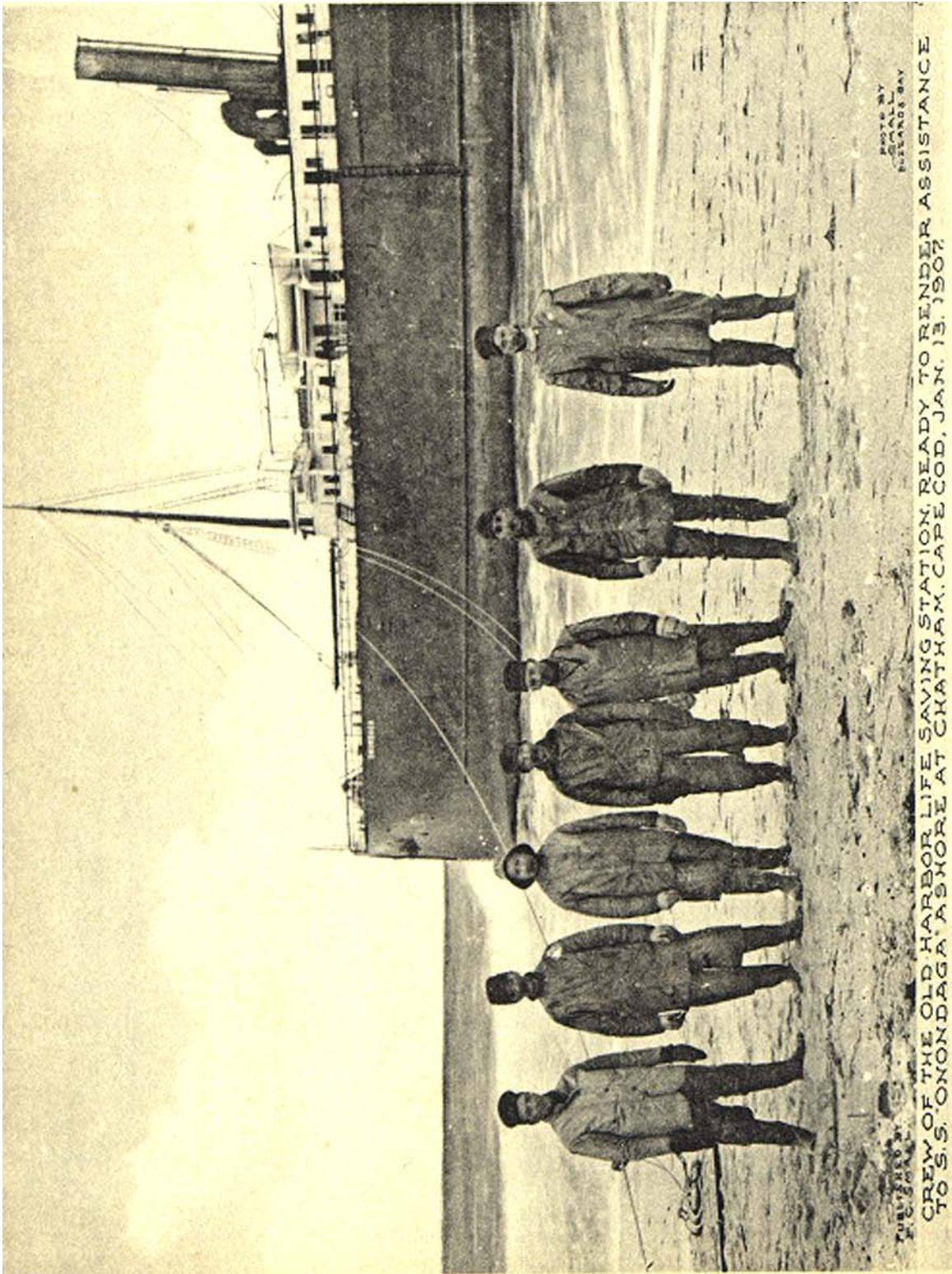
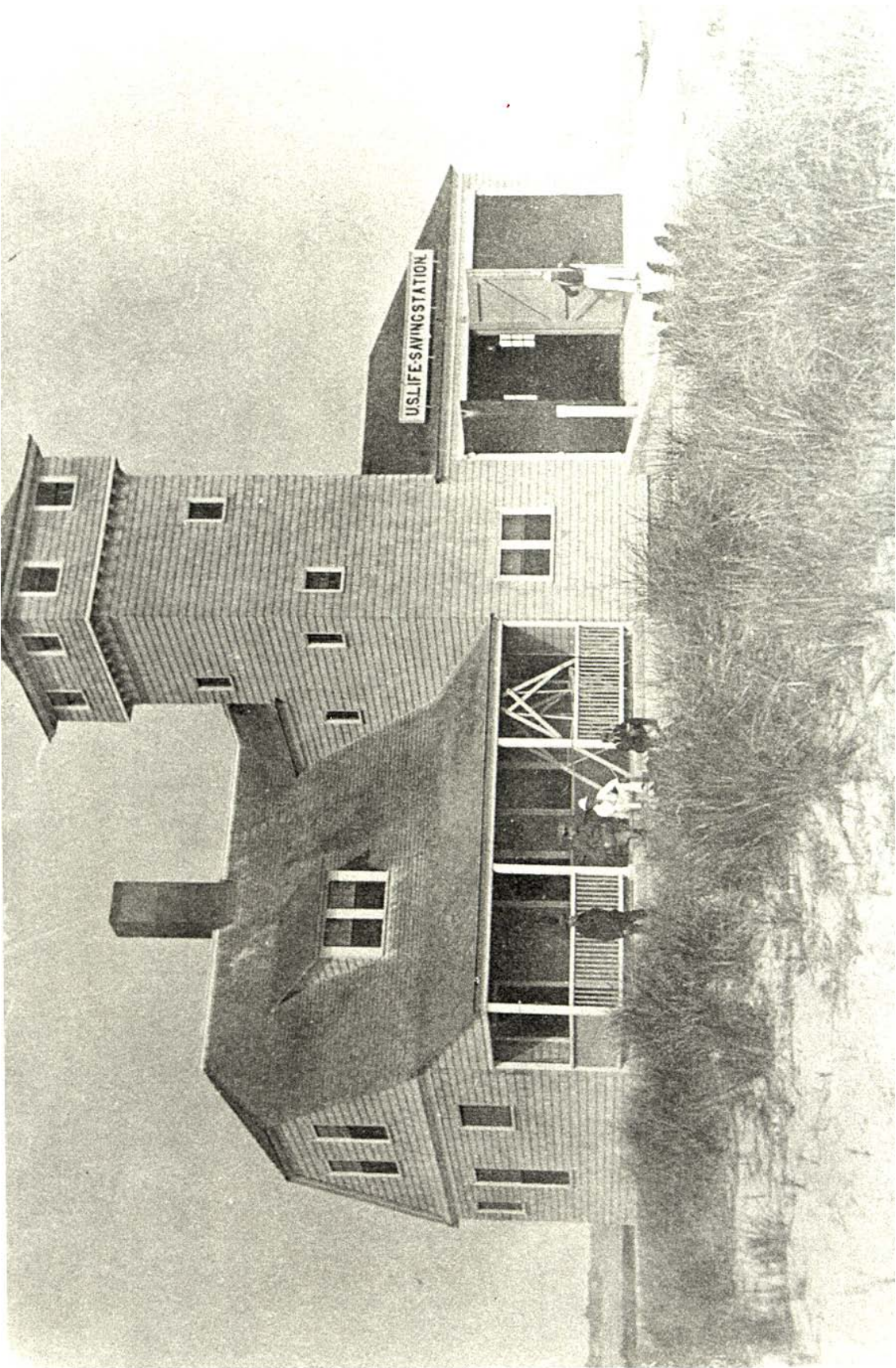


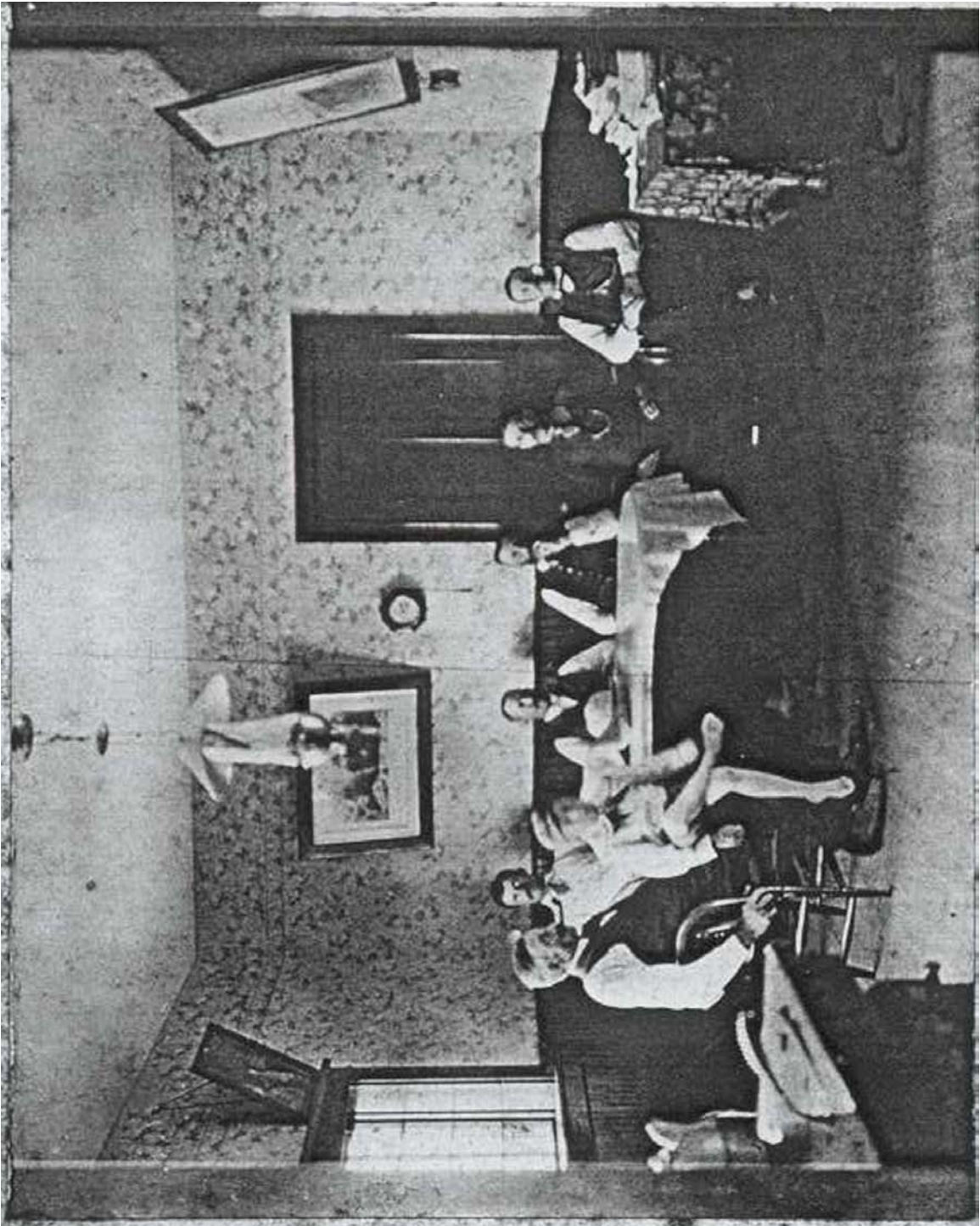
PHOTO BY
G. WALL
FISLANDS BAY

CREW OF THE OLD HARBOR LIFE SAVING STATION, READY TO RENDER ASSISTANCE
TO S. S. ONONDAGA ASHORE AT CHATHAM, CAPE COD, JAN. 13, 1907

6. Old Harbor Life-Saving Station, c. 1910. Gift of Magnus Peterson. CACO ref. H16-002. Courtesy of Cape Cod National Seashore.



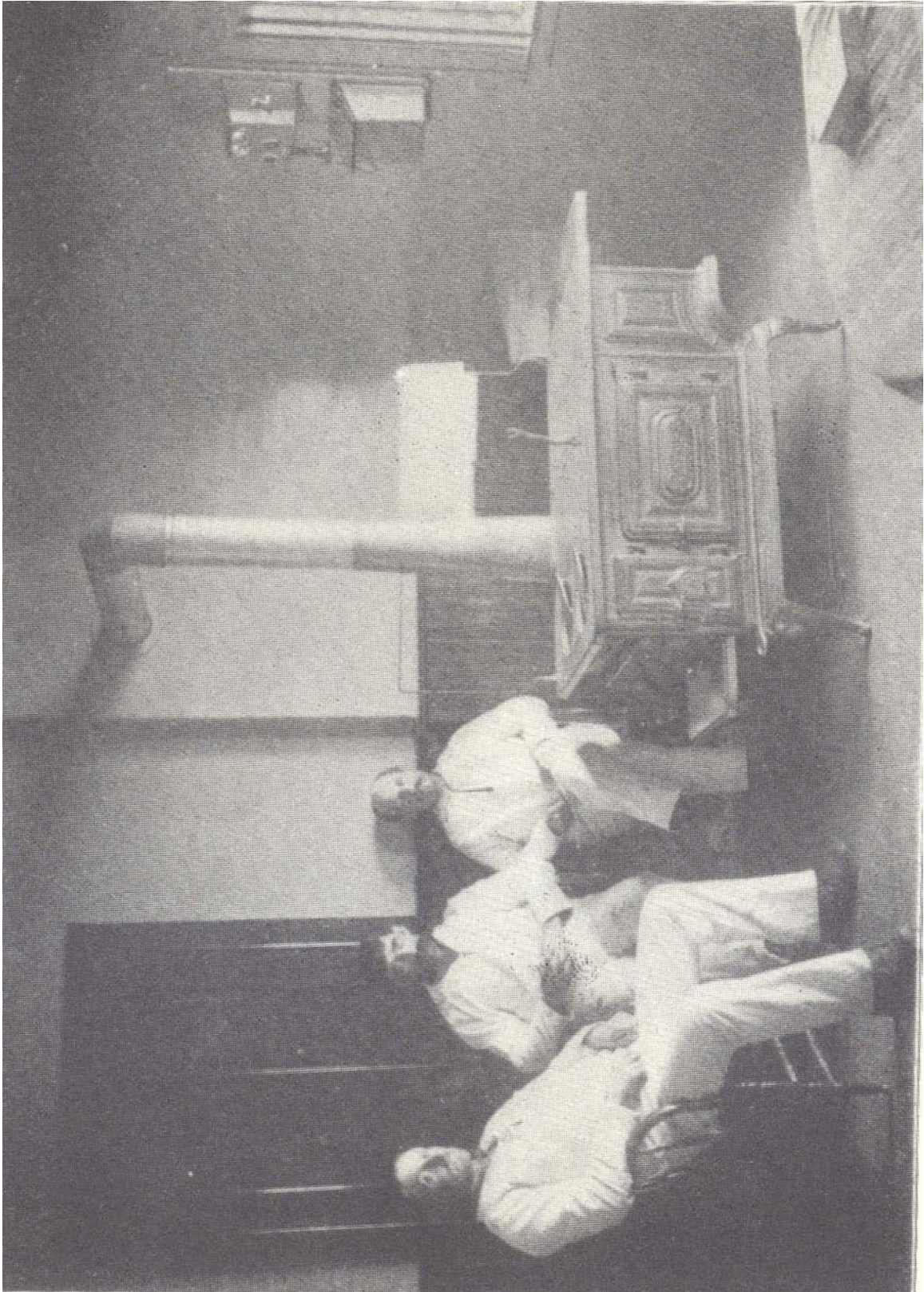
7. Kitchen/Mess Room, possibly Chatham Life-Saving Station, c. 1888-1892.
Courtesy of Chatham Historical Society.



