National Park Service
Cultural Landscapes Inventory

2013

Assateague Beach Coast Guard Station
Assateague Island National Seashore

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior… (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A)

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, "*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*" charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency's mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America's Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service's role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America's Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America's Special Places, and specifically to Action #28, "Park Pulse." Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to "*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*" The CLI contributes to the fulfillment of all five goals of the CRC:

1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation's heritage through scholarly research, science and effective management;*

2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*

3) *Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
4) *Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
5) *Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

Inventory Unit Description:

Landscape Description
The Assateague Beach Coast Guard Station is located in the southern district of Assateague Island National Seashore in Accomack County, Virginia. At the southern end of the island, the station occupies a narrow strip of land 200 feet wide and approximately 1200 feet to the south where the Atlantic Ocean once had a shoreline; the shoreline is currently another 1000 feet to the south. In addition, the Coast Guard has built structures extending into Toms Cove on the north approximately 600 feet. The station is located at the turning point of a curve, or "hook" shape, which extends north-northwest, Toms Cove Hook. The property contains the remaining structures and landscape features of the Assateague Beach Station of the United States Coast Guard that was relocated from the other side of the cove on Dec. 1, 1922 as Station No. 150. The station actively served until it was decommissioned on January 16, 1967. The period of significance is 1922-1967 when the United States Coast Guard operated the Assateague Beach Station on Toms Cove Hook.

The station house, garage, lookout tower, generator house, and boathouse along with a system of wooden walkways and wharf remain today as surviving structures. A few electrical poles and concrete traces are also found throughout the property. The station house, lookout tower, and garage form the original core of the property and frame an open area, or yard, which likely served as an activity space for drills and possibly recreation.

North of the station house is a 5 foot wide wooden walkway, which leads to a 10 foot wide railed wooden wharf. The wharf extends 600 feet into Toms Cove with a breakwater on its east side and

leads to a T-shaped dock. The boathouse is accessed via catwalks, which are attached to a walkway system around the boathouse and launchway. Before this boathouse was constructed the current garage was the boathouse, which along with the station house, was oriented towards the Atlantic Ocean. With the new boathouse and power equipment supported by the cove side, activity shifted to include a much longer linear sequence from Toms Cove to the Atlantic Ocean.

Today, much of the station's spatial organization from the period of significance is evident. The remaining buildings and walkway system are tightly organized in a linear sequence that stretches from the T-dock and boathouse in Toms Cove to the station house complex. Missing, is the linear sequence extending south to the ocean. Structures were built at various times south of the existing complex, which were either temporary or destroyed by weather. Sometime between 1962 and 1965 man-made vegetated dunes were built to protect the site from violent storms [period photos and aerial, 1966].

The access road enters the main site from the southeast corner, off the ocean-side beach. It then splits with one road leading north to a parking area on the right side of the station house and the other road leads southwest, around the garage, then north along the outside of the property line, shifting to run alongside the wooden walkway, and ends at a row of four wooden posts at the shoreline of the cove [see Map 1]. Other road traces include two that lead away from the central core on both the west and the east sides of the station house. These roads are seen clearly on the 1966 aerial photograph and likely remain due to the openings left in the fence line when the man-made vegetated dunes were built. The main road has a layer of crushed asphalt and stone added by maintenance staff to provide additional traction while the road traces are sand and grass [Interview, 2000, Ennis].

Vegetation surrounding the Coast Guard Station is of typical beach/dune associations including dwarf shrubland, dune shrubland, and some herbaceous vegetation. Although there appears to be ornamental vegetation at the first station built in 1875, there is no clear evidence of ornamental vegetation at the station built in 1922; existing junipers are either volunteer or planted after the date of significance.

The overall landscape appears to retain a moderate to high degree of integrity from the period of significance.

Barrier Island Landscape

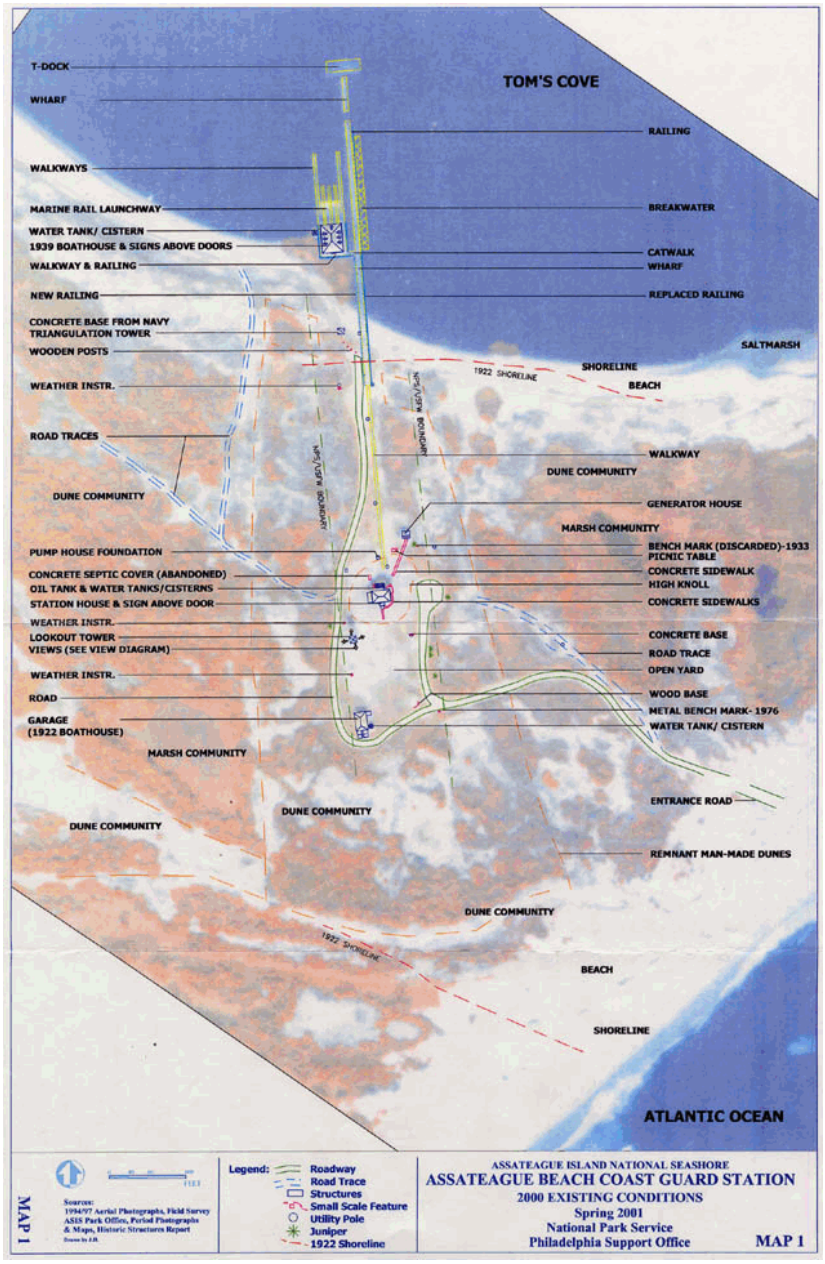
The Assateague Beach Coast Guard Station is located on a low, narrow barrier island that is about 37-miles in length off the Maryland/Virginia coast. Assateague Island is part of a larger system of barrier islands that extend along most of the Atlantic coast. Barrier islands are the products of the intricate and sometimes violent dynamics between the coastal plain and a continental shelf. They are created by a sea level that rises and falls through geological time, coastal erosion, wind and storm events, and the average climatic conditions of the region. Assateague Island is the result of littoral currents traveling along the shore carrying sand from the continental shelf to the shore face. Like icebergs, only a small portion of the barrier island landmass can be seen with 99-percent of it hidden beneath the surface.

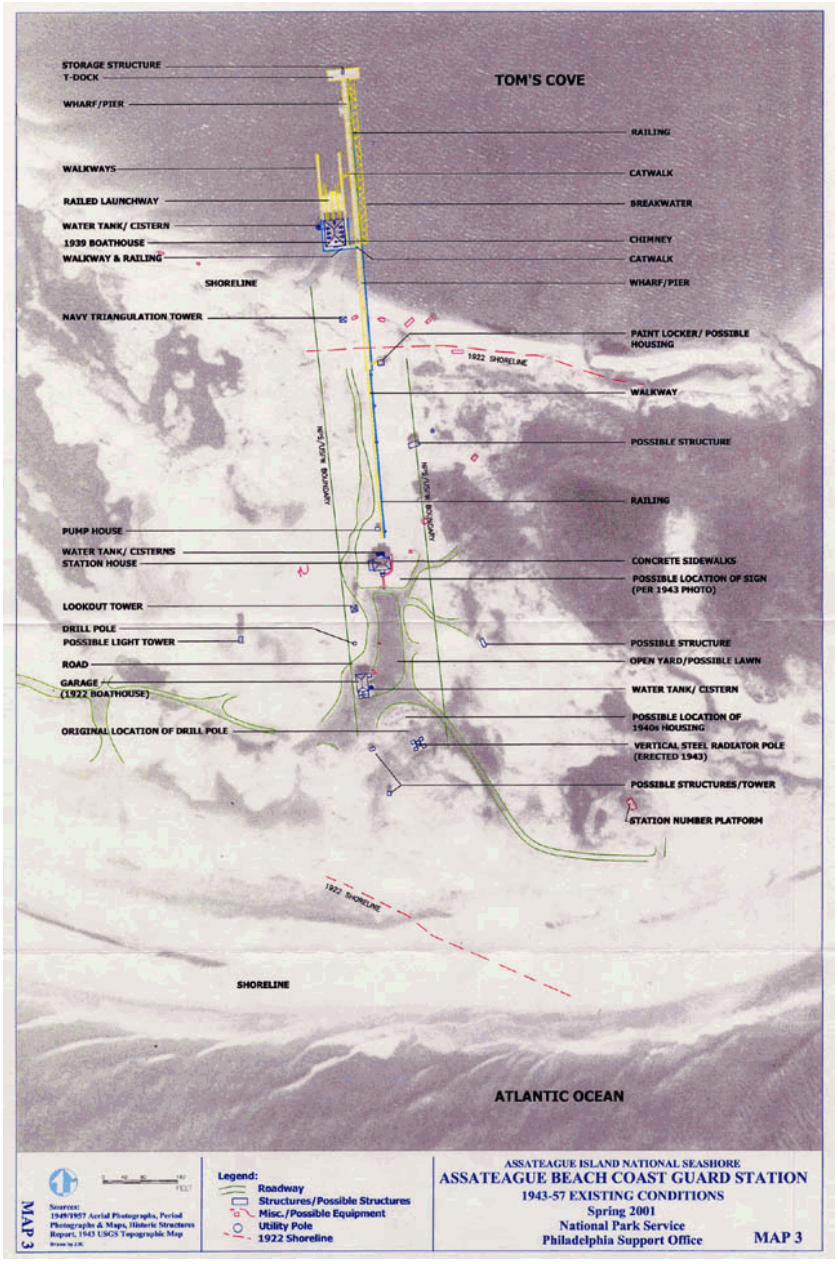
Given the dynamic nature of barrier islands, they are notably unstable and Assateague Island has been

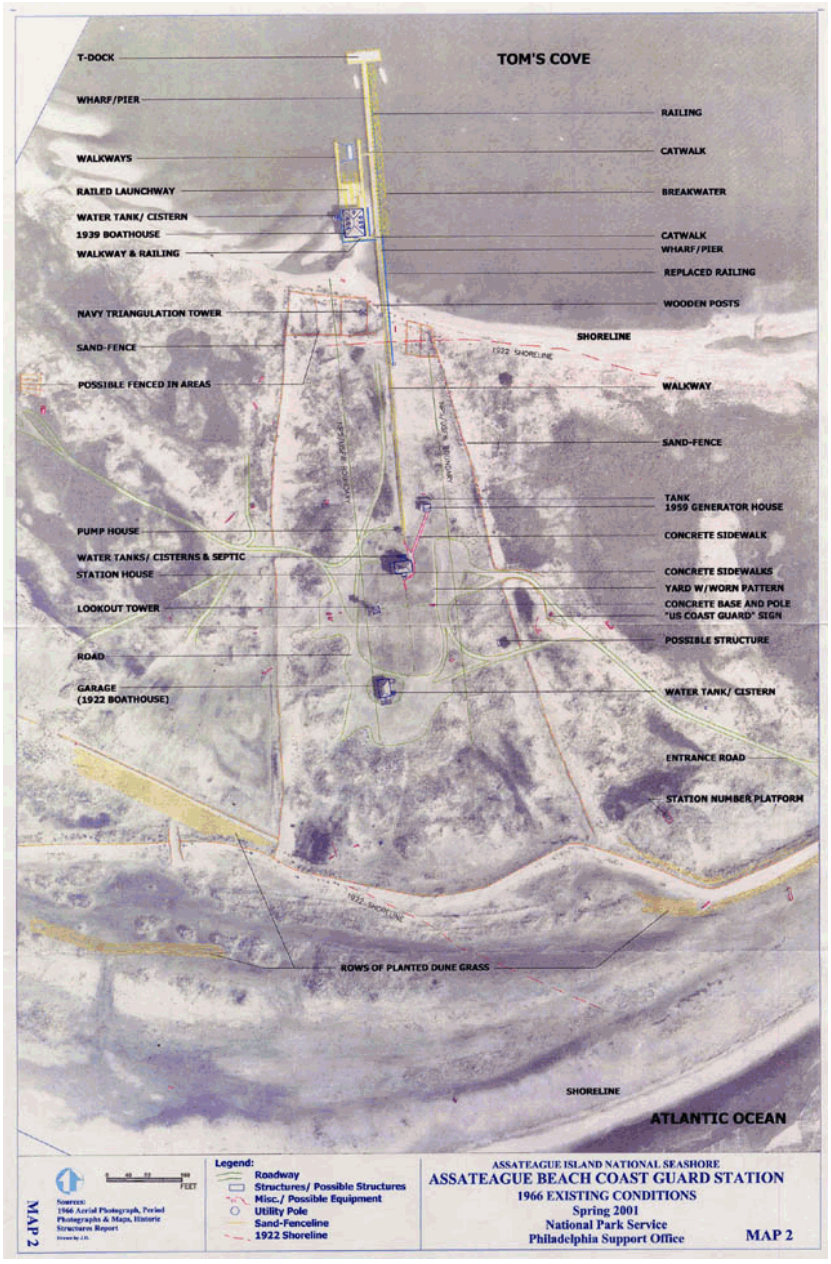
susceptible to change. Assateague was once the southern tip of a peninsula that grew southeast from Delaware and throughout history had many shapes, sizes, and notably numerous inlets that have opened and closed. The Toms Cove Hook area of Assateague Island, has been particularly impacted by the dynamic forces of wind, storms, and shifting sands [Fig. 2-3, 8-10, Map 1]. The Martinet map of 1866 does not show the hook landmass at all, while only twenty years later the 1885 Martinet map indicates the tip of the island as a small forked area of land. By 1920, the sands had shifted south and west effectively creating the hook and a cove now known as Toms Cove. By 1929 silting conditions in the cove made it impossible for ships to dock at the fish factory or drag for oysters and these practices in the cove came to an end. Between 1924 and 1974, the hook had extended another two miles. From 1980 to 1997, accretion has taken place to the south of the hook and to the west at Fishing Point while the narrow strip of land that leads to the hook has moved into the cove a full width of itself [Duffy, 1997, digital file].

Assateague Island, including Toms Cove, continues to change dramatically in both shape and size. Ultimately, this will likely have a great impact on the Coast Guard Station property and its features.

Site Plan


T-DOCK
WHARF
WALKWAYS
MARINE RAIL LAUNCHWAY
WATER TANK/ CISTERN
1939 BOATHOUSE & SIGNS ABOVE DOORS
WALKWAY & RAILING
NEW RAILING
CONCRETE BASE FROM NAVY TRIANGULATION TOWER
WOODEN POSTS
WEATHER INSTR.
ROAD TRACES
DUNE COMMUNITY
PUMP HOUSE FOUNDATION
CONCRETE SEPTIC COVER (ABANDONED)
OIL TANK & WATER TANKS/CISTERNS
STATION HOUSE & SIGN ABOVE DOOR
WEATHER INSTR.
LOOKOUT TOWER
VIEWS (SEE VIEW DIAGRAM)
WEATHER INSTR.
ROAD
GARAGE (1922 BOATHOUSE)
MARSH COMMUNITY
DUNE COMMUNITY
DUNE COMMUNITY
TOM'S COVE
RAILING
BREAKWATER
CATWALK
WHARF
REPLACED RAILING
SALTMARSH
SHORELINE
1922 SHORELINE
BEACH
WALKWAY
DUNE COMMUNITY
GENERATOR HOUSE
MARSH COMMUNITY
BENCH MARK (DISCARDED)-1933
PICNIC TABLE
CONCRETE SIDEWALK
HIGH KNOLL
CONCRETE SIDEWALKS
CONCRETE BASE
ROAD TRACE
OPEN YARD
WOOD BASE
METAL BENCH MARK- 1976
WATER TANK/ CISTERN
ENTRANCE ROAD
REMNANT MAN-MADE DUNES
DUNE COMMUNITY
1922 SHORELINE
BEACH
SHORELINE
ATLANTIC OCEAN
MAP 1
Legend:
Roadway
Road Trace
Structures
Small Scale Feature
Utility Pole
Juniper
1922 Shoreline
ASSATEAGUE ISLAND NATIONAL SEASHORE
ASSATEAGUE BEACH COAST GUARD STATION
2000 EXISTING CONDITIONS
Spring 2001
National Park Service
Philadelphia Support Office
MAP 1