8. Mess Room, unknown life saving station, 1900-1910. From the collection of The Old Coast Guard Station Museum, Virginia Beach, VA.



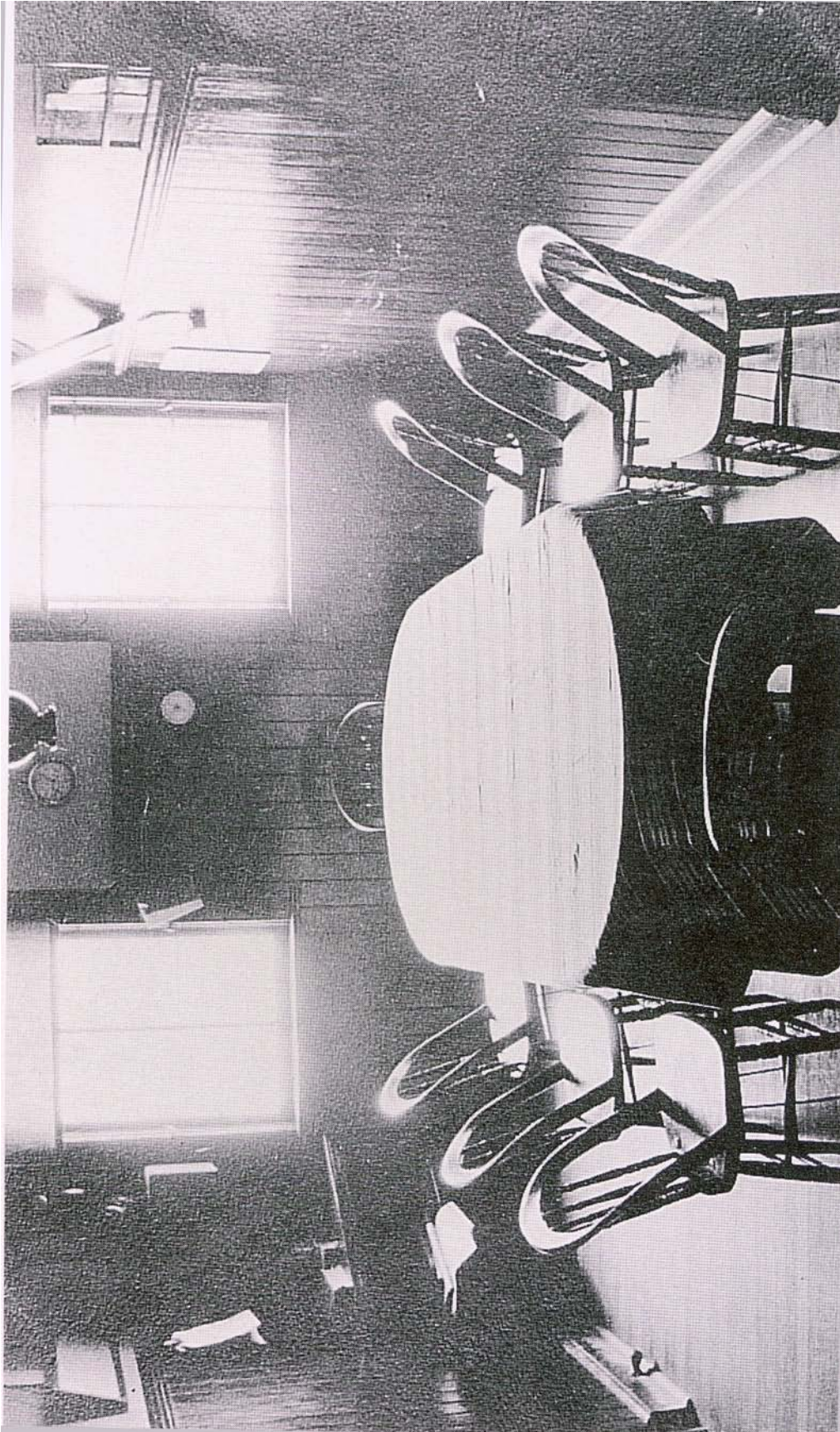
9. Mess Room, Nauset Life-Saving Station, Eastham, MA, c. 1902. Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 30.



10. Mess Room, Peaked Hill Bars Life-Saving Station, Provincetown, MA, c. 1905.
Photo: Arthur Hewitt. Reproduced in Arthur Hewitt's "The Coast Patrol," *The Outlook*,
4 March 1905, 535.



11. Mess Room, Deal Life-Saving Station, Asbury Park, NJ, c. 1915. Photo: US Coast Guard. Reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 94.



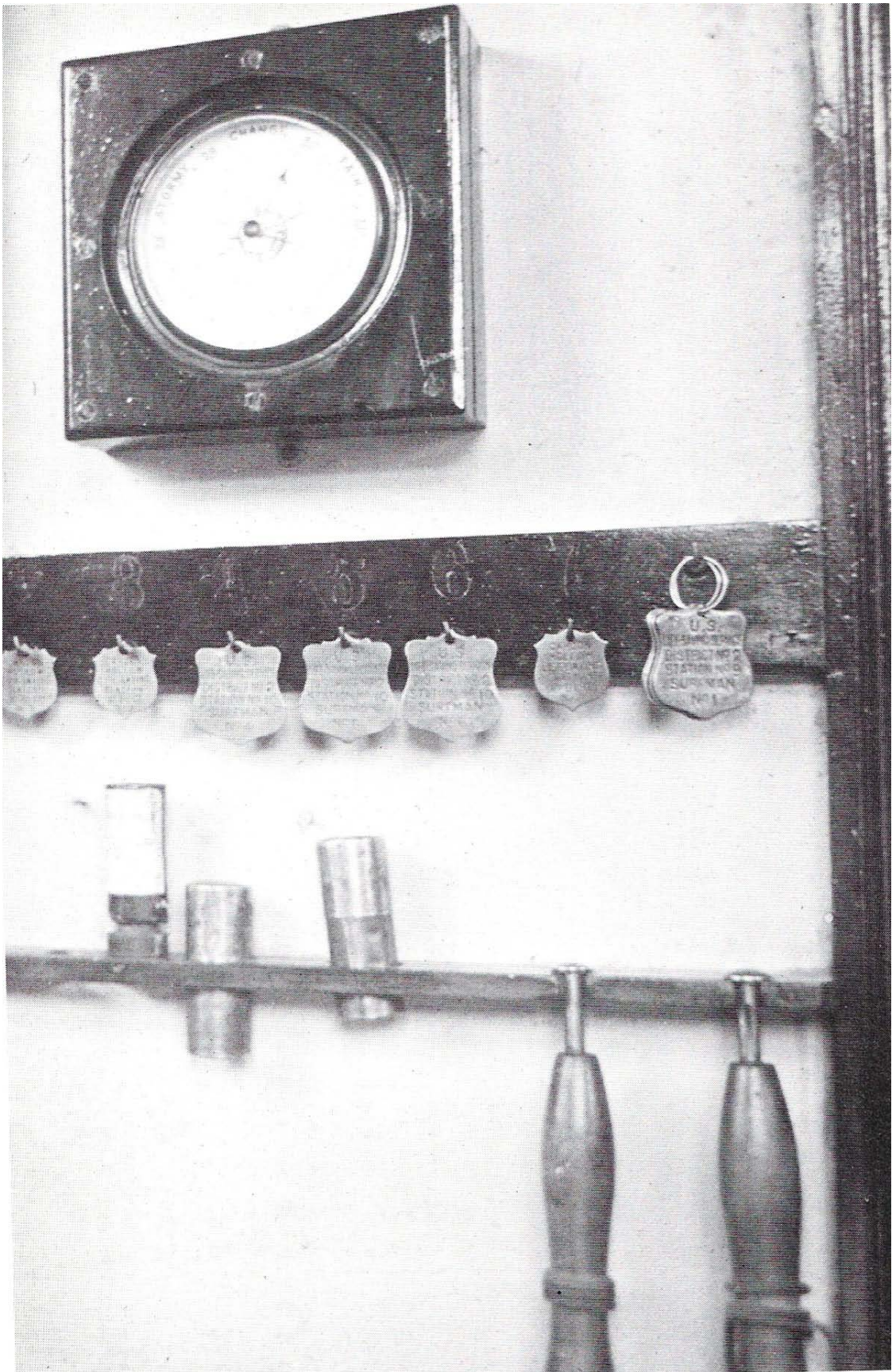
12. Rooms 101, 102, 107, 108, c. 1962. Gift of Howard Rose. CACO ref. H16-006.
Courtesy of Cape Cod National Seashore.



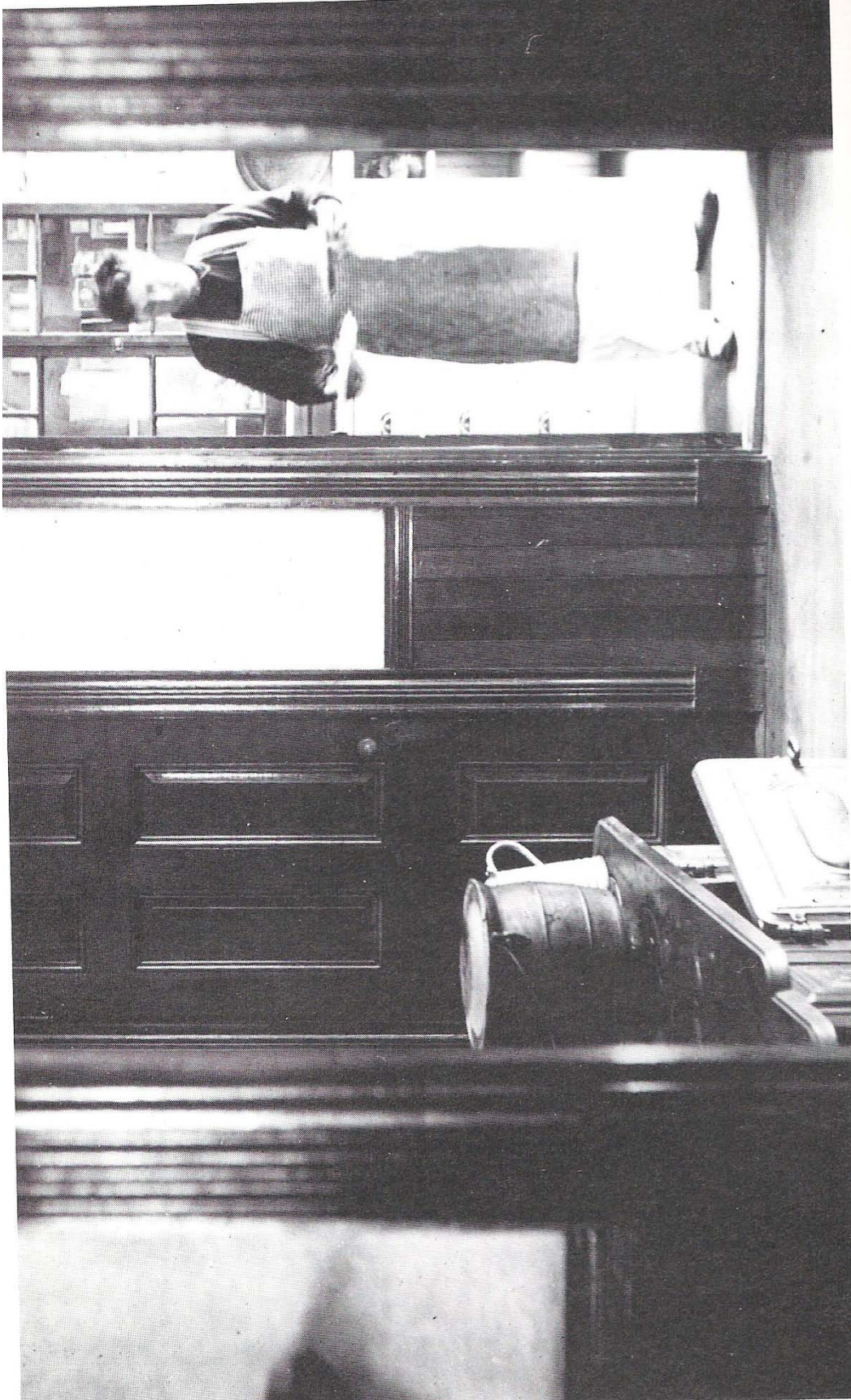
13. Rooms 101, 102, 107, 108, c. 1962. Gift of Howard Rose. CACO ref. H16-008.
Courtesy of Cape Cod National Seashore.



14. Storm Clothes Room, Life-Saving Station No. 9, District No. 2, 1885-1900. Photo: US Life-Saving Service. Reproduced in Asa Cobb Paine Lombard, Jr.'s *East of Cape Cod* (New Bedford, MA: Reynolds-DeWalt Printing, Inc., 1976), 80.



15. Kitchen and Pantry, unknown Cape Cod life saving station, 1885-1900. Photo reproduced in Asa Cobb Paine Lombard, Jr.'s *East of Cape Cod* (New Bedford, MA: Reynolds-DeWalt Printing, Inc., 1976), 76.



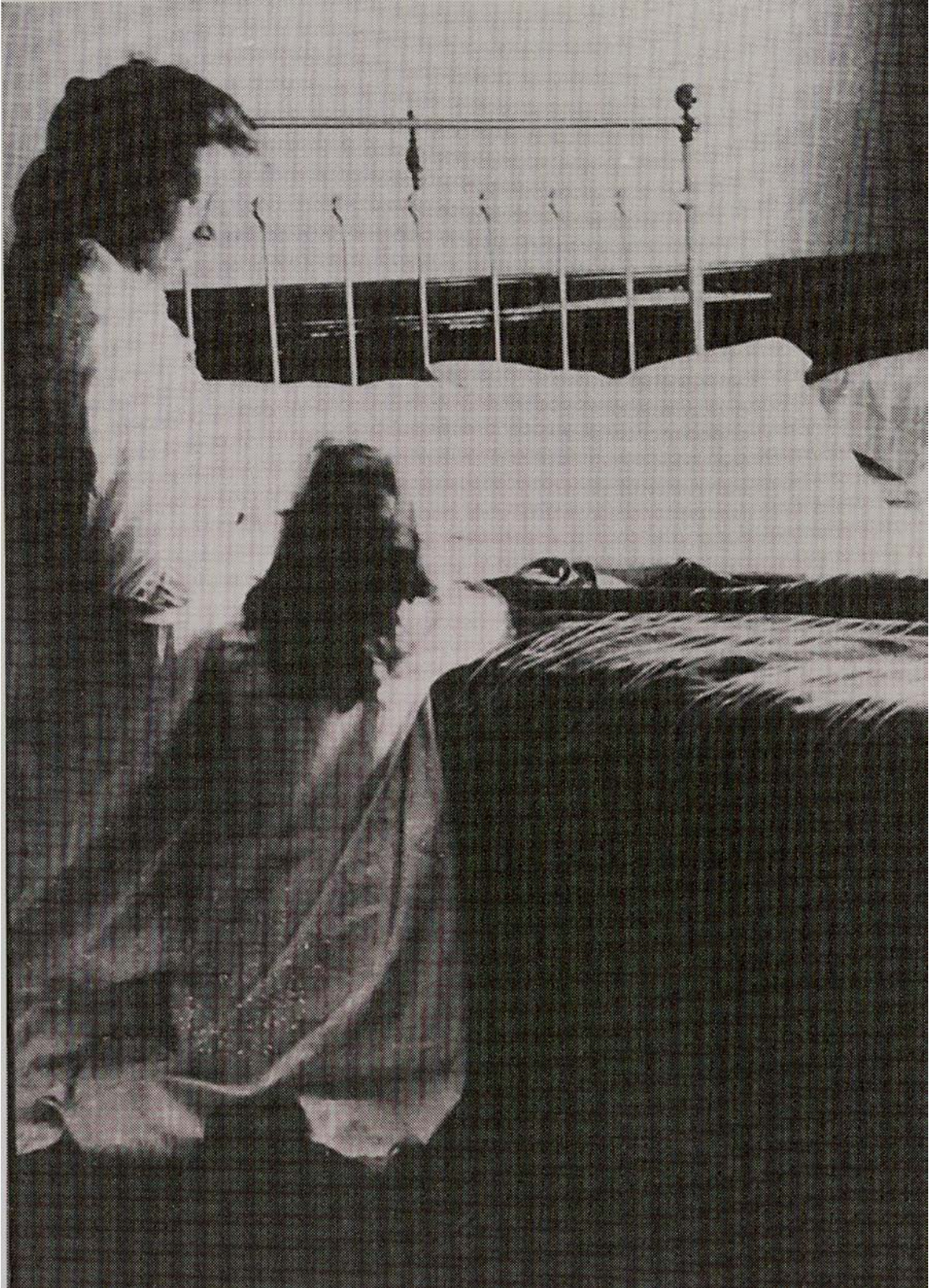
16. Kitchen/Mess Room, Point Allerton Life-Saving Station, Hull, MA, 1904 Collection of Richard Boonisar. Photo reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 127.