TOM'S COVE
STORAGE STRUCTURE
T-DOCK
WHARF/PIER
WALKWAYS
RAILED LAUNCHWAY
WATER TANK/ CISTERN
1939 BOATHOUSE
WALKWAY & RAILING
SHORELINE
NAVY TRIANGULATION TOWER
PUMP HOUSE
WATER TANK/ CISTERNS
STATION HOUSE
LOOKOUT TOWER
DRILL POLE
POSSIBLE LIGHT TOWER
ROAD
GARAGE
(1922 BOATHOUSE)
ORIGINAL LOCATION OF DRILL POLE
RAILING
CATWALK
BREAKWATER
CHIMNEY
CATWALK
WHARF/PIER
PAINT LOCKER/ POSSIBLE HOUSING
1922 SHORELINE
WALKWAY
POSSIBLE STRUCTURE
RAILING
CONCRETE SIDEWALKS
POSSIBLE LOCATION OF SIGN (PER 1943 PHOTO)
POSSIBLE STRUCTURE
OPEN YARD/POSSIBLE LAWN
WATER TANK/ CISTERN
POSSIBLE LOCATION OF 1940s HOUSING
VERTICAL STEEL RADIATOR POLE (ERECTED 1943)
POSSIBLE STRUCTURES/TOWER
STATION NUMBER PLATFORM
1922 SHORELINE
SHORELINE
ATLANTIC OCEAN
MAP 3
Legend:
Roadway
Structures/Possible Structures
Misc./Possible Equipment
Utility Pole
1922 Shoreline
ASSATEAGUE ISLAND NATIONAL SEASHORE
ASSATEAGUE BEACH COAST GUARD STATION
1943-57 EXISTING CONDITIONS
Spring 2001
National Park Service
Philadelphia Support Office
MAP 3


TOM'S COVE
T-DOCK
WHARF/PIER
WALKWAYS
RAILED LAUNCHWAY
WATER TANK/ CISTERN
1939 BOATHOUSE
WALKWAY & RAILING
NAVY TRIANGULATION TOWER
SAND-FENCE
POSSIBLE FENCED IN AREAS
PUMP HOUSE
WATER TANKS/ CISTERNS & SEPTIC
STATION HOUSE
LOOKOUT TOWER
ROAD
GARAGE
(1922 BOATHOUSE)
RAILING
CATWALK
BREAKWATER
CATWALK
WHARF/PIER
REPLACED RAILING
WOODEN POSTS
SHORELINE
1922 SHORELINE
WALKWAY
SAND-FENCE
TANK
1959 GENERATOR HOUSE
CONCRETE SIDEWALK
CONCRETE SIDEWALKS
YARD W/WORN PATTERN
CONCRETE BASE AND POLE
"US COAST GUARD" SIGN
POSSIBLE STRUCTURE
WATER TANK/ CISTERN
ENTRANCE ROAD
STATION NUMBER PLATFORM
ROWS OF PLANTED DUNE GRASS
SHORELINE
ATLANTIC OCEAN
MAP 2
Legend:
Roadway
Structures/ Possible Structures
Misc./ Possible Equipment
Utility Pole
Sand-Fenceline
1922 Shoreline
ASSATEAGUE ISLAND NATIONAL SEASHORE
ASSATEAGUE BEACH COAST GUARD STATION
1966 EXISTING CONDITIONS
Spring 2001
National Park Service
Philadelphia Support Office
MAP 2

Property Level and CLI Numbers

Inventory Unit Name: Assateague Beach Coast Guard Station

Property Level: Component Landscape

CLI Identification Number: 300161

Parent Landscape: 300088

Park Information

Park Name and Alpha Code: Assateague Island National Seashore -ASIS

Park Organization Code: 4190

Park Administrative Unit: Assateague Island National Seashore

CLI Hierarchy Description

Assateague Beach Coast Guard Station is an individual landscape within the Assateague Island National Seashore.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This inventory relied primarily upon the primary and secondary source material and period photographs, both ground level and aerial, noted in the bibliography and documentation checklist to portray the landscape history of the Assateague Beach Coast Guard Station. The period of significance of 1922-1967 and the language of the built structures is in accordance with the Historic Structure Report [Phillips, 2000]. (The period of significance will be listed as 1922-1954 in 2004 to meet the SHPO's ruling that features less than 50 years old must illustrate exceptional significance. All undetermined features should be reevaluated by 2017.) This inventory may be adequate to make broad recommendations for stabilizing and managing the landscape. However, a rehabilitation that proposes major changes to the landscape should be preceded by a more in depth Cultural Landscape Report that includes a Landscape Preservation Plan for the landscape as a whole.

Information was entered into CLAIMS Database by Matthew Witters. Nancy J. Brown revised the report to meet SHPO standards in 2004.

The park contact for the Cultural Landscapes Inventory is Carl Zimmerman, Chief, Resource Management, and he can be reached at 410-641-1443 x213.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 10/01/2001

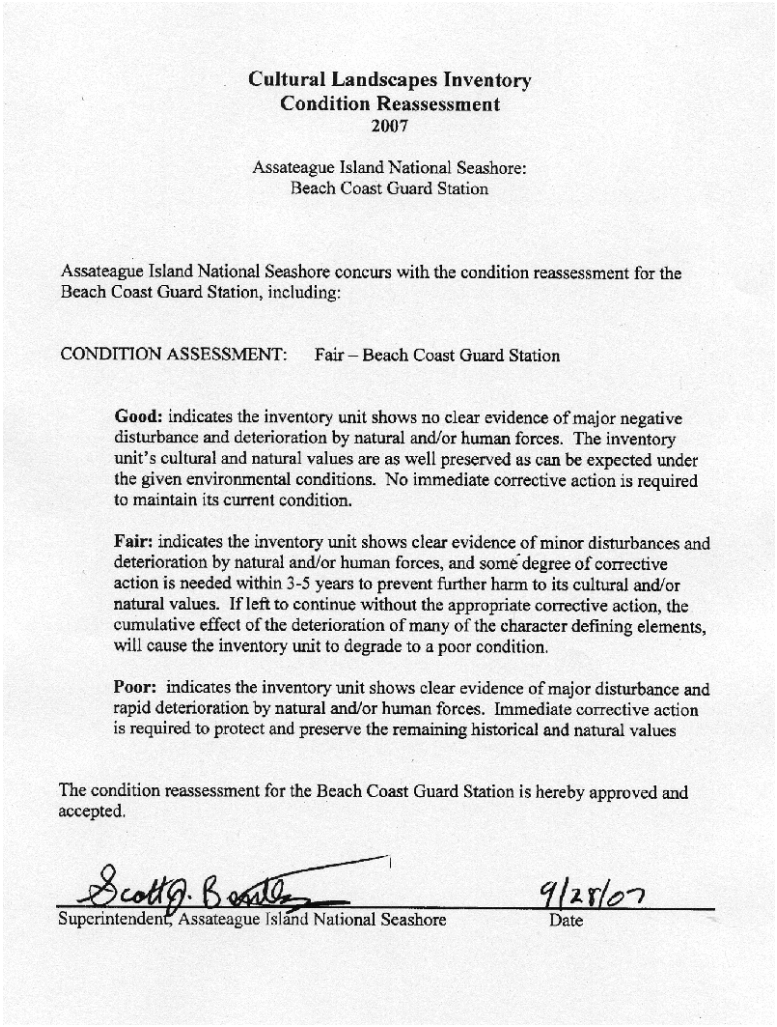
National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 09/08/2004

National Register Concurrence Narrative:

The Virginia Department of Historic Resources concurred with the findings of this CLI that the landscape is eligible for the National Register.