17. Room 103, c. 1962. Gift of Howard Rose. CACO ref. H16-007. Courtesy of Cape Cod National Seashore.



18. Mrs. William Sparrow and daughter in keeper's quarters, Point Allerton Life-Saving Station, Hull, MA, c. 1910. Collection of Richard Boonisar. Photo reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 127.



19. Keeper's Office, Deal Life-Saving Station, Asbury Park, NJ, c. 1915. Photo: US Coast Guard. Reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 42.



20. Keeper Joshua James and crew in boatroom, Point Allerton Life-Saving Station, Hull, MA, 26 April 1893. Photo: Baldwin Coolidge. Courtesy of Historic New England/Society for the Preservation of New England Antiquities.



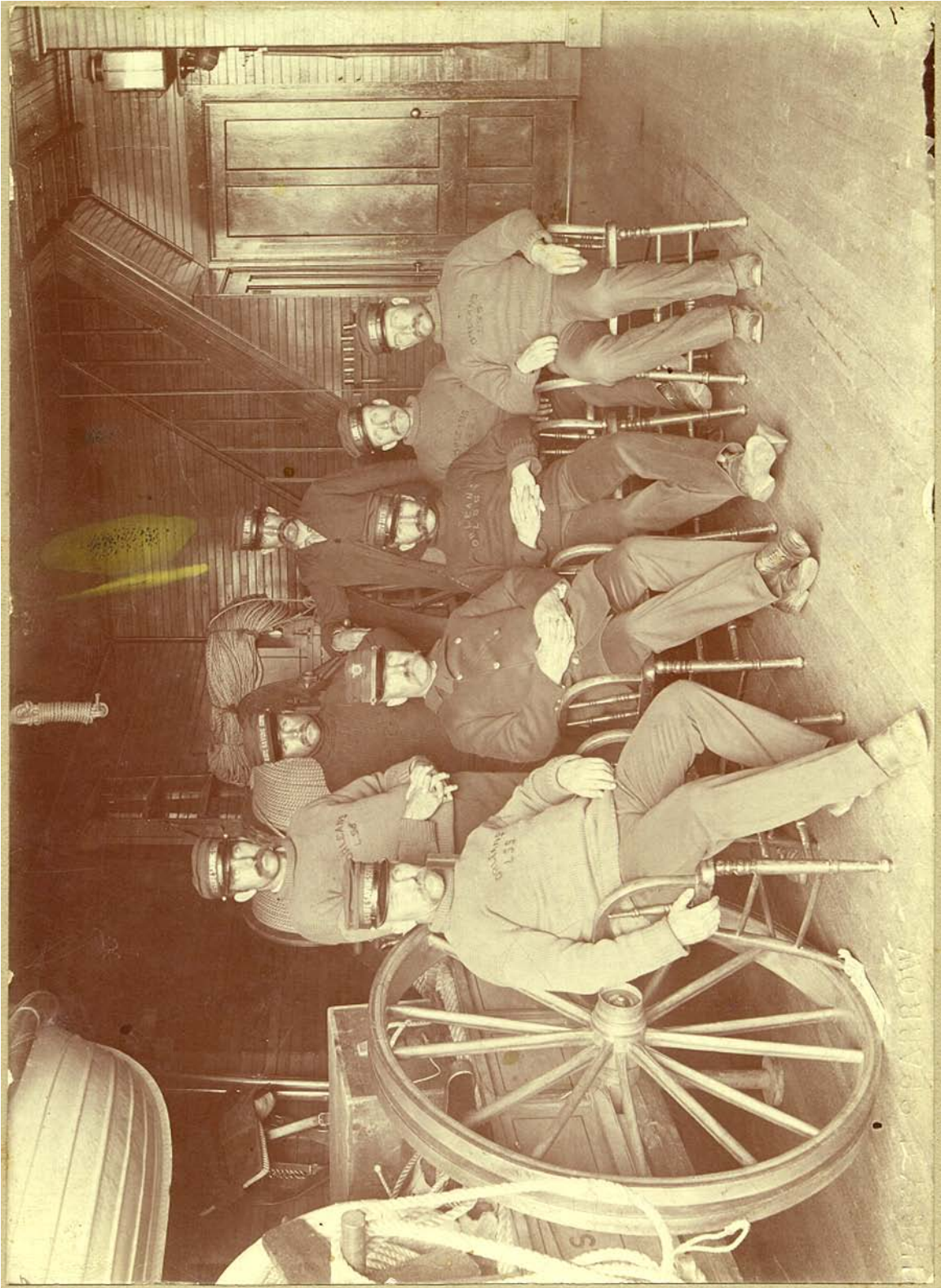
21. Keeper Joshua James and crew outside boatroom, Point Allerton Life-Saving Station, Hull, MA, 26 April 1893. Photo: Baldwin Coolidge. Courtesy of Historic New England/Society for the Preservation of New England Antiquities.



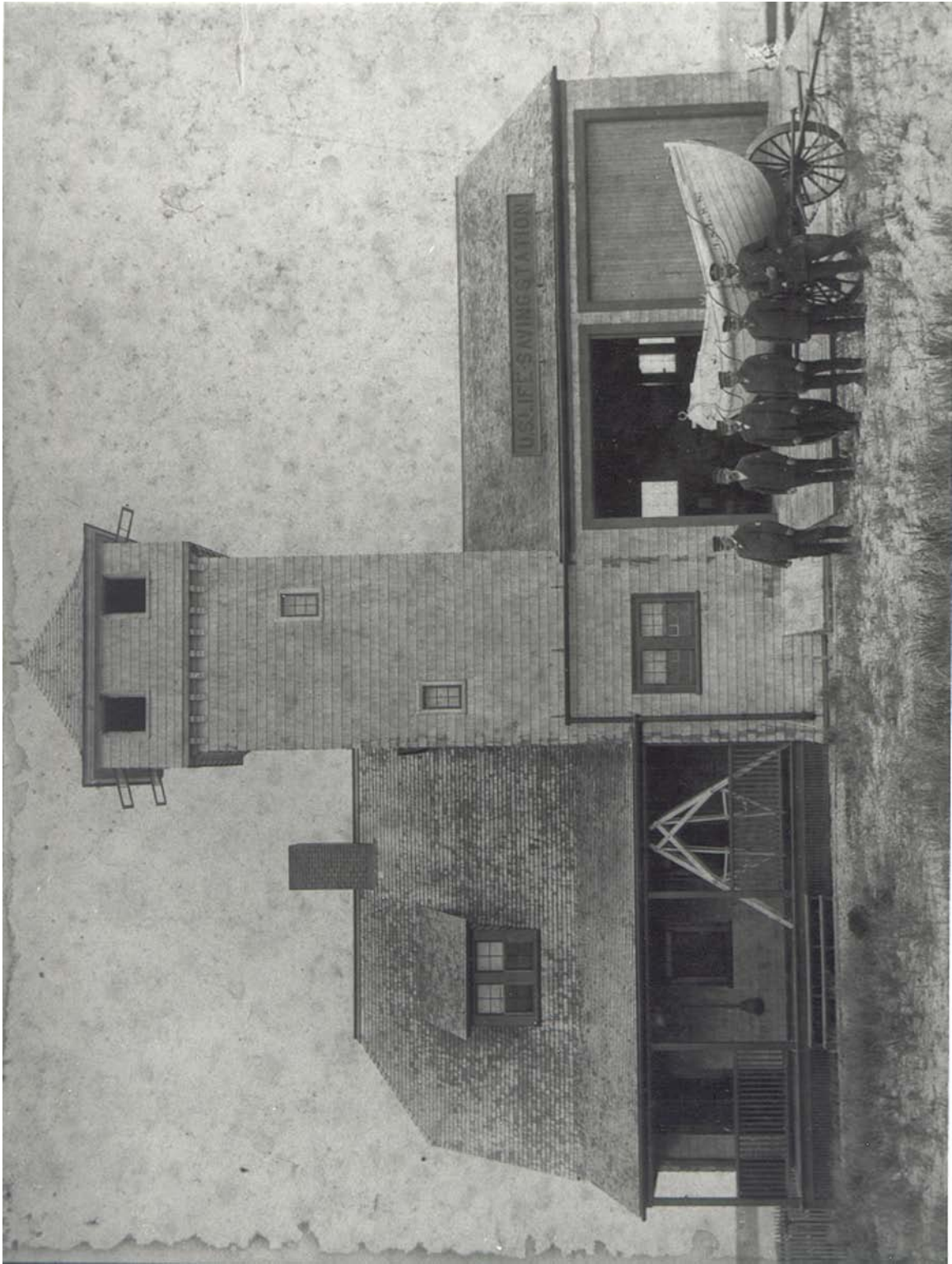
22. Keeper Joshua James and crew with surfboats and beach apparatus carts, Point Allerton Life-Saving Station, Hull, MA, 26 April 1893. Photo: Baldwin Coolidge. Courtesy of Historic New England/Society for the Preservation of New England Antiquities.



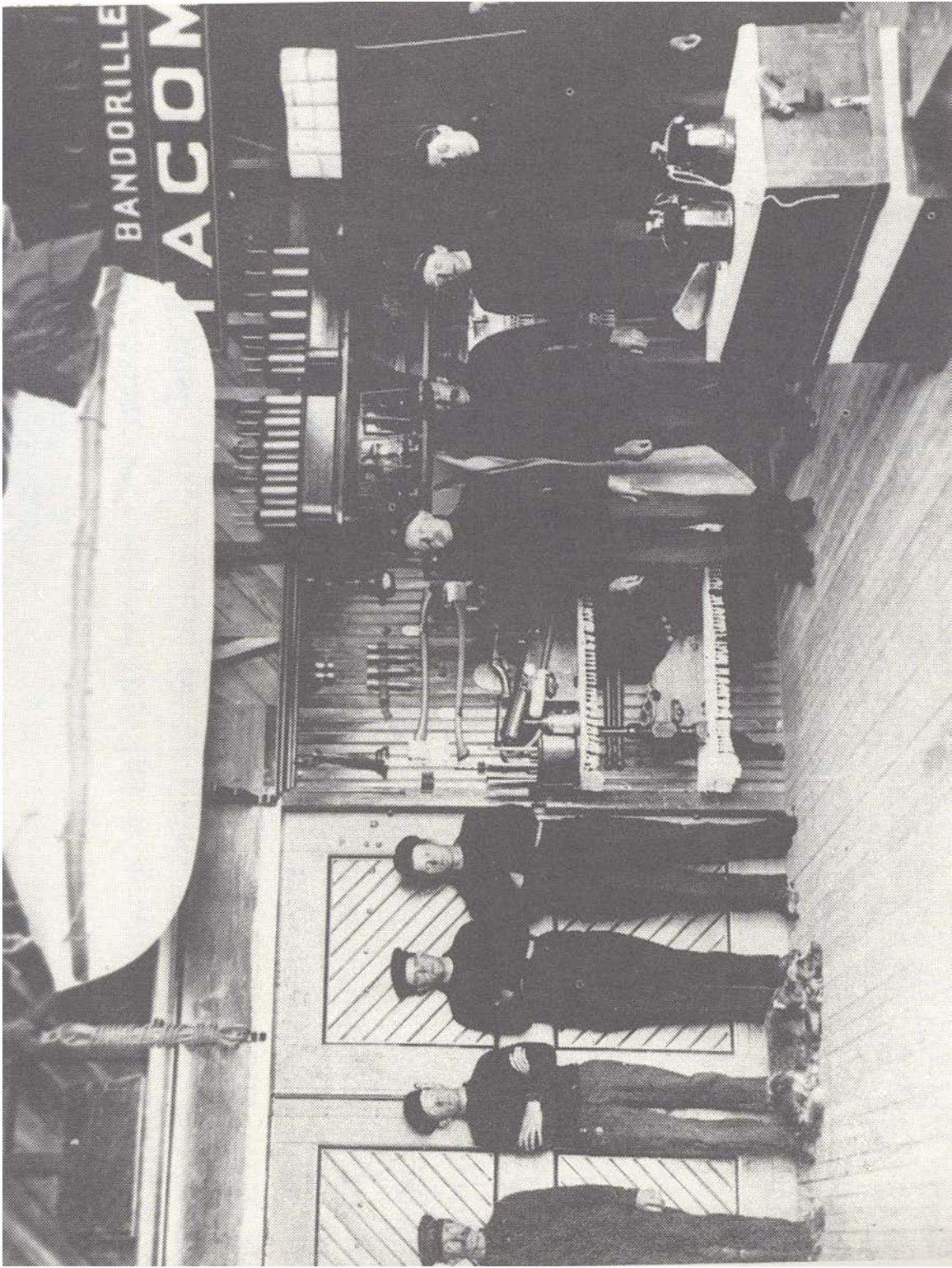
23. Crew of Orleans Life-Saving Station, Orleans, MA, in boatroom, 1893-1898. Surfman Edwin Ellis, later surfman at Old Harbor, seated at left. Keeper James H. Charles, who assisted the Old Harbor crew at the wreck of the *Elise M. Smith* in 1902, is seated next to Ellis. Photo: Harry J. Sparrow. Gift of Shirley Ellis Clark. CACO ref. H15-138. Courtesy of Cape Cod National Seashore.