Concurrence Graphic Information:



Cultural Landscapes Inventory
Condition Reassessment
2007

Assateague Island National Seashore:
Beach Coast Guard Station

Assateague Island National Seashore concurs with the condition reassessment for the Beach Coast Guard Station, including:

CONDITION ASSESSMENT: Fair – Beach Coast Guard Station

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

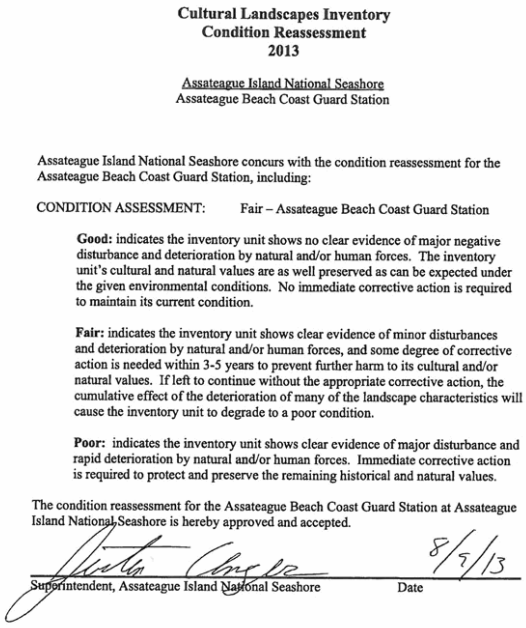
Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values

The condition reassessment for the Beach Coast Guard Station is hereby approved and accepted.

Scott G. Beattie 9/28/07

Superintendent, Assateague Island National Seashore Date

Condition reassessment form for the Beach Coast Guard Station.



Cultural Landscapes Inventory
Condition Reassessment
2013

Assateague Island National Seashore
Assateague Beach Coast Guard Station

Assateague Island National Seashore concurs with the condition reassessment for the Assateague Beach Coast Guard Station, including:

CONDITION ASSESSMENT: Fair – Assateague Beach Coast Guard Station

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The condition reassessment for the Assateague Beach Coast Guard Station at Assateague Island National Seashore is hereby approved and accepted.

Superintendent, Assateague Island National Seashore — Date 8/9/13

Park concurrence was received on August 9, 2013.

Revisions Impacting Change in Concurrence:

Revision Date: 09/28/2007

Revision Narrative:

Condition reassessment.

Revision Date: 10/05/2009

Revision Narrative:

Approved Treatment Category changed from Stabilization to Preservation per discussions with CLI TAG team. Stabilization removed as an option for this field.

Revision Date: 08/09/2013

Revision Narrative:

Condition reassessment completed as scheduled.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The Assateague Beach Station property lines are much the same today as they were in 1922. Notable exceptions are that the ocean shoreline no longer borders the property on the south. The Abstract of Title of 1967, with the same description of 1922, minus the provisions given the Coast Guard, is as follows:

"Conveys all that certain lot of land situate on Assateague Beach, in the County of Accomack, State of Virginia, an thus described and bounded: beginning at the concrete post at the southwest corner of the property of the Chincoteague Fish Oil and Guano Company, then North 0° 50'. West for a distance of 617.1 feet, more or less, along the west boundary line of the said Chincoteague Fish Oil and Guano Company; to mean high water line on Assateague Anchorage; sometimes called Toms Cove; thence westerly, following the meanderings of the mean high water line of Assateague Anchorage or Toms Cove, 200 feet, more or less, to the intersection of said mean high water line and a line parallel to and 200 feet distant from the said west boundary line of the said Chincoteague Fish Oil and Guano Company; thence South 0° 50' East 1111.5 feet, more or less, to mean high water line on the Atlantic Ocean; thence southeasterly, following the meanderings of the mean high water line of the Atlantic Ocean, 200 feet, more or less, to point of intersection of the said mean high water line with the west boundary of the Chincoteague Fish Oil and Guano Company, projected; thence North 0° 50' West 593 feet, more or less, to point of beginning; containing 5.32 acres, more or less".

At the current cove shoreline, the description above places the southern boundary just north of the dune line created in the 1960s and approximately 1000 feet short of the current ocean shoreline on the west and 500 feet short of the ocean shoreline on the east. The shoreline is now angled northeast [see Map 1].

State and County:

State: VA

County: Accomack County

Size (Acres): 5.32

Boundary Coordinates:

Source:	USGS Map 1:24,000
Type of Point:	Area
Latitude:	-75.3701353094
Longitude:	37.8587280400
Source:	USGS Map 1:24,000
Type of Point:	Area
Latitude:	-75.3702552970
Longitude:	37.8599895200
Source:	USGS Map 1:24,000
Type of Point:	Area
Latitude:	-75.3649497766
Longitude:	37.8675772230
Source:	USGS Map 1:24,000
Type of Point:	Area
Latitude:	-75.3679826392
Longitude:	37.8601769100

Location Map:

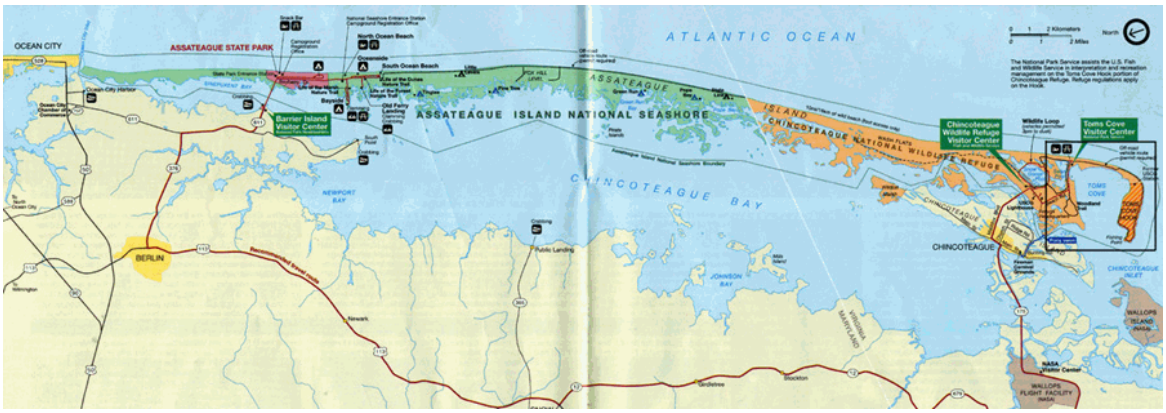


Figure 1: Area map of Assateague Island. The Coast Guard Station is located in the box on the right (NPS: Assateague Island Official Map, 1999).

Regional Context:

Type of Context: Cultural

Description:

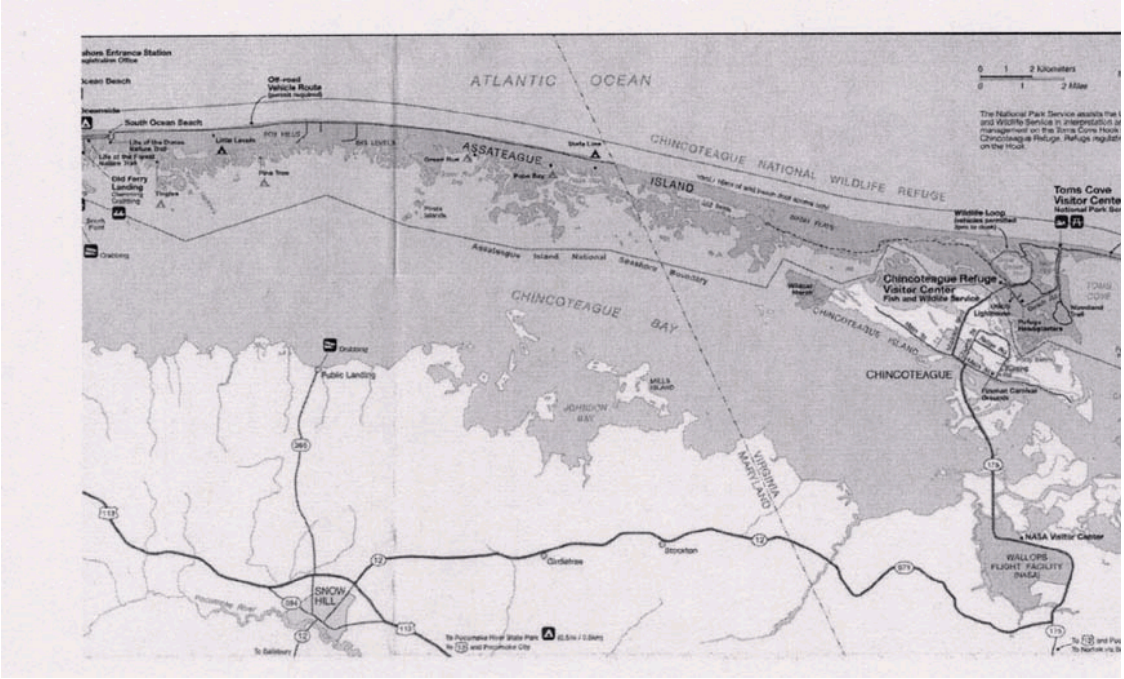
The Assateague Beach Coast Guard Station is part of a rich Atlantic coastal heritage. Coastal Indian tribes before European settlement in the sixteenth and early seventeenth centuries originally used the island for hunting, fishing, and even growing crops. Because of dangerous shoals along the Atlantic coast, legislation was passed to provide assistance to shipwrecks. It was this legislation that eventually gave rise to the establishment of numerous life-saving stations along the coast, eight of which were located between Cape Henlopen and Cape Charles. The stations were built for the main purpose of saving lives and assisting storm victims, however, duties over the years at Assateague Beach have included watches for enemy ships during wartime, policing of rum-running, predicting weather, assisting with fires, and policing of illegal hunting and fishing. Many of the communities that developed on the island were dependent on the natural resources that the barrier island habitat could provide. Such employment consisted of an early salt works factory, fish and oil factories, oystering and clamming practices, and the employment that the life-saving stations could provide. When any of these resources failed to provide, the communities disappeared or adapted; Chincoteague has prospered with tourism as an economic resource.