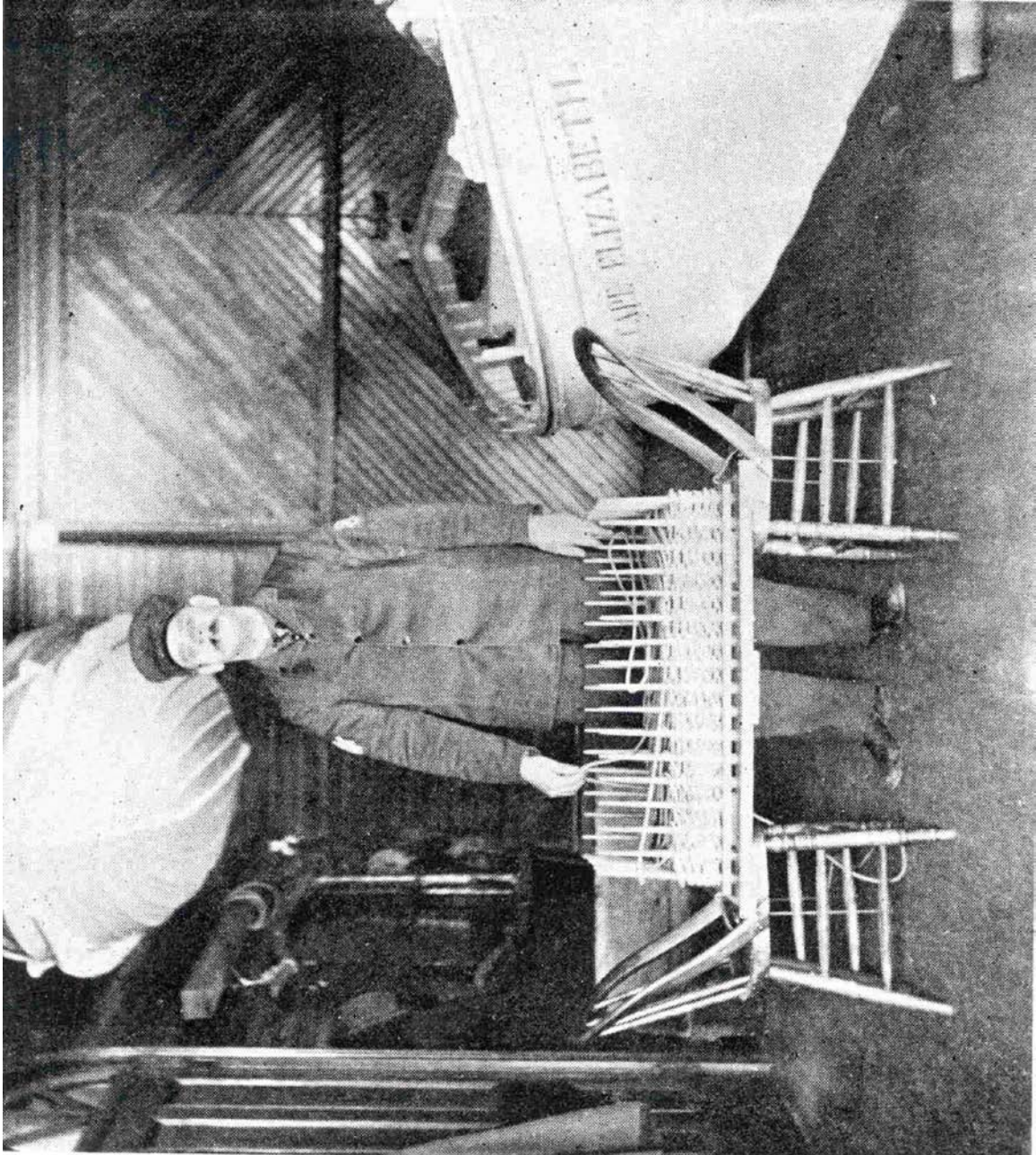
24. Old Harbor Life-Saving Station crew with Monomoy model surfboat outside station, 1900-1909. Keeper Hezekiah Doane at far right. CACO ref. H16-137. Courtesy of Cape Cod National Seashore.



25. Interior view of boathouse, US Life-Saving Station, n.d. Collection of the Coast Guard Museum Northwest. Reproduced in Dennis L. Noble's *That Others Might Live: The U.S. Life-Saving Service, 1878-1915* (Annapolis, MD: United States Naval Institute Press, 1994), 139.

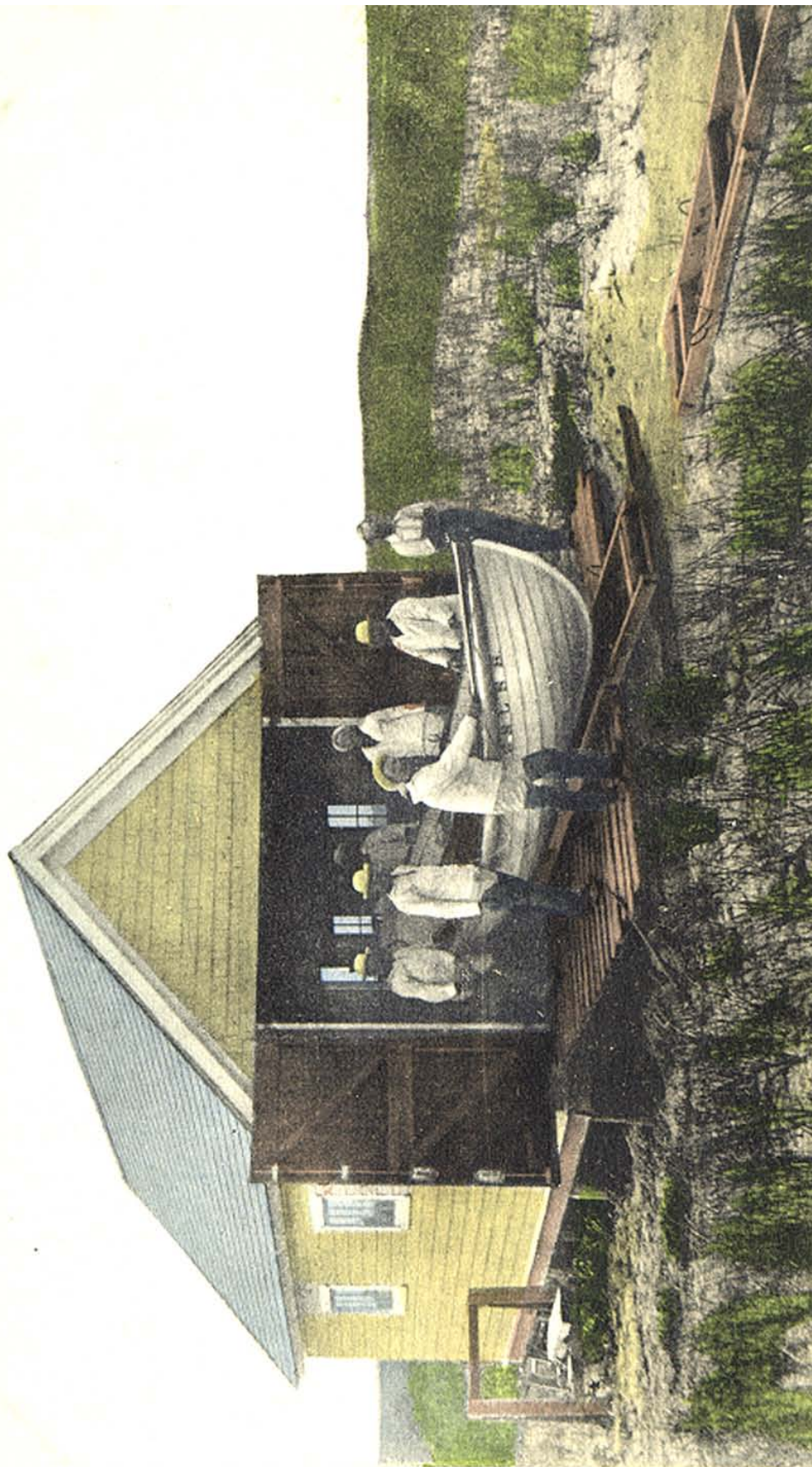


26. Interior of boathouse showing crew member with faking box, Cape Elizabeth Life-Saving Station, Portland Harbor, ME, c. 1899. Photo: U.S. Life-Saving Service. Reproduced in James Otis' *The Life Savers* (New York: E.P. Dutton, 1899), 69.



27. Old Harbor Life-Saving Station crew with surfboat at boathouse built in 1900.
CACO ref. H15-225. Courtesy of Cape Cod National Seashore.

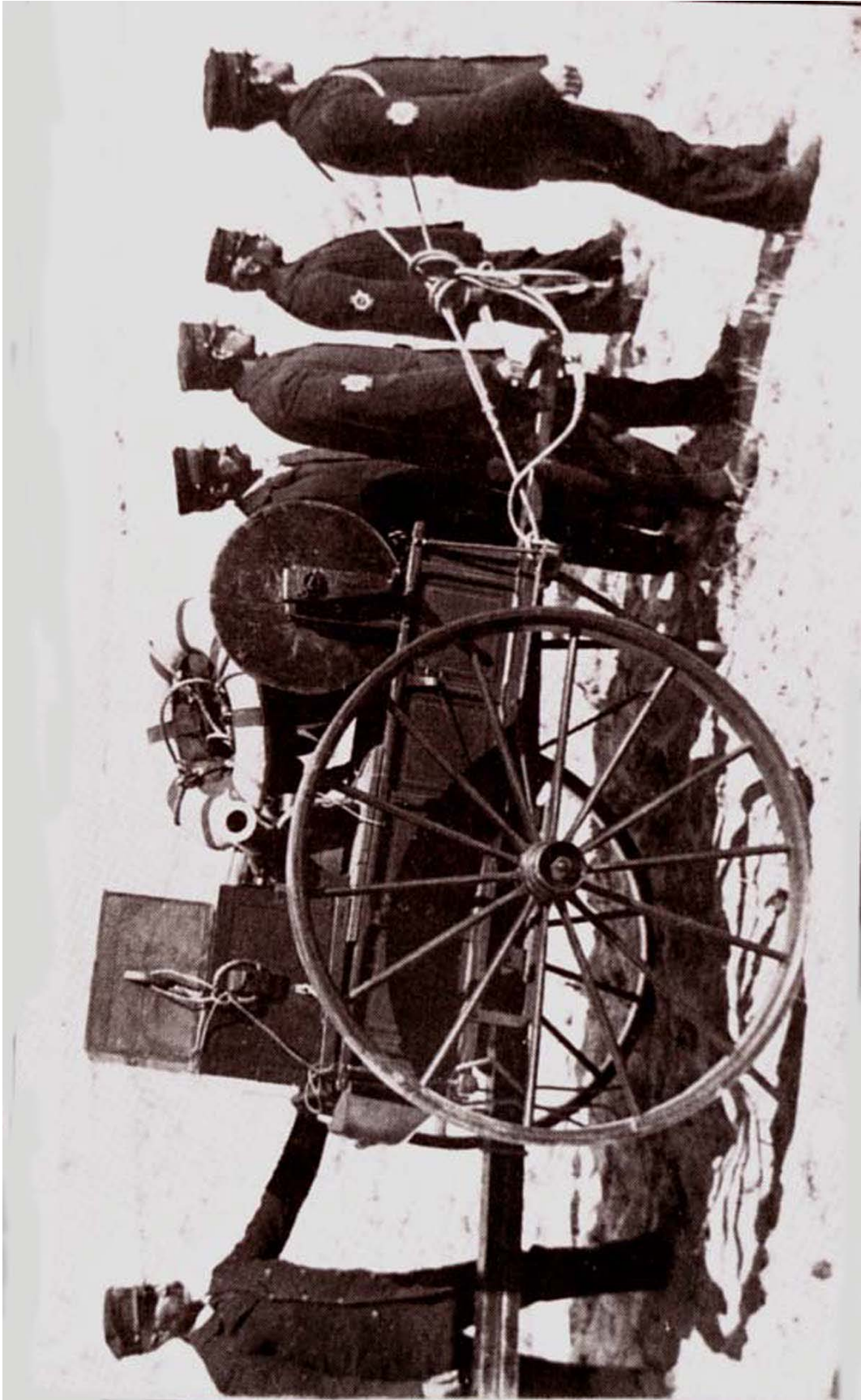
Surf Boat Drill, Old Harbor Life S. S., Chatham, Mass.



28. Surfman outfitted for patrol outside boatroom, Monomoy Point Life-Saving Station, Chatham, MA, c. 1900. Courtesy of Chatham Historical Society.



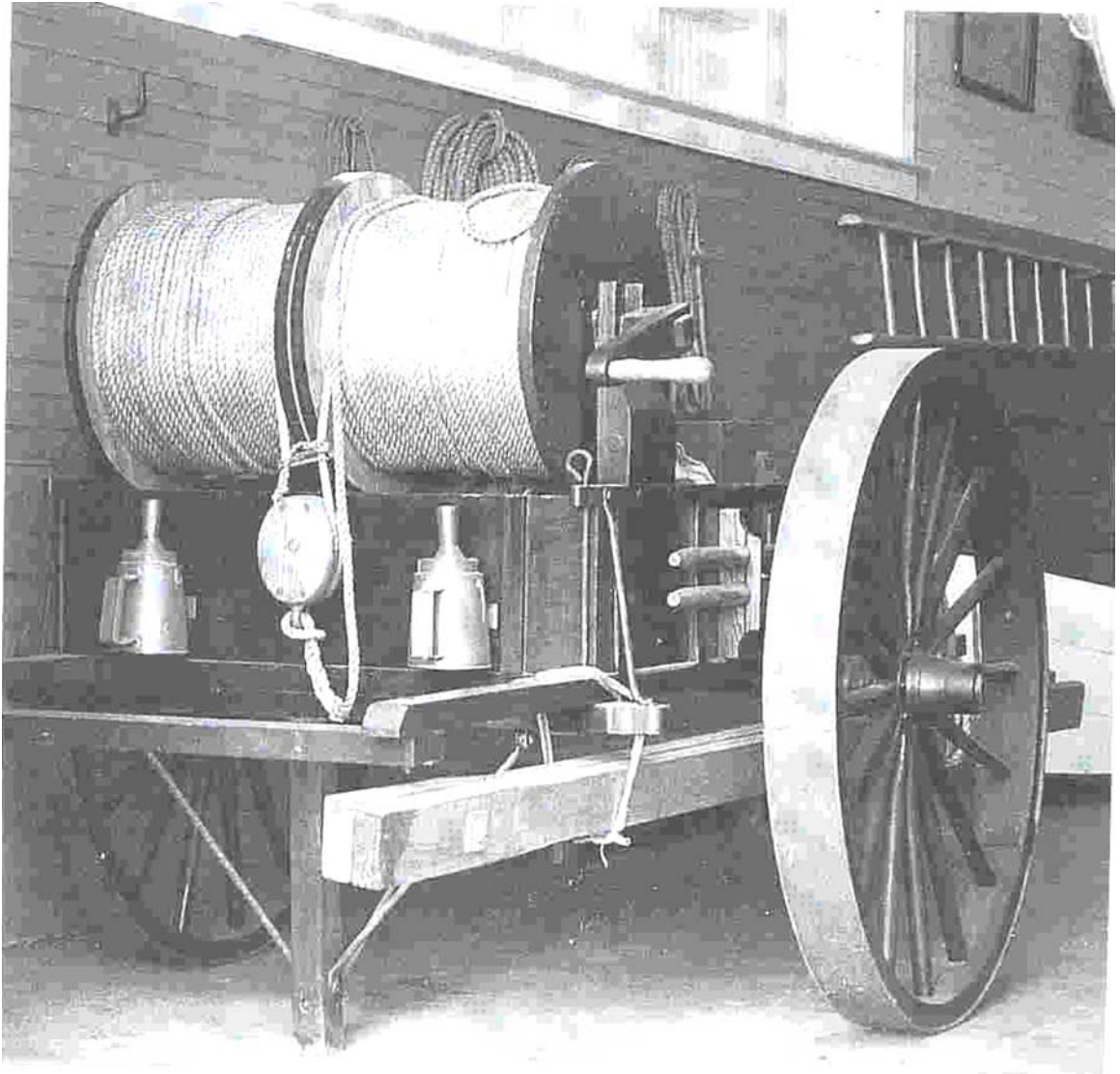
29. Old Harbor Life-Saving Station crew with beach apparatus cart. Photo reproduced in Richard G. Ryder's *Old Harbor Station Cape Cod* (Norwich, CT: Ram Island Press, 1990), 73.



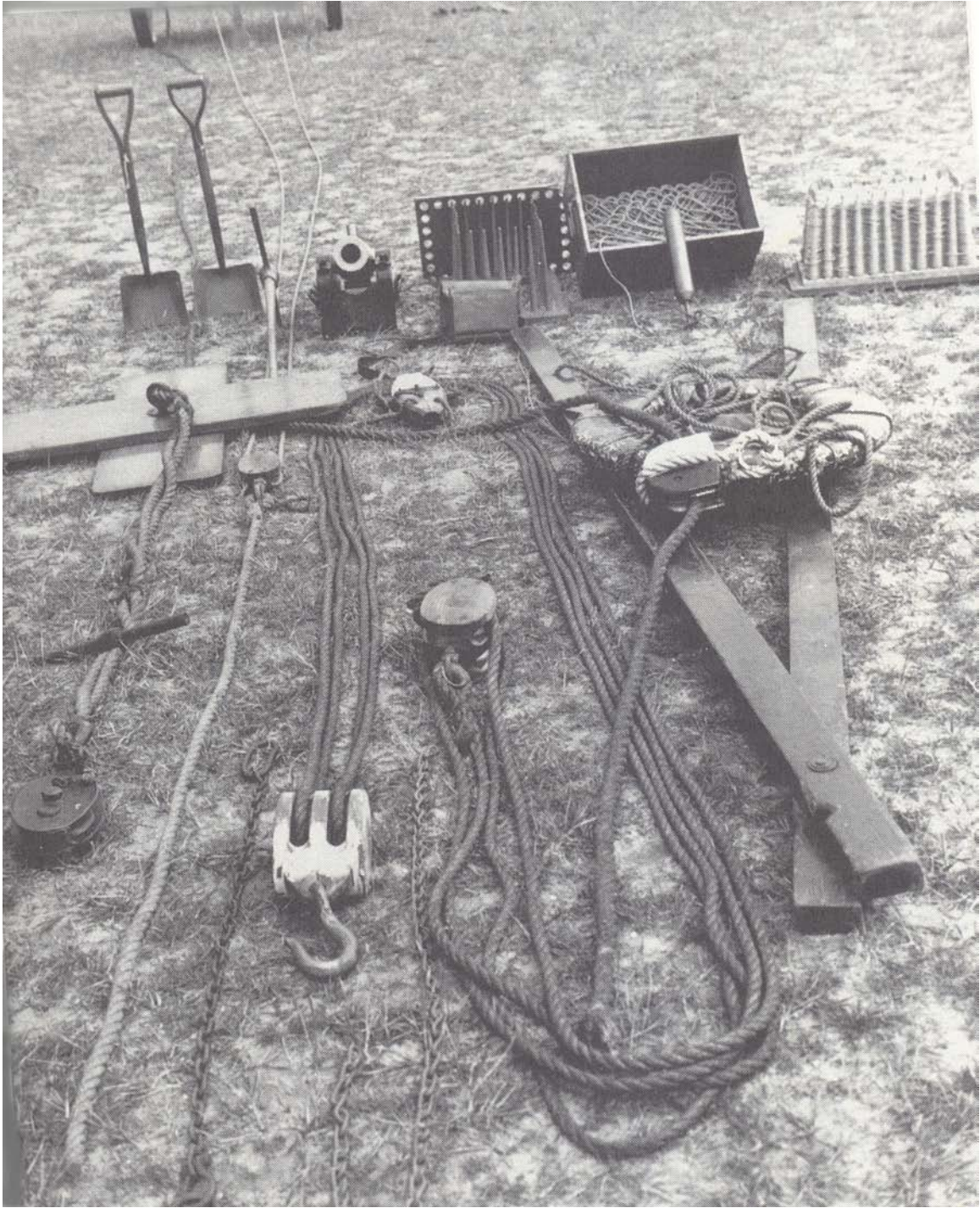
30. Interior of boathouse showing beach apparatus cart, Sleeping Bear Point Life-Saving Station, Frankfort, MI, c. 1905-1914. Collection of Charles Bennett, Empire, Michigan. Reproduced in Katherine B. Menz's *Historic Furnishings Report: Sleeping Bear Point Life-Saving Station* (Harpers Ferry, WV: Branch of Historic Furnishings, Harpers Ferry Center, National Park Service, 1983), 84.



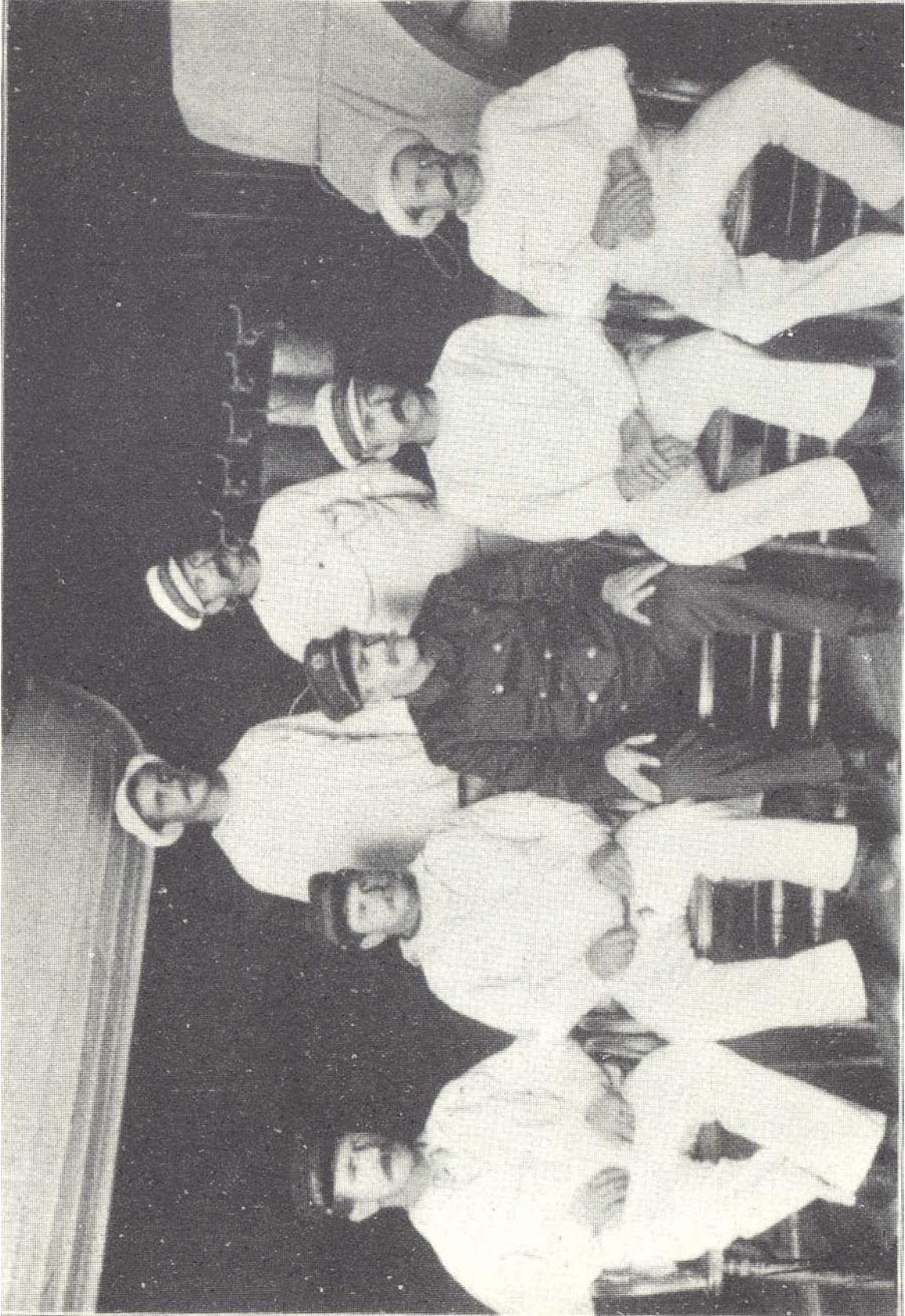
31. Beach apparatus cart. Photo from collection of Richard Boonisar. Reproduced in Ralph Shanks' *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 68.



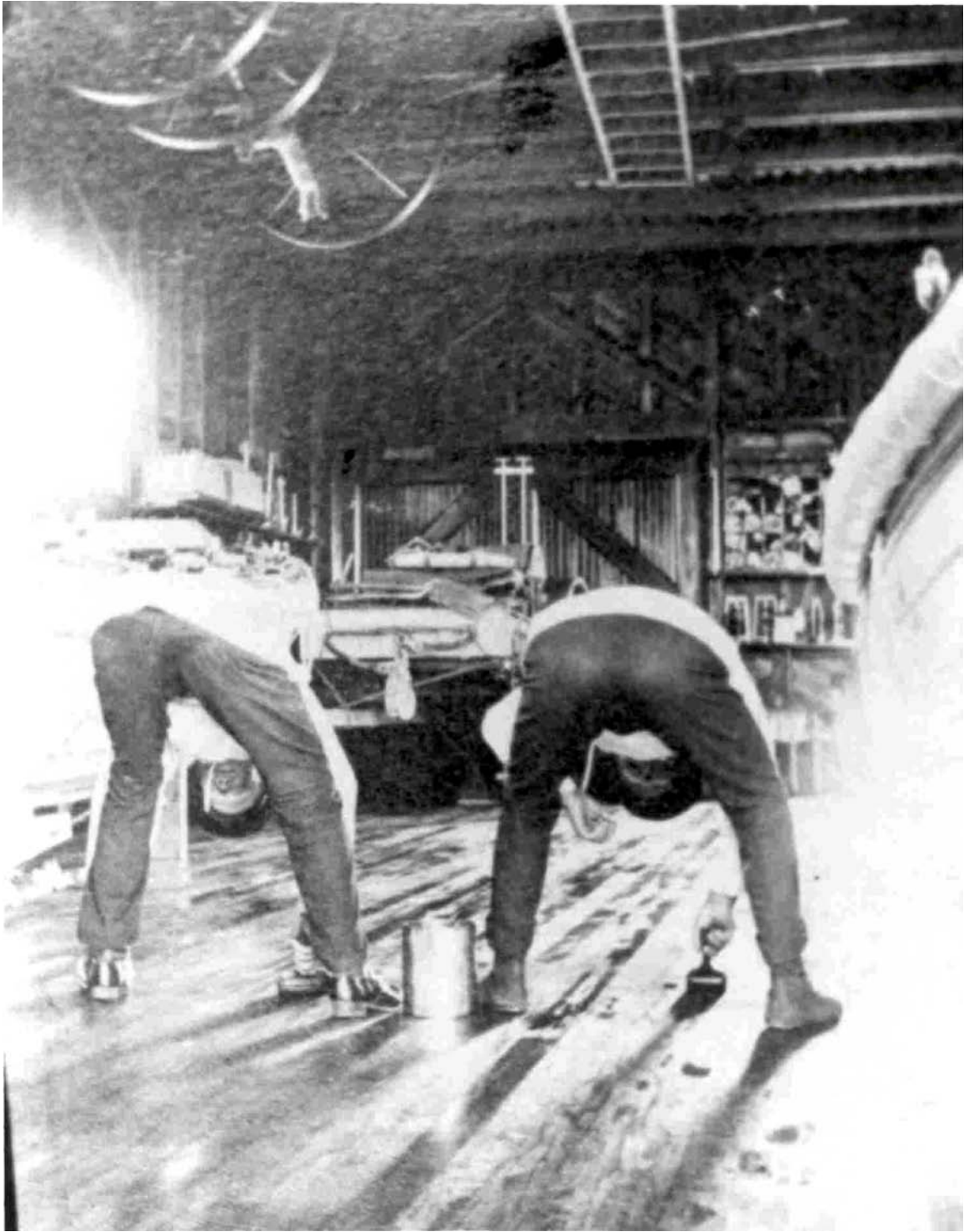
32. Beach apparatus cart equipment. Photo reproduced in Dennis L. Noble's *That Others Might Live: The U.S. Life-Saving Service, 1878-1915* (Annapolis, MD: United States Naval Institute Press, 1994), 109.



33. Keeper Seth Ellis and crew of Monomoy Life-Saving Station inside boatroom, 1902. Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT: The Chatham Press, 1902), 125.



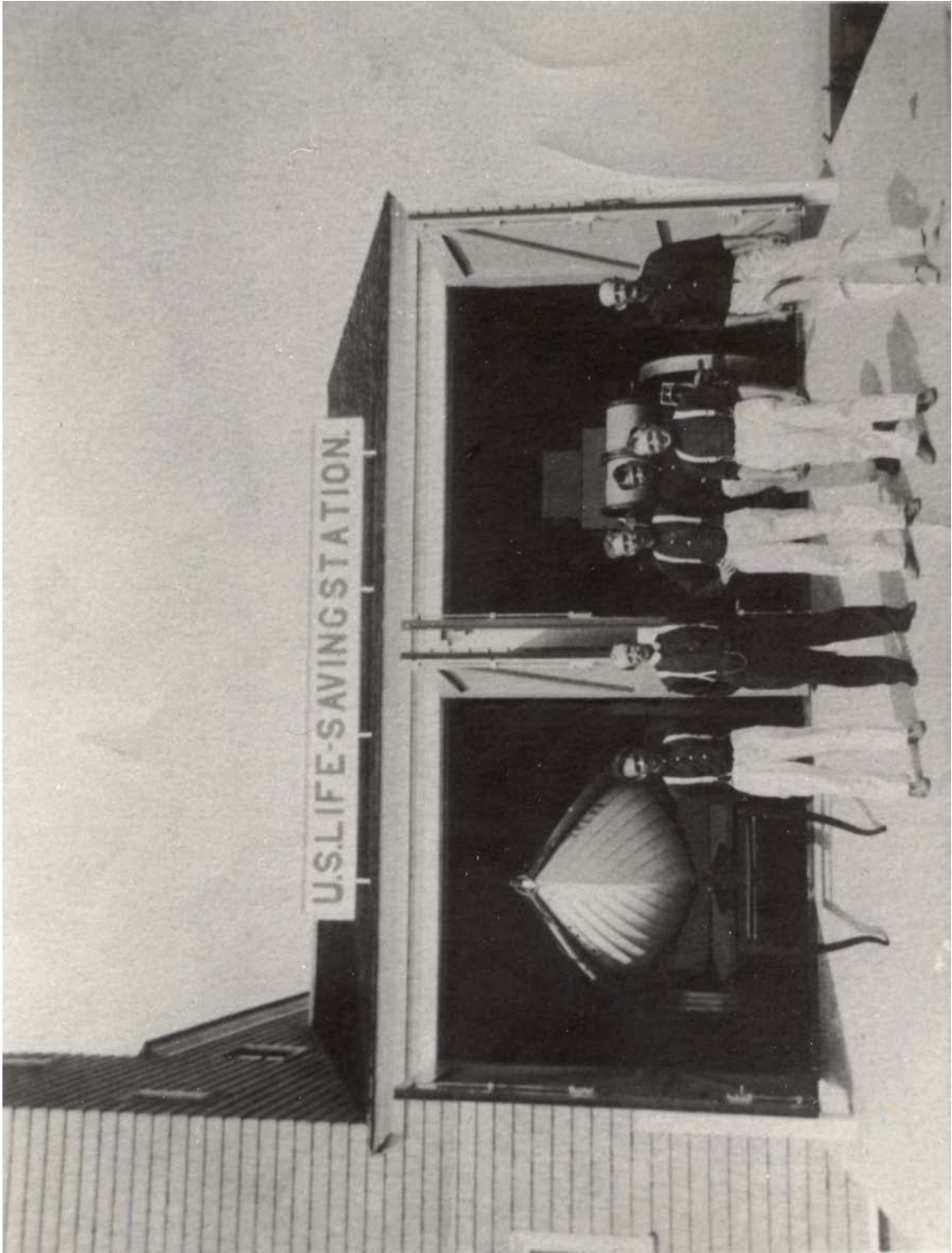
34. Interior of boathouse showing crew varnishing floor, Sleeping Bear Point Life-Saving Station, Frankfort, MI, c. 1905-1914. Collection of Charles Bennett, Empire, Michigan. Reproduced in Katherine B. Menz's *Historic Furnishings Report: Sleeping Bear Point Life-Saving Station* (Harpers Ferry, WV: Branch of Historic Furnishings, Harpers Ferry Center, National Park Service, 1983), 86.