Type of Context: Physiographic

Description:

The Assateague Beach Coast Guard Station is located within the Atlantic Coastal Plain on the southern-most end of a 37-mile long barrier island stretching from the Ocean City Inlet in Maryland to the Chincoteague Inlet in Virginia. The island is separated from the mainland by Sinepuxent Bay in the north and Chincoteague Bay in the south. Assateague Channel separates Chincoteague Island from Assateague Island in the extreme southern end. The characteristics of this zone are described as low, open areas covered with sediment and vegetation in direct proximity to the inland bays and the Atlantic Ocean. This includes a belt of salt marsh on the landward side of the island and the sand dunes built, shifted, and altered by wind and storm events. Elevations are between 0 and 15 feet [Bearrs, 1968, 1,2; William & Mary College, 2000, web].

The tilted beds of the Coastal Plain extend east offshore 50 to 75 miles to the edge of the North American continental shelf. The Coastal Plain proper extends from sea level inland to the Fall Line, where at about 200 feet above sea level it meets the Piedmont Plateau. The dynamic forces of littoral currents, winds, and westward moving sands create the barrier island environment at the interface between the continental shelf zone and the coastal plain.



Location Map and Assateague Island Context. The Coast Guard Station is located by the arrow. (NPS: Assateague Island Official Map 1999).

Type of Context: Political

Description:

The Assateague Beach Coast Guard Station is part of the Assateague Island National Seashore and located in the southern district in Accomack County, Virginia. The station is owned and managed by the National Park Service, however the surrounding landscape is part of the Chincoteague National Wildlife Refuge under the administration of the U.S. Fish and Wildlife Service. The nearest city is Chincoteague, Virginia.

Tract Numbers: 12-107 (to be confirmed)

Management Information

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 06/01/1982

Management Category Explanatory Narrative:

GMP calls for stabilization, adaptive use and interpretation.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Interagency Agreement

Expiration Date: 10/13/2006

Management Agreement Explanatory Narrative:

The Interagency Agreement governs NPS management of beach oriented recreation on USFWS lands at Toms Cove Hook, Assateague Island, Virginia.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: No Access Currently

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Dunes:
The dune system and beaches surrounding the Coast Guard Station are an important off site landscape characteristic. The form the land takes along with the future of built environs on the hook is integrally dependent upon the dynamics of the dune and beach system. The effects of the man-made vegetated dunes built around the station in the 1960s is seen today; although the sand-fences are gone, the lines created by the dunes are present as are overwash, or depression, areas created by the presence of the dunes. The value of the dunes in protecting the structures at the station is undetermined especially when compared with allowing natural systems to evolve. Activities on the beach include shell collecting, walking, fishing, and off-road vehicle use where delineated.

Ocean and Cove:
These off-site water bodies are critical components of the Coast Guard Station cultural landscape. The force of littoral currents acting on the beach will forever change the shape of the hook and the cove. The cove provides a water access to the station. The shoals to the south of the island are still present with many areas marked buoys not only in the ocean but also in the cove and the nearby inlets. Activities in the waters include boating, clamming, swimming, and surfing.

Views:
Adjacent lands provide the contextual setting and important views for the Assateague Beach Coast Guard Station. The view north across the calm waters of Toms Cove is of a marsh habitat and body of water created in a short time period and important to the life-saving crews. The view south towards the Atlantic Ocean provides the reason that the station exists. The views east and west along the shorelines provides the context of where the station is located and where so many men served to provide aide, shelter, and protection to anyone in need. Views in to the station include those from Assateague Light, on the several occasions throughout the year when tours are given to the top, the view from the Visitor's Center across the cove, which may be for many visitors the first of the station, the view from the fish factory ruin, and the views upon approach from either the beach or the cove. Most of these views are entirely within public lands, (either federal or state ownership) and therefore protected.

Sites:
Chincoteague and Wallop's Island National Wildlife Refuges (NWR):
The Chincoteague NWR is an important off-site because it completely surrounds the Assateague Beach Station with the exception of the waters, which are National Seashore. The Wallop's Island NWR is to the south and east of the station and includes much of the marsh areas on that side of the Chincoteague Inlet. Because of their physical features of beaches, dunes, marshes, woodlands, and protected water, which make an ideal refuge for waterfowl, the refuges are a major stop over area for migrating waterfowl on the Atlantic flyway and a point of intersection [Wroten, 1972, 4, 5]. Since 1943, 280 species have been observed at the Chincoteague NWR, 92 of which are known to breed in the region. In the summer months the entire hook including the Assateague Beach Station is closed to

the public so that the piping plover is not disturbed during breeding time.

Fish Factory sites:
The Seaboard Fish Oil and Guano Factory ruins can still be seen and accessed at low tide today. They are quickly eroding away into the cove and are usually under water today. The site immediately adjacent to the C.G. Station is that of the Conant Brothers, or Chincoteague Fish Oil & Guano Factory of which the ruins were cleared by the C.G. crew after the 1933 hurricane and nothing remains today but the memory.

Assateague Light:
The Assateague Light was the first major marine navigational tool existent on Assateague Island and is thus, an important part of the story of the Assateague Beach C.G. Station.

Assateague Village, Village Cemetery, the location of the 1875 C.G. Station, and the former C.G. Infirmary:
Assateague Village is located to the east of the Assateague Light and the cemetery is on the east side of the bridge spanning Assateague Channel. The 1874 life-saving station site is in the marsh on the north side of Toms Cove. The story of Assateague Village is that of a community dependent on its surroundings, which included the Lighthouse Service, the Life-Saving Service, and the Coast Guard. The first keeper of the Assateague Beach Life-Saving Station may be one of the remaining graves in the village cemetery. The current clubhouse at the Toms Cove Campground is the former Infirmary of the Coast Guard [Interview, 2000, Bitner].

Wallop's Island former C.G. Station and Wallops NASA Research Station:
The Wallop's Island former C. G. Station was an important link to the Assateague Station in the network of stations along the coast. The stations often assisted each other and communicated often. NASA's Wallops Research Station, established in 1945, performed aeronautical research using rocket-propelled aircraft, into the 1960s. According to an interview with former guardsman, Ed Switzer, one of these rockets hit the Assateague Beach station house. Furthermore, the logbooks of the station report evacuating the station due to the firing of a rocket at Wallops Island on more than one occasion in the early 1960s. The current NASA Wallops Flight Facility uses the lookout tower at the Assateague Beach Station.

Community of Chincoteague, Chincoteague Station and Chincoteague Museum:
The Assateague Beach Station was considered part of the community of Chincoteague. Not only was the station a place of employment for many, but the station often assisted in fire and hurricane events. The crews often frequented the businesses on leave, for supplies, and received their mail from the post office. A district Coast Guard station was established at Chincoteague and remained after Assateague Beach was disestablished. The Chincoteague Museum holds many artifacts of the life-saving service and tells the story of barrier island life.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

Although the Keeper found the Coast Guard Station eligible for the National Register on Jan. 15, 1980, the landscape was not adequately documented at that time.