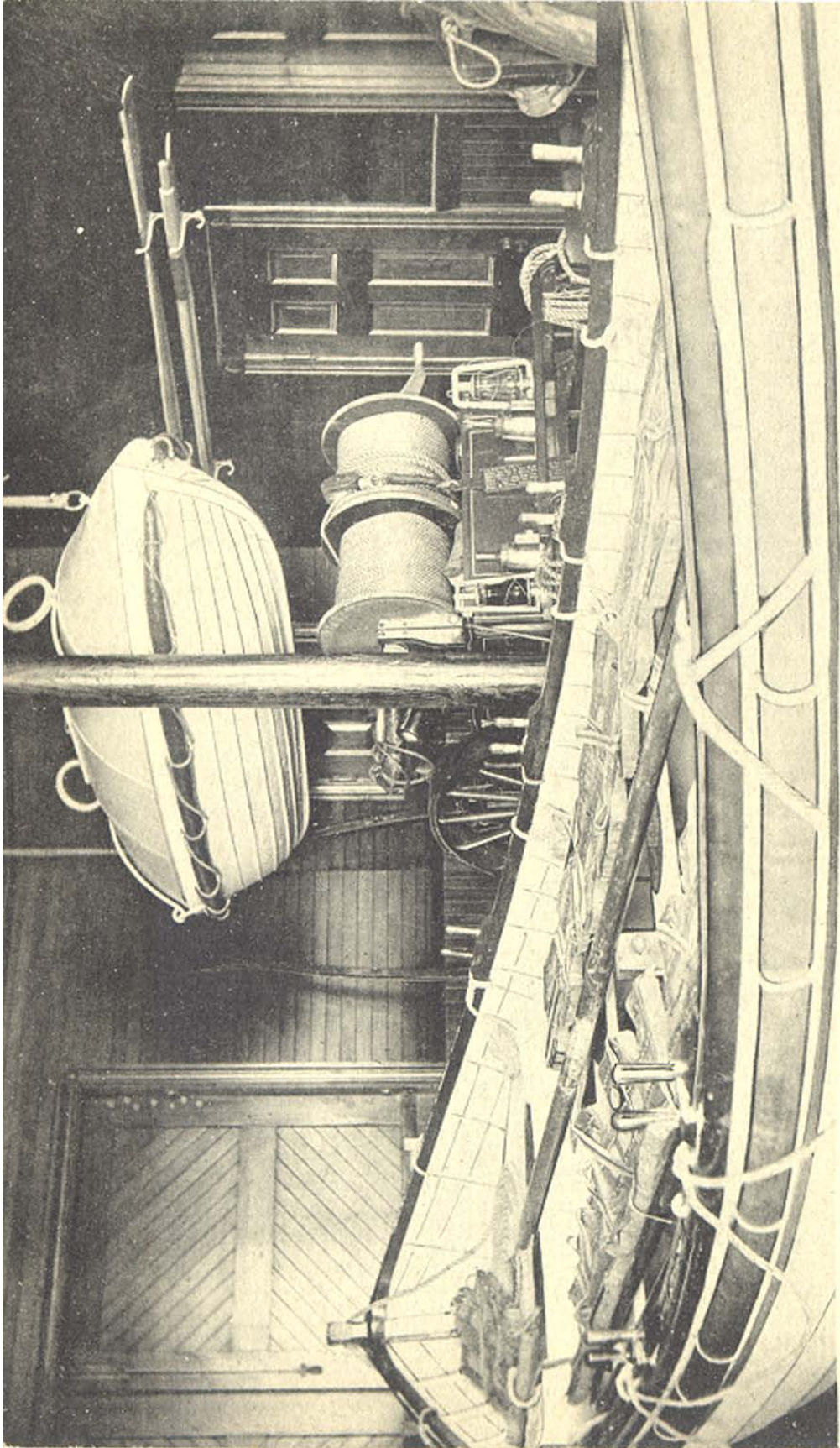
35. Old Harbor Life-Saving Station crew on beach with Monomoy model surfboat and government horse, c. 1907. Hezekiah Doane in dark uniform. CACO ref. H15-205. Collection of Richard G. Ryder.



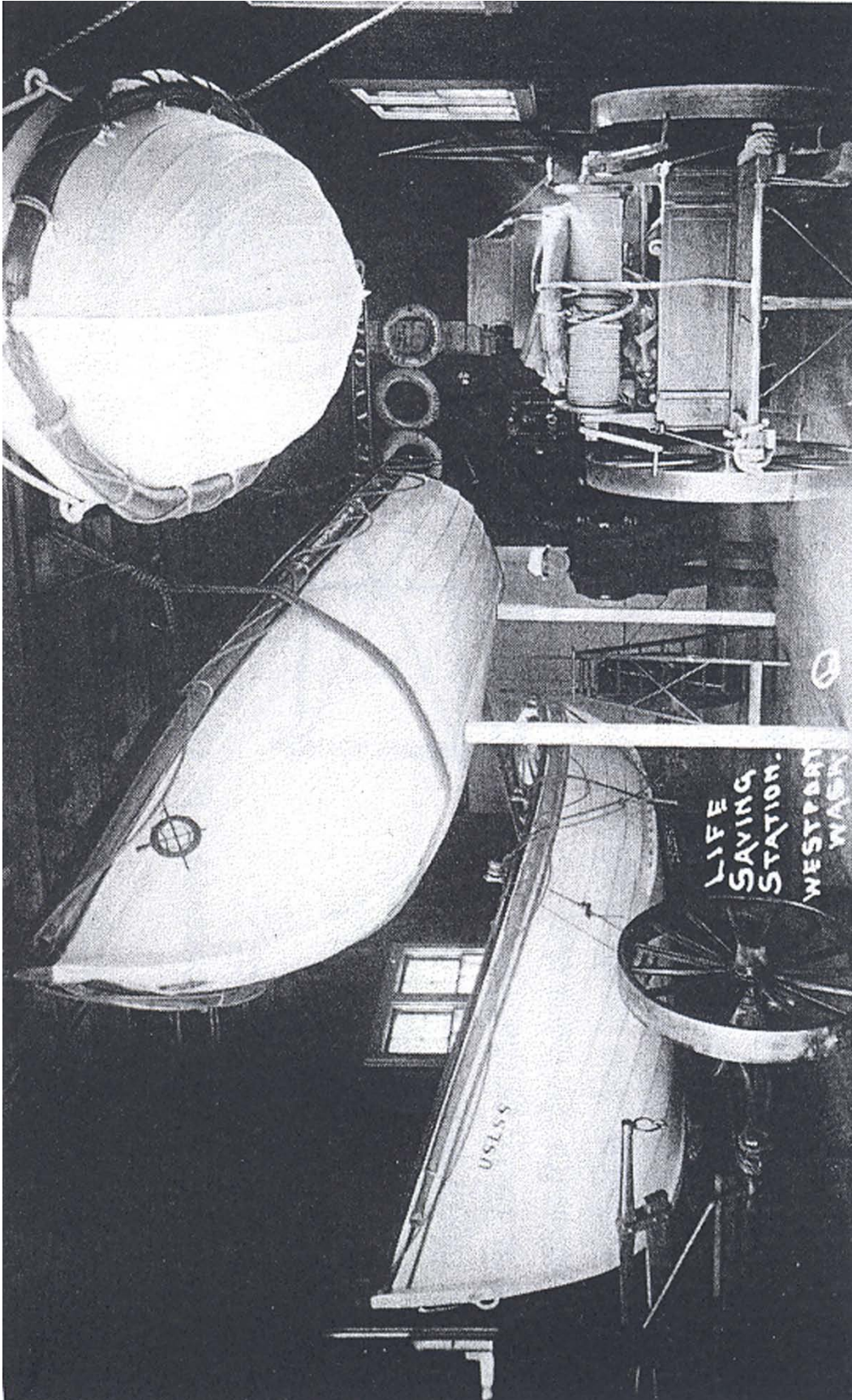
36. Old Harbor Life-Saving Station crew outside boatroom, c. 1911. Hezekiah Doane second from left; Richard E. Ryder second from right; Robert Pierce far right. Collection of Richard G. Ryder.



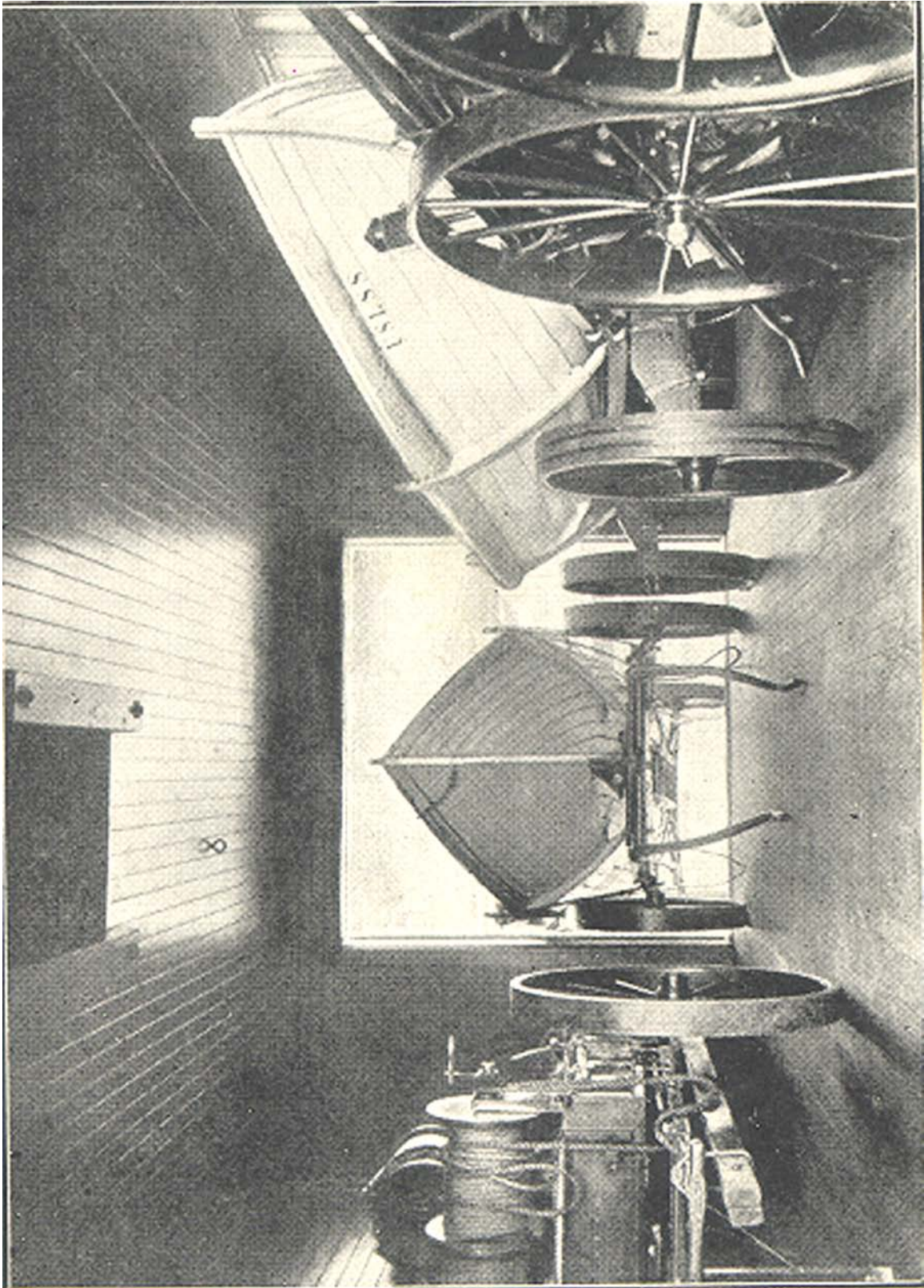
37. Boatroom, Quonochontaug Life-Saving Station, Quonochontaug, RI, before 1915.
CACO ref. H15-210. Courtesy of Cape Cod National Seashore.



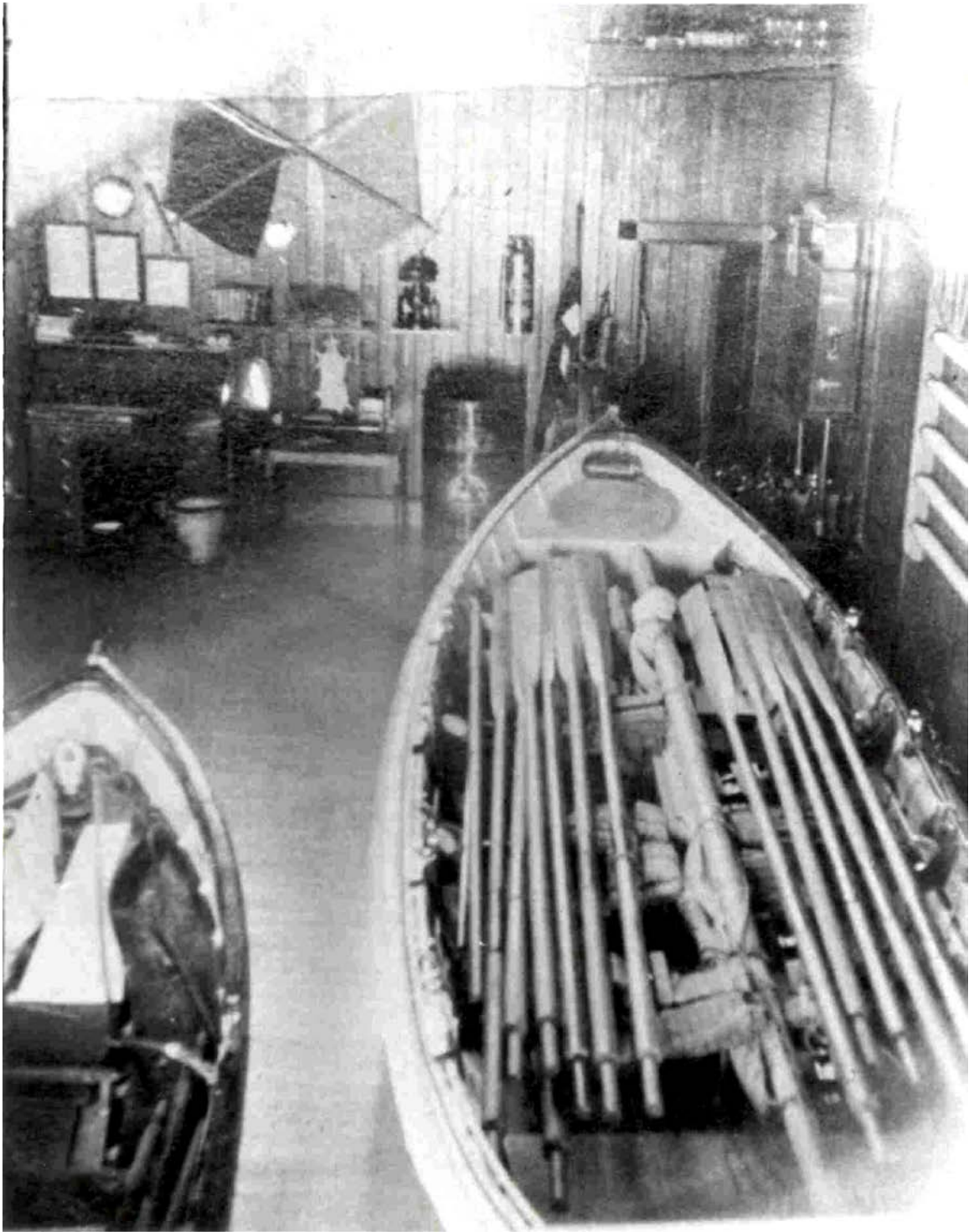
38. Boatroom, Westport Life-Saving Station, Westport, WA, before 1915. Reproduced in Richard G. Ryder's *Old Harbor Station Cape Cod* (Norwich, CT: Ram Island Press, 1990), 85.



39. Boatroom, US Life-Saving Station at Minot Beach, North Scituate, MA, before 1915. Gift of Mr. and Mrs. Clarence Bowley. CACO ref. H16-071. Courtesy of Cape Cod National Seashore.



40. Interior of boathouse showing interior of surfboat, Charlevoix Life-Saving Station, c. 1915. Collection of Charles Bennett, Empire, Michigan. Reproduced in Katherine B. Menz's *Historic Furnishings Report: Sleeping Bear Point Life-Saving Station* (Harpers Ferry, WV: Branch of Historic Furnishings, Harpers Ferry Center, National Park Service, 1983), 88.



41. Old Harbor Coast Guard Station crew with surfboat, c. 1920. One of the two men in dark shirts is Alvin Wright. CACO ref. H15-57. Courtesy of Cape Cod National Seashore.



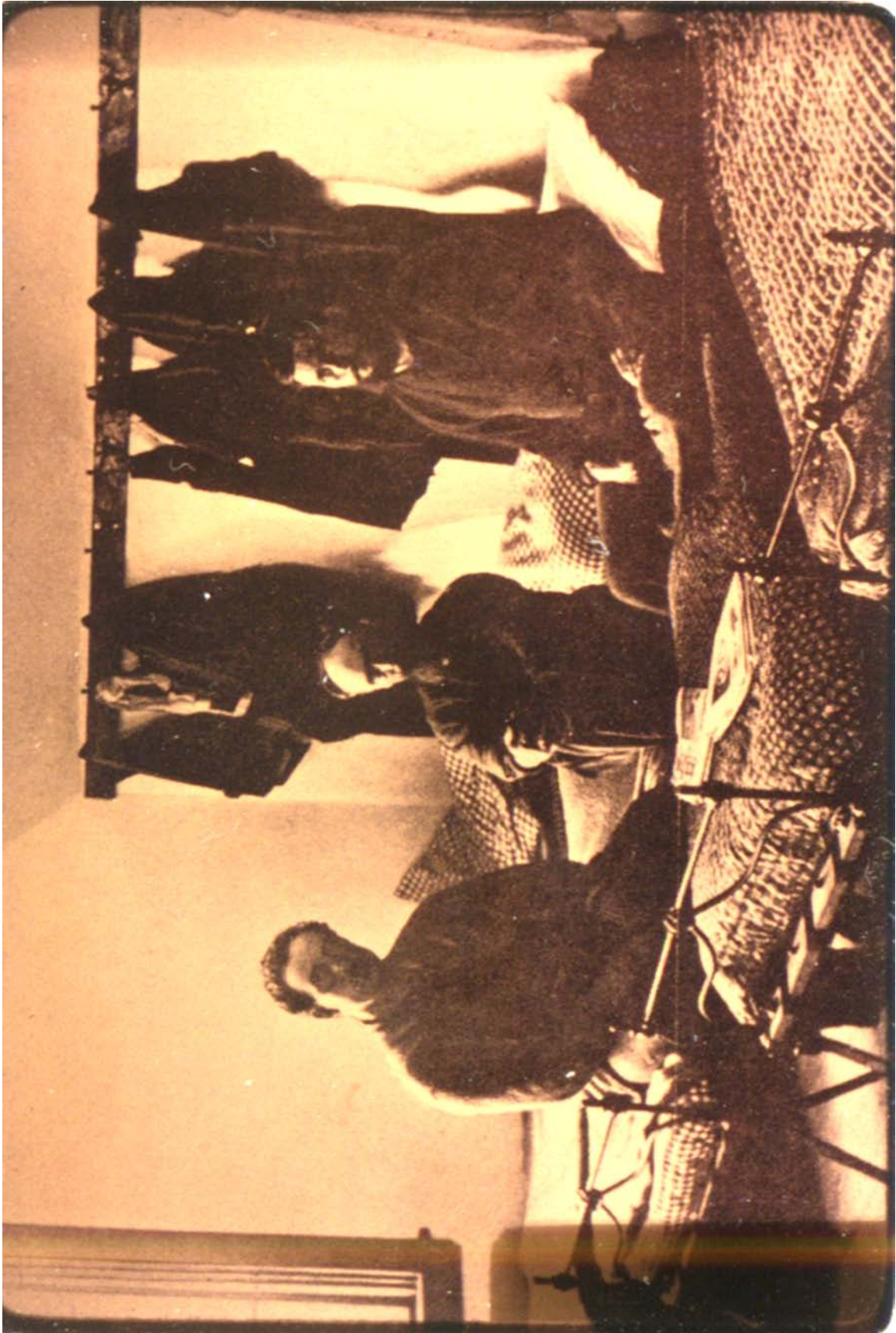
42. Room 110, c. 1962. Gift of Howard Rose. CACO ref. H16-010. Courtesy of Cape Cod National Seashore.



43. Room 110, c. 1962. Gift of Howard Rose. CACO ref. H16-009. Courtesy of Cape Cod National Seashore.



44. Surfmen in crew's quarters, unknown life saving station, c. 1890. Courtesy of Cape Cod National Seashore.



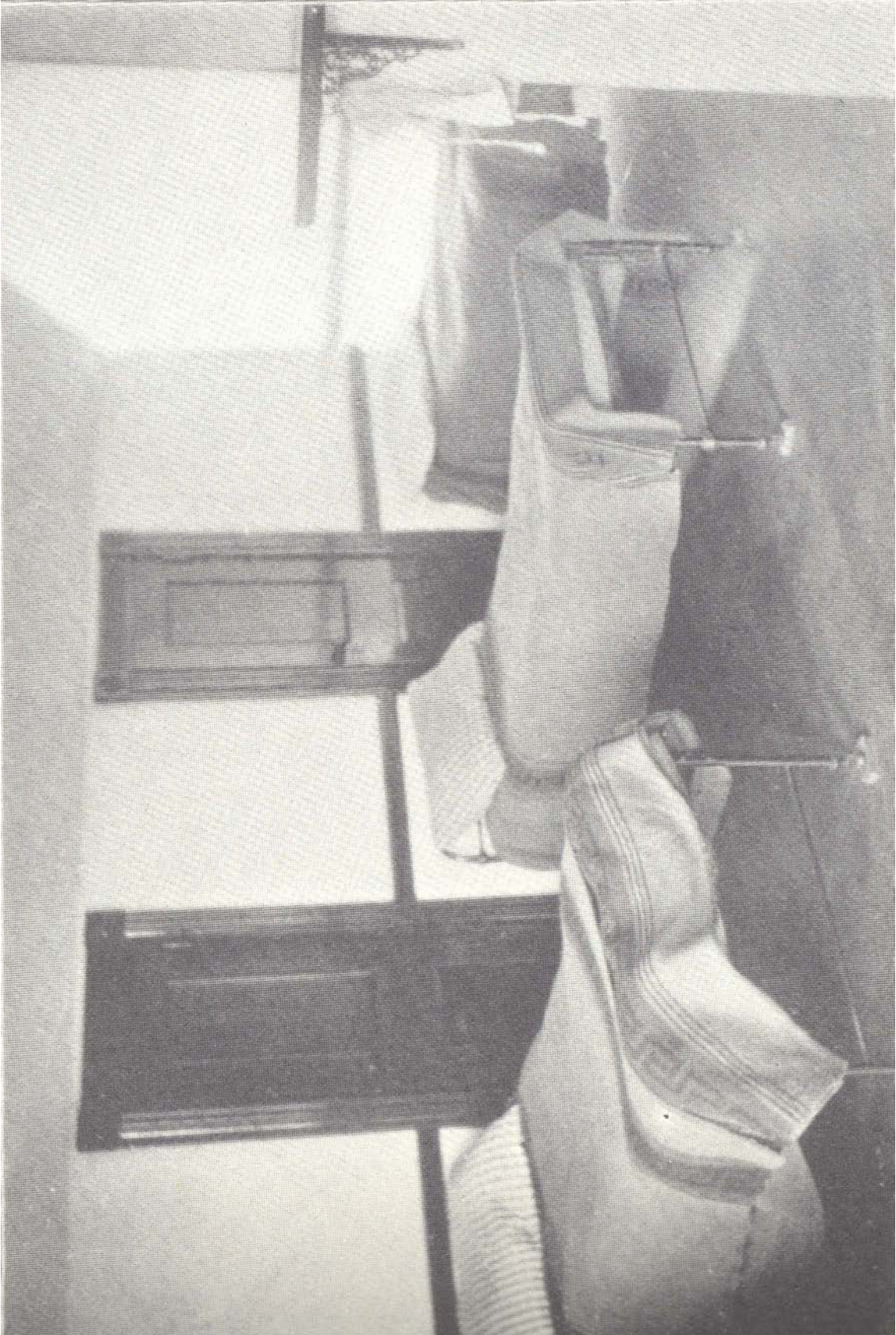
45. Surfman in crew's quarters, unknown life saving station, 1895-1900. Photo reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 39.



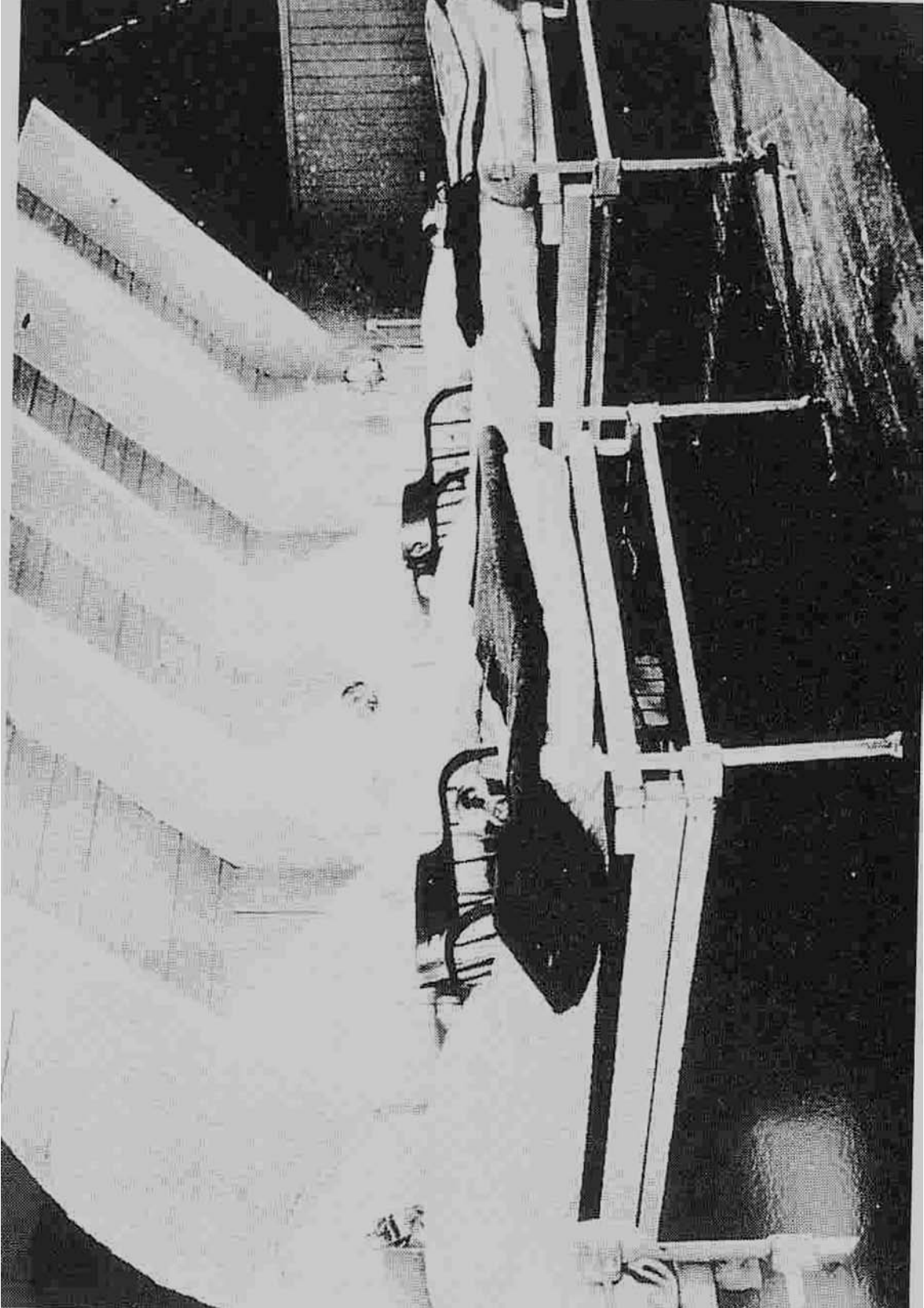
46. Crew's Quarters, Sleeping Bear Point Life-Saving Station, Frankfort, MI, 1899.
Photo: U.S. Life-Saving Service. Reproduced in James Otis' *The Life Savers* (New York: E.P. Dutton, 1899), 250.



47. Crew's Quarters, Cahoon's Hollow Life-Saving Station, Welfleet, MA, c. 1902.
Photo reproduced in J.W. Dalton's *The Life-Savers of Cape Cod* (Old Greenwich, CT:
The Chatham Press, 1902), 31.



48. Crew's Quarters, Cape Disappointment Coast Guard Station, Cape Disappointment, WA, c. 1918. Photo: US Coast Guard. Reproduced in Ralph Shanks' *The US Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, CA: Costano Books, 1996), 202.