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values
Significance Criteria:	A - Associated with events significant to broad patterns of our history

Period of Significance:

Time Period:	CE 1922 - 1954
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, And Other Structures
Other Facet:	None
Time Period:	CE 1922 - 1954
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Vernacular Architecture
Other Facet:	None

Area of Significance:

Area of Significance Category:	Maritime History
Area of Significance Subcategory:	None

Statement of Significance:

Assateague Beach Coast Guard Station is a good example of a 20th century life-saving facility located on a bay, cove, or sound, as opposed to those stations located on the beach. When responding to calls for assistance during storms, it was frequently impossible for the crews of beach stations to launch their surfboats through the roaring breakers, while the crews posted at an inlet station such as Assateague Beach could take their craft out through the comparatively calmer waters of the cove [Bearss, 1968, 46]. It is significant at the national level for its association within the context of maritime history, in particular of the life-rescue service. The Keeper determined it eligible in a Determination of Eligibility under Criterion C on January 15, 1980. The period of significance is 1922-1954, and it is eligible under Criteria A and C. The station was built in 1922 on land that was created by shifting sands that formed a hook at the south end of the barrier island.

The Assateague Beach Coast Guard Station is eligible for the National Register under Criterion A for its association with the Coast Guard life-saving activities on the island. The Keeper wrote the following regarding Criterion C: "The complex of buildings which collectively are known as the Assateague Beach Coast Guard Station is architecturally significant as a representative example of early 20th century U.S. Coast Guard buildings constructed primarily to execute the boat and life rescue service provided along the coastline. As a type of building, their simple, frame construction takes a vernacular form which reflects some influence of the Colonial Revival style, indicative of their period of design."

The period of significance is 1922-1954, beginning with the year in which the United States Coast Guard established the Assateague Beach Station on Toms Cove Hook and ending 50 years prior to 2004, when NPS is submitting this report to the Virginia Department of Historic Resources. The Coast Guard used the station until 1967 when it was decommissioned.

This entire period or 1922-1967 was recently affirmed as significant in the Historic Structure Report prepared for the site (Phillips 2000, xvii), and should be considered the target period of significance after the facility meets the 50 year age requirement in 2017. It is necessary to consider the entire period in order to understand the history of the site, because the site was repeatedly altered to further meet the needs of Coast Guard duties. Change was part of the continuum of use by the Coast Guard Station: originally built in 1922, alterations to the station took place in the 1930s and a second boathouse was built, duties expanded in the 1940s and temporary housing was set up, the generator house was built in the 1950s, changes were made in the 1960s following the Ash Wednesday Nor'easter. While the entire period cannot be listed as eligible for the National Register at this time, it is the recommendation of this report that individual features dating from 1954 to 1967 be treated as potentially contributing and be reevaluated when they are more than 50 years old.

State Register Information

Identification Number: Unknown

Date Listed: 02/28/1973

Name: Assateague Beach Coast Guard Station

Explanatory Narrative:

It was placed on the Virginia Landmarks Register in 1973.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Vernacular

Current and Historic Use/Function:

Primary Historic Function: Coast Guard Facility

Primary Current Use: Dormitory (Bunkhouse)

Current and Historic Names:

Name	Type of Name
(Assateague Beach Unit) Chincoteague Coast Guard Station Norfolk District (1940-1941)	Historic
Assateague Beach Coast Guard Station 6th District (1923-1939)	Historic
Assateague Beach Coast Guard Station Norfolk District (1939-1940)	Historic
Assateague Beach Coast Guard Station, Assateague Island National Seashore	Current
Assateague Beach Life-Saving Station 5th District(1874-1914) *	Historic
Assateague Beach Lifeboat Station Chincoteague Group (1941-1962)	Historic
Assateague Beach Lifeboat Station (name used by the Maritime Initiative)	Current
Assateague Beach Station U.S. Coast Guard 5th District (7/1/62—1/17/67)	Historic
U.S. Coast Guard Station No. 150 6th District (1914-1923) **	Historic
**Although the official name of the station changed through time, the number 150 remained associated with the station through 1967 as seen in the 1966 aerial photograph.	Historic
*The early station consisted of different structures at a different location; however, the station built in 1922 inherited the name and history of the original station and has been documented in several sources as the same station.	Historic

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
CE 1524 - 1648	Explored	Giovanni da Verranzano, a Florentine employed by King Francis I of France, sailed his ship Dauphine somewhere in the vicinity of Accomack County in 1524 [Bearrs, 1968, 3; Wroten, 1972, 11].

CE 1790	Established	August 4 - Congress authorized building of first "ten boats" establishing the Revenue Marine. The history of the Coast Guard begins [U.S.C.G.historian, 2000, web]
CE 1871	Established	U.S. Life-Saving Service (U.S.L.S.S.) is established. Approximately 280 stations are built on the East and West Coasts and the Great Lakes. [U.S.L.S.S. Heritage Assoc., 2000, web]
CE 1874	Built	Assateague Beach Life-Saving Station is built on a then open cove in a 1874-Style: a combination of Stick Style and Carpenter Gothic Style.
	Established	June 20 - Legislation authorizes the construction of 8 life-saving stations along the Atlantic Coast [Phillips,2000, 2]. Includes four on Assateague Island.
		Assateague Beach Station
		Green Run Inlet Station
		North Beach Station
		Popes Island Station
CE 1906	Altered	By this date, the sandy hook of "Toms Hook" has been formed due to the continual shifting of sands on the eastern shore.
CE 1915	Established	On Jan. 28- President Woodrow Wilson signs act to merge the U.S. Life-Saving Service with the U.S. Revenue Cutter Service to create the U.S. Coast Guard [U.S.C.G. historian, 2000, web]
CE 1920 - 1933	Expanded	U.S. Coast Guard duties increase with the onset of Prohibition known as the "rum war" [Noble, web]. The C.G. was major player in greatly reducing the amount of liquor smuggled into the U.S.
CE 1921	Land Transfer	Samuel B. Field transfers land ownership on the hook of Assateague to the Dept. of Treasury.
CE 1922	Moved	A new Chatham-style station house and boathouse are built along with a flag tower and wreck pole. Construction of lookout tower is begun. U.S.C.G. Station No. 150 is transferred to new location between Toms Cove and the Atlantic Ocean.

CE 1931 - 1935	Built	The wooden walkway, wharf, and T-dock are constructed. [U.S.C.G. logs; period photos].
CE 1932 - 1938	Altered	Station undergoes alterations of a new porch & west door; likely built in 1938 [period photos and maps].
CE 1933	Altered	The Great Hurricane devastates the town of Chincoteague and destroys Wallop's Island Station. The Assateague Station landscape is under water and the landscape continues shifting and changing.
CE 1938 - 1939	Altered	New Colonial Revival Style boathouse is built on the shore of Toms Cove with marine railways on the launchway. The lookout tower is raised from two stories to three. The original boathouse is converted into a garage.
CE 1939	Expanded	In July, Congress merges the U.S. Lighthouse Service with the U.S. Coast Guard [U.S.L.S.S. Heritage Assoc., 2000, web]. Duties at Assateague Beach Station increase.
CE 1941 - 1946	Expanded	U.S.Coast Guard duties increase with involvement in World War II. Horse, truck, and foot patrols and round the clock watches are performed. 40-50 servicemen and volunteers are at the station with temporary housing. Coast Guard is transferred to the Navy.
CE 1943	Established	Chincoteague Island National Wildlife Refuge is established.
CE 1952	Abandoned	North Beach Station is decommissioned.
CE 1953	Abandoned	Pope's Island Station is decommissioned.
CE 1959	Built	Generator house is built.
CE 1961	Established	Assateague State Park is established.
CE 1962	Altered	Destruction from the famous Ash Wednesday Nor'easter rekindled NPS interest in Assateague Island. The Coast Guard Station landscape was ravaged. A National Seashore Proposal was published.

CE 1962 - 1965	Built	Sand fencing and man made vegetated dunes are constructed along the station boundaries [aerial, 1966; period photos].
CE 1965	Land Transfer	Assateague Island National Seashore is signed into law on Sept. 21 by President Lyndon B. Johnson.
CE 1967	Land Transfer	On April 1, the Coast Guard ended its 177-year association in the Treasury Department to enter the newly-created Department of Transportation [U.S.C.G., 2000, web].
	Land Transfer	U.S.C.G. Assateague Beach Station is decommissioned & the National Park Service takes possession.
CE 1972 - 1973	Established	Assateague Beach Coast Guard Station and Pope's Island Life-Saving Station are placed on Virginia Landmarks Register by the Virginia State Historic Preservation Officer [SHPO].
CE 1980	Established	Assateague Beach Coast Guard Station determined eligible for the National Register.
CE 1982	Established	Park General Management Plan is completed. Plan for Coast Guard Station includes stabilization, adaptive use and interpretation.
CE 1999	Established	U.S. Life-Saving Heritage Act establishes a program to inventory, evaluate and document the condition of historic lifesaving stations. The National Maritime Initiative of the NPS with U.S. Life-Saving Service Heritage Association.