49. Room 202, November 1977. Photo: National Park Service.



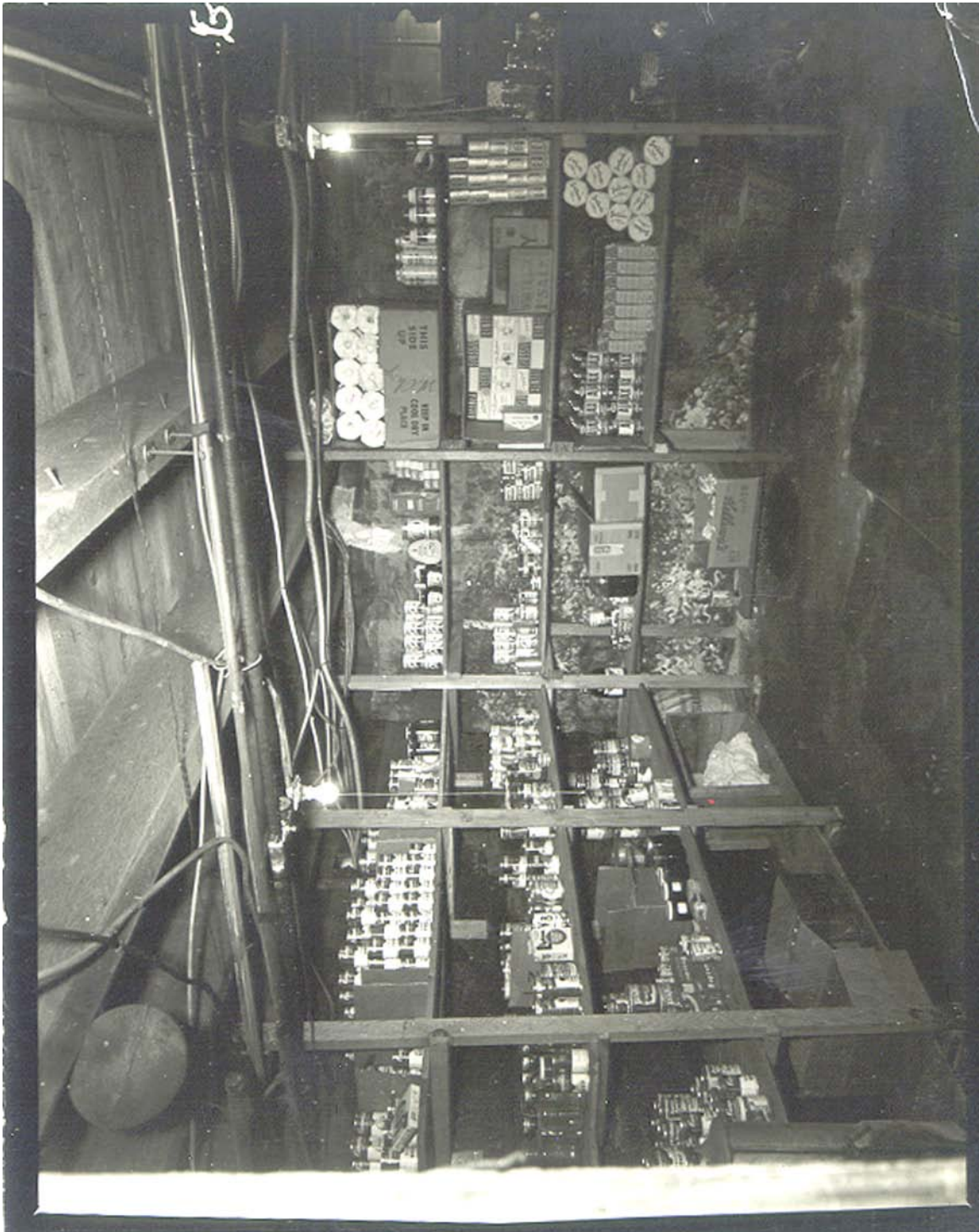
50. Basement, generator room, c. 1962. Gift of Howard Rose. CACO ref. H16-013.
Courtesy of Cape Cod National Seashore.



51. Basement, workshop, c. 1962. Gift of Howard Rose. CACO ref. H16-012.
Courtesy of Cape Cod National Seashore.



52. Basement, food and supply storage, c. 1962. Gift of Howard Rose. CACO ref. H16-011. Courtesy of Cape Cod National Seashore.



LIST OF REPOSITORIES CONSULTED AND RESULTS

Approximately four weeks of research time was allotted in the project budget. The wide body of knowledge on the subject by Cape Cod National Seashore staff was of immense benefit. The greatest single body of material related to the Old Harbor Life-Saving and Coast Guard Station that was not examined is the U.S. Life-Saving Service and U.S. Coast Guard records at the National Archives in Washington, DC and Suitland, MD. Part of Record Group 26 and consisting of official correspondence and records, this material was examined by National Park Service Historical Architect Peggy Albee when preparing her *Historic Structures Report* for the Old Harbor Station in 1988. An 1897 inventory of furnishings sent to Old Harbor in the National Archives records was included as an appendix to the *Structures Report*.

Institutions contacted and collections reviewed to date are summarized below.

- *Bandon Historical Society, Bandon, Oregon*

The museum's collection contains at least one image taken inside the boathouse of Coquille River Life-Saving Station that is reproduced in Ralph Shanks' book on the U.S. Life-Saving Service. However, the museum has to date not responded to an inquiry made in August 2004.

- *Cape Cod National Seashore, Wellfleet, MA*

Museum collection lists were consulted for relevant documentary materials and objects. These were examined over the course of a week. Archival documents include the wreck log from Old Harbor Life-Saving Station covering the period 1898 to 1913; daily logs showing the Coast Guard's routine from 1939-1940; a 1921 Return of Public Property List; and bound copies of correspondence from the District Superintendent to the Keeper of Old Harbor regarding requisitions, equipment, special notices and the shift of the organization from the Life-Saving Service to the U.S. Coast Guard. The collection also includes objects that were standard equipment at life saving stations, such as a tally board, Lyle gun, breeches buoy, surfboat, surfmen's checks, uniforms and lifejackets.

National Park Service files at the park provided background on the National Park Service's purchase of the station in 1973, events leading up to the building's move to Provincetown, community reaction to the move and the National Park Service's subsequent restoration efforts. The files also contained copies of earlier newspaper clippings, including interviews with two former Old Harbor surfmen; a 1962 appraisal of the property when owned by Howard Rose; copies of Return of Public Property lists from 1903, 1904, 1905 and 1906; and incident reports from the 1920s.

CACO's Interpretive Division reference library contained a number of publications that provided historical background on the Life-Saving Service and Coast Guard. Many of these books contain photographs that were helpful in tracing potential sources for additional images. At the main park reference library in Wellfleet, the annual reports and manuals of the U.S. Life-Saving Service and U.S. Coast Guard were consulted.

- *Chatham Historical Society, Chatham, MA*

The researcher obtained a transcription of a taped presentation given by Benjamin Eldredge, Old Harbor surfman, to the Chatham Historical Society in 1954. The Historical Society's files on life saving stations in Chatham were also examined but, aside from obituaries for Benjamin Eldredge, yielded little not already contained in CACO's files. Photographs in the archives included one image identified as the inside of a life saving station, though the accuracy of the attribution is highly questionable; possibly it may be the interior of a lighthouse keeper's dwelling. The Historical Society's small collection of objects related to the Life-Saving Service was also examined.

- *Gateway National Recreation Area, New York-New Jersey*

GATE was contacted to determine if the park's archives contained photographs of the Spermaceti Cove Life-Saving Station interiors which, like Old Harbor, is a Duluth structure. The park has no interior photos.

- *Highland House Museum, Truro Historical Society, Truro, MA*

Highland House was contacted for images of life saving station interiors. Curator Susan Kurtzman did not recall any such images in the collection. However, the museum is in the process of cataloging its 3000+ photographs and it is possible images useful to research on Old Harbor may come to light.

- *Historic New England (Society for the Preservation of New England Antiquities), Boston, MA*

Although Historic New England's photographic archive did not contain any images of the Old Harbor Life-Saving Station, some good images of loaded beach apparatus carts and surfboats from the Point Reyes Life-Saving Station in Hull were found. Copies of three images were obtained for this report.

- *Hull Life-Saving Museum, Hull, MA*

The Hull Life-Saving Museum was contacted to determine if its archives contained photographs of station interiors circa 1897-1915. Barbie Giles responded on May 13, 2004 that the museum had no such images.

- *Mystic Seaport Museum, Mystic, CT*

A cassette copy of the taped interview with Rebecca Ryder, wife of former surfman Richard Ryder, conducted by Mystic Seaport staff member David G. Brierley in 1978 was obtained from the museum.

- *Nantucket Life-Saving Museum, Nantucket, MA*

Maurice Gibbs, president of the Nantucket Life-Saving Museum, was contacted. To his knowledge the museum has no photographs of station interiors.

- *National Archives, Waltham, MA*

The New England branch of the National Archives has a large quantity of Old Harbor material from both the Life-Saving Station and Coast Guard periods. This material is also part of Record Group 26 (the record group assigned to the Old Harbor

correspondence held at the National Archives in Washington, DC). The Waltham facility has almost the full run of daily logs for Old Harbor from 1898 to 1941 (gaps exist beginning in the late 1930s) comprising 17 boxes containing approximately 51 logs. Early logs, begun when Hezekiah Doane was hired as keeper but before the station was operational, include notes on the arrival of supplies and furnishings. After 1898, supplies were for the most part confined to renewal of stock like stationery, ink, envelopes, government forms, and occasionally the receipt of new or borrowed equipment. The logs demonstrate the increasing formality of reporting standards as the Life-Saving Service years progressed, reaching its bureaucratic peak in the Coast Guard era. The logs are revealing, not only of the monotony of the surfmen's duties, but of the crew's constant struggle with illness during the winter season.

- *NPS Northeast Region Cultural Resources Bibliographic Library and Regional Office files, Charlestown, MA*

Copies of various reports created for CACO are held in the region's CRBIB Library and resource management files. The report most important to the *Historic Furnishing Report* is the *Historic Structure Report* created by Peggy Albee in 1988. Reports for other NPS sites that contain life saving stations, including the Spermaceti Cove station in the Sandy Hook Unit of Gateway National Recreation Area and the Sleeping Bear Point station at Sleeping Bear Dunes National Lakeshore, were also consulted.

- *Ocean City Lifesaving Station, Ocean City Museum Society, Ocean City, MD*
Ocean City Museum Society was contacted regarding any images it may have of life saving station interiors. To date no response has been received.

- *Old Coast Guard Station, Virginia Beach, VA*

The life saving museum at Old Coast Guard Station was contacted for photographs of interiors. According to Fielding Tyler of the museum, interior images are rare. His search of Old Coast Guard Station's collections did not result in any images.

- *San Francisco Maritime National Historical Park, San Francisco, CA*

According to Reference Librarian Steven Davenport, San Francisco Maritime has not identified any interior photographs of life saving stations in its archives.

- *Sleeping Bear Point Life-Saving Station, Sleeping Bear Dunes National Lakeshore, Frankfort, MI*

Sleeping Bear Dunes was contacted to determine if any additional photographs of station interiors had been acquired since the creation of its *Historic Furnishings Report* in 1983. To date there has been no response from the park.

- *U.S. Coast Guard, Washington, DC*

According to the curator and the historian, the Coast Guard has no photographs of station interiors. However, illustrations in Ralph Shanks' history of the organization include interior photos credited to the U.S. Coast Guard. Coast Guard staff reported that such material was probably forwarded to the National Archives in Washington.

- *U.S. Coast Guard Academy Museum, New London, CT*

The Academy Museum reported it had no photographs of interiors in its archives, although images of station interiors with Coast Guard Academy credit lines are included in Ralph Shanks' book on the U.S. Coast Guard.

- *Interviews*

An interview was conducted with Richard Ryder, grandson of Richard and Rebecca Ryder, at CACO's temporary Salt Pond offices on May 13, 2004. Mr. Ryder provided a transcript of his grandmother's Mystic Seaport interview; newspaper clippings and correspondence; a copy of the 1898 Old Harbor station furnishings inventory; and showed several photographs of the Ryder family at Monomoy Life-Saving Station. Mr. Ryder provided general background on his grandfather's career as a lifesaver and recollections about Old Harbor when it was privately owned.

Suggestions for further research

The log books at the National Archives in Waltham offer numerous opportunities for statistical analysis of the Old Harbor crews. A database of all the crewmen, their ages, hometowns, years of service and marital status can all be gleaned from examination of the Waltham material. Such a task would be extremely tedious and time consuming but may be worthwhile for interpretive purposes. Likewise, a closer examination of the different log columns can provide more precise views of the overall health of the surfmen, common ailments, patterns of absenteeism, offenses, personnel problems and changes in daily routine.

The documents in the National Archives in Washington, DC could be examined some day along similar lines. The correspondence in the files would probably give a fuller picture of the dynamics among station keepers, district superintendents and Washington officials.

The Surfmen's Mutual Benefit Association is an organization that has not been studied in depth. Further research could reveal the extent of the Association's impact on the lives of disabled lifesavers or the families of those who died in service, perhaps using Old Harbor crewmen as specific case studies. The Association published a monthly journal, *Along the Coast*, which could provide information on the organization. Issues may survive in the archives of the U.S. Coast Guard. The website of a dealer in Life-Saving Service and lighthouse memorabilia indicated a year's worth of the publication at one time survived on microfilm at an unknown public repository.

Additional information on the original Old Harbor crew's families – their names, ages and residences – could be obtained by examining census data and town directories.

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APPENDICES

Appendix A

List of Furnishings for Old Harbor Life-Saving Station, 17 September 1897.
Records of the U.S. Coast Guard and Life Saving Service, RG 26, National Archives, Suitland, MD. Reproduced in Peggy Albee, *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S. Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), 185-197.

Appendix B

Floor Plan, Old Harbor Life-Saving Station, 1897.

Reproduced in Peggy Albee, *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S. Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), 141.

Appendix C

**Property of U.S.L.S.S. Log and Index, Old Harbor Life Saving Station, 1898-1922.
Records of the U.S. Coast Guard and Life Saving Service, RG 26, National Archives,
Suitland, MD.**

Appendix D

**Return of Public Property, Old Harbor Life-Saving Station, 31 May 1904.
Cape Cod National Seashore Reference Files.**

Appendix E

Plans for Hot Water Heating System, Old Harbor Life-Saving Station, 24 August 1910. Reproduced in Peggy Albee, *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S. Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), Illus. 10.

Appendix F

**Pages from Standard Stock Catalog for tableware.
Cape Cod National Seashore Reference File 15.1.4.**

Appendix G

Floor Plans, Old Harbor Coast Guard Station Renovations, c. 1927.

Reproduced in Peggy Albee, *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S. Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), Illus. 15.

Appendix H

Floor Plans of Proposed Electric Lighting System, Old Harbor Coast Guard Station, June 1932.

Reproduced in Peggy Albee, *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report* (Boston, MA: U.S. Department of the Interior, National Park Service, North Atlantic Region, Cultural Resources Center, Buildings Conservation Branch, June 1988), Illus. 16.

Appendix I

Recommendations from *Old Harbor Life-Saving Station, Cape Cod National Seashore Historic Structure Report*, 110-138.

Appendix J

Floor Plan for Ilwaco Beach (Klipsan) Life-Saving Station, 1891.

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