Physical History:

1524-1648: Explorers and Habitation

One of the earliest known sailors who may have navigated the Chincoteague Inlet is Giovanni da Verranzano, a Florentine employed by King Francis I of France, who in 1524 sailed his ship Dauphine somewhere in the vicinity of Accomack County [Bearrs, 1968, 3; Wroten, 1972, 11]. Verrazzano landed somewhere on Assateague Island or the mainland and encountered an Indian tribe inhabited there.

Assateague Island, in Virginia, was called Accawmacke by the Native American tribes of the eastern shore, a name adapted to the county as Accomac and eventually Accomack. Assateague, meaning "a running stream between," was derived from one of the tribes who once used the island to hunt, fish, and grow food crops. [Mears Rew, 2000, web]. Tribes that frequented the island were closely associated with the Nanticokes, so were of the Algonkian family [Wroten, 7]. Tribes living in the vicinity of Assateague and Chincoteague Islands included the Pocomoke, Annamessex, Manokin, Nassawattex, Acquintica, Assateague, Chincoteague, and Kicotanks [7]. Although villages were on the mainland, the tribes hunted fowl, set traps, fished, grew corn, collected berries, ate wild peas, and used the woodland resources of the barrier islands. Verrazzano reported that the tools used by the tribes were made from reeds and animal or fish bones [Bearrs, 5]. The Assateagues were helpful until Colonel Edward Scarburgh campaigned to rid the island of Indians at any cost, beginning what became known as the "Seaside War" of 1659 [Wroten, 8]. Several treaties were signed over the years until by the 1750s, the tribes of the eastern shore had emigrated. The majority moved to the Susquehanna River area where they became tributary to the Iroquois and slowly moved northward to Ontario, Canada. A remnant of the tribe has survived near Indian River, Delaware [Hurley, 1999, web].

The Virginia end of the island was first settled by whites in 1614 and was one of the eight shires into which Virginia was divided in 1634. As early as 1630 the Virginia Council had located a salt-works at Assateague Island and as late as 1852 there were salt-works at the southern tip of the island [Bearrs, 93]. Although at war with the Assateague Indians in 1659 over trespassing rights, the settlers did not lie claim to landholdings until the late seventeenth century when the Virginia General Assembly placed restrictions on permitting livestock to run free in the woods on the mainland [7, 9]. In 1687, Colonel Daniel Jenifer patented 3500 acres covering all of Assateague Island south of the 1668 established Maryland-Virginia border, for the purpose of raising stock [Wroten, 15; Abstract of Title, 1967]. The people Jenifer hired to raise the stock began the first settlement on the island which became known as Assateague Village. In 1689 Maximilian Gore bought from Jenifer, for 12,000 pounds of tobacco, "3,500 acres of sandy and marshy and swampish land on Assataegue Island" [Bearrs, 10]. The 3,500 acres was split up through inheritances through the years and eventually reverted back to the state because of failure to pay taxes [12]. In 1885 the Clarkes bought 3,000 acres from R.M.H. Deas and wife including land on Assateague, Chincoteague, and the mainland. The land is conveyed to the Fields in 1886 and when Samuel B. Field inherits the land, including "Fishing Point" in 1909 [Abstract of Title].

The Martinet's Map of Maryland in 1866 shows the southern tip of Assateague Island as ending further north than the island of Chincoteague, which is exposed to the ocean at this time. Within 10 years the beginning of a forked shape had begun to form at the tip and by 1885, the sands had shifted southward blocking the ocean from most of Chincoteague and creating Assateague Anchorage, now known as Toms Cove [Fig. 2-3]. The two points of the fork become known as Assateague Point and Fishing Point, names that migrate with the land over time.

The village that grew from Jenifer's employees was located just east of the Assateague Lighthouse and grew to a population of 225 at its largest with a resident school, church, and general store [Bearrs, 1968, 86]. Early homes were rough and consisted of sand floors. The village was dependent on the products they could produce themselves from the natural resources offered by the land, cove, and ocean. They grew, and canned, much of their food in gardens each family kept along the shell road the community had constructed to reach the cove. From the cove they collected oysters, clams, and fish from which they concocted lighting by burning fish oil in the oyster and clam shells. The villagers also raised sheep for wool and food, raised hogs for meat and lard, cut wood for fire, and hunted duck, geese, and other wildlife [Mears Rew, 2000, web].

By 1912 the shifting sands at the southern end of Assateague Island had begun to define Assateague Anchorage as a cove and by 1920 the hook had been formed. The Seaboard Fish Oil and Guano Company opened a fish oil plant on Assateague Anchorage in May of 1912. They built a sizeable complex of wharves and structures, most of which were elevated on pilings above tidal flats a short distance off shore. Fertilizer and oil were the chief products. The factory was destroyed in 1916 by a fire and was never rebuilt. Local residents built a second fish oil factory one-quarter mile west of the site in 1919 only to close in 1926 when the Anchorage had become filled in with shifting sands and made it impossible for fishing boats to dock [NPS, Seaboard…archaeological survey].

When Samuel B. Field inherited much of the Virginia portion of Assateague in 1909 he fenced and posted his land and hired an overseer to block anyone from crossing his property to get to Assateague Anchorage. Without access to the resources at the cove and with the economic loss of the fishing factories, the villagers lifted their homes and used barges to move them to Chincoteague [Bearrs, 87].

Figure 2: 1886 Martinets Map of Assateague Island [Wroten, 1995, 57].

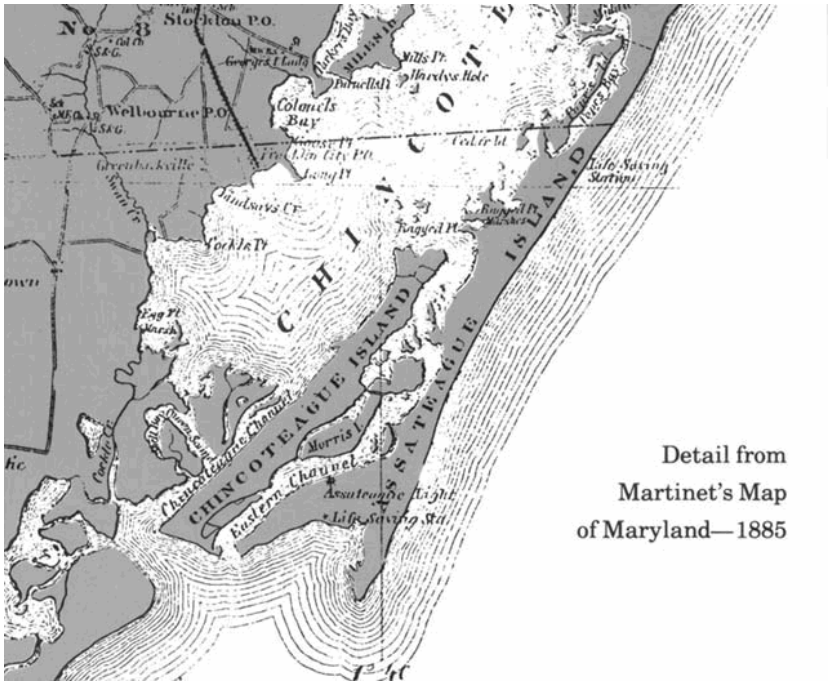


Figure 3: 1865 Martinets Map of Assateague Island [Wroten, 1995, back cover].

1649-1922: Life-Saving Aide and the U.S. Life-Saving Service

"You have to go out, but you don't have to come back" [Shanks, 1998, 32].

In America, Native Americans were the first people to offer assistance to shipwreck victims; a local tribe helped Colonel Henry Norwood and fellow passengers when they were shipwrecked in 1649 on the shore of Assateague Island [Wroten, 1994, 12-14]. In 1785, the Massachusetts Humane Society initiated the world's first organized life-saving service consisting of volunteers. The need for lighthouses along the coasts to guide ships away from dangerous shoals prompted the establishment of what would be the U.S. Lighthouse Service in 1789 under the Treasury Department and in 1833 Assateague received its first lighthouse at the southern end of the island. The need for this "important sea-coast station" to aide ships around the shoals that extended along the coast and up to 12 miles out to sea was great and the Assateague Light was rebuilt in 1866-67 to the 113 ft height the brick tower stands at today [Bearrs, 1968, 49-50]. Congress began appropriating funds to organizations like the Humane Society in 1848 to purchase life-saving equipment, however a series of fatal marine disasters in the winter of 1870-71 led to a demand by the public for the government to take action. By 1872 the Department of Treasury constructed the first staffed life-saving stations under the title of the U.S. Life-Saving Service (U.S.L.S.S.); Sumner I. Kimball became the first and only General Superintendent [U.S.C.G. historian's office, 2000, web].

Between 1874 and 1905, eight life-saving stations were constructed along the Atlantic Coast between Cape Henlopen, Delaware and Cape Charles, Virginia (Fig. 4). On Assateague Island, these stations were placed near inlets where ships were likely to need assistance. A logical location for a station in the Virginia portion of the island was near the Assateague Light; unusual to the siting of a life-saving station, however, was the positioning on an open cove where boats could be launched into the relatively calmer waters rather than the roaring breakers of the surf. Between 1866 and 1874, likely due to a storm event, the shape of the southern tip of Assateague Island had changed dramatically and the forming of a cove had begun. In 1875, the Assateague Beach Life-Saving Station was constructed 1-1/8 miles south of Assateague Light on Assateague Anchorage, present day Toms Cove, in the 5th District of the U.S.L.S.S. [U.S.L.S.S., n.d, plan of site]. The Green Run Inlet Life-Saving Station 13-1/2 miles north of the lighthouse was also built in 1875. The Pope Island Life-Saving Station was built in 1879 10 miles north of the lighthouse. In 1883 the North Beach Station was built at the northern end of Assateague Island and the Wallops Beach Station was constructed on the mainland of Virginia 1-1/2 miles south of the Chincoteague Inlet.

John A. Jones entered the first entry in the daily operational logbook for the U.S. Life-Saving Service on Dec. 1, 1875; there were many schooners and steamers passing in the waters; round the clock patrols were kept. Mr. Jones was keeper of the station is possibly the same John A. Jones (1830-1911) buried at the Assateague Village Cemetery located 100 yards to the east of the Assateague Channel bridge [Bearrs, 1968, 88].

The station architecture was constructed in the 1874-type standardized plan [Shanks, 1998, 120]. The 1874-style station, a combination of Carpenter Gothic and Stick Style, was only built on the East Coast; it was distinctive by the exterior ornamentation of decorative scroll work and bracketing beneath the gable and side eaves, as well as, a center roof observation platform

[217]. The grounds of the Assateague Beach station, like many at this time, was defined by a 3 foot tall white picket fence centered on a narrow 175 foot wide tract of land. The plan for the station locates the station building 600 feet from Assateague Anchorage and with only one other building, a stable, for at least one horse that was used to assist in pulling surfboats to the launch site [110] [Fig. 5,7].

From period photographs and the original site plan, it appears that the station grew to the west with a series of outbuildings that likely included additional quarters and perhaps a large barn. A white-washed split-rail fence is extended around the buildings from the existing picket fence; this may be a corral space for the horse(s) and possibly other animals. The area enclosed by the picket fence may have been sodded with lawn to prevent the sands from eroding away as was typical at life-saving stations. The period photographs also show ornamental trees within the picket fence; 3000 trees were planted at life-saving stations [Fig. 7]. Included at all life-saving stations was a wreck pole for apparatus drills and a 50 ft. tall flagpole, later a tower, used for the International Code for signals practice. The practice was performed on Wednesdays and consisted of two strings of a series of flags from the top of the tower where each flag represented a letter of the alphabet [Shanks, 40, 120]. In 1900 a lifeboat house was built on Assateague Anchorage with a long wharf/pier connecting it with land; this was likely a reaction to the silting in of the cove, which by 1920 was a quarter of a mile distant instead of 600 ft [U.S.C.G., archives; U.S.G.S., 1920 tactical map]. The station also built a few “outlying” boathouses located closer to the Atlantic Ocean; Sheep Pen Hill had a boathouse existent in 1916 and in 1941 and this boathouse may be the one labeled on the 1943 quadrangle [U.S.C.G. logbooks, Sept. 5, 1916 and 1941].

On October 10, 1891, President Benjamin Harrison’s official yacht, the Despatch, was completely destroyed in a wreck 3 miles north of the south end of the island and seventy-five yards from shore [Hurley, nd, web]. The records stated that ten trips were made to the wreck to save seventy-nine men; no lives were lost.

In 1898, the Navy tasked the U.S. Life-Saving Service with coast watching during the Spanish-American War [U.S.C.G., 2000, web]. This same year the Lighthouse Service took advantage of the “Appropriation for National Defense” and installed a telephone line linking the Lighthouse to the Life-Saving Station [Bearrs, 1968, 56].

In 1912 President Taft recommended abolishing the Revenue Cutter Service; as a result President Wilson signed the act consolidating the Revenue Cutter Service (est. 1790) and the Life-Saving Service, creating the U.S. Coast Guard on January 28, 1915. The Assateague Beach Life-Saving Station was given the name "U.S. Coast Guard Station No. 150" and assigned to the 6th District. In general, the keepers, crew, and drills continued as usual. One of the first additions to the stations under the Coast Guard authority was possibly the storm warning tower. A U.S. Coast Guard plan dated 1915 for a 50 ft. tall steel storm warning tower appears to be the same type style seen in photographs of stations with the international flags flying from them [Shanks, 1998, 120]. It is possible that the new tower was introduced by the Coast Guard and had the dual use of storm warning and flag drill; further research is needed.

With the outbreak of World War I, the Coast Guard is transferred to the Navy Department in 1917 and returned to the Treasury Department in 1919 [U.S.C.G., 2000, web]. With the 1920s and the advent of prohibition, the Coast Guard quickly became involved in policing the coasts to prevent rum-running practices especially active on isolated barrier island beaches [Hartley, 1987, 4]. Chincoteague Inlet was a favorite place of smugglers and the Assaateague Beach C.G. Station was active in enforcing the law in this area from 1920 until the end of prohibition in 1933 and again after the Anti-Smuggling Act was passed in 1935 [U.S.C.G. historian, web].

A U.S. Army Tactical Quadrangle Map dated 1920 indicates that there was possibly a tower with a red sector light at Fishing Point near the site of the future station [Fig 8]. The symbol considered to be a light tower at Fishing Point is also on the 1942 War Department quadrangle map and a symbol on the 1943 quadrangle in the same position is labeled, “light” [Fig. 9-10]. Several buoys are shown on the 1920 and 1942 maps including bell buoys and whistle buoys. By 1920 the hook has formed and is encircling the Anchorage which is renamed Assateague Cove on the 1943 quadrangle maps.

The operation of the station became increasingly inefficient as the increased length of the hook made a rescue at sea more difficult to reach and as sands filled in the marsh where the station was located, the distance from the station to either the cove or the ocean was great and tedious. The 1943 quadrangle map [Fig. 10] shows how much the marsh has filled in around the station creating Fykes Cove; a dirt road leads to the station labeled “cupola.” Realizing that the station buildings were not in good enough condition to be picked up and moved as the residents of Assateague Village did, in 1921 land was acquired and plans were drawn up for the construction of a new Coast Guard Station No. 150 located on the hook at Fishing Point.

Fig. 4: Early Life-Saving Stations of Delaware, Maryland, and Virginia [Shanks, 1998, 121].

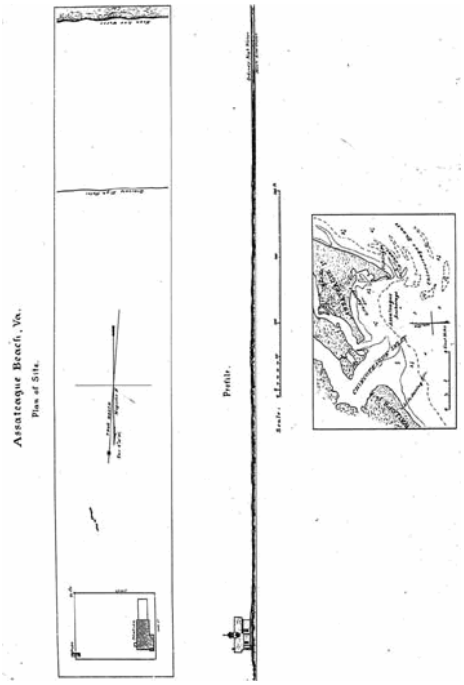


Fig. 5: 1874 site plan for Assateague Beach Life-Saving Station. [U.S.C.G. Library, Microfilm Archives, New London, CT, nd.].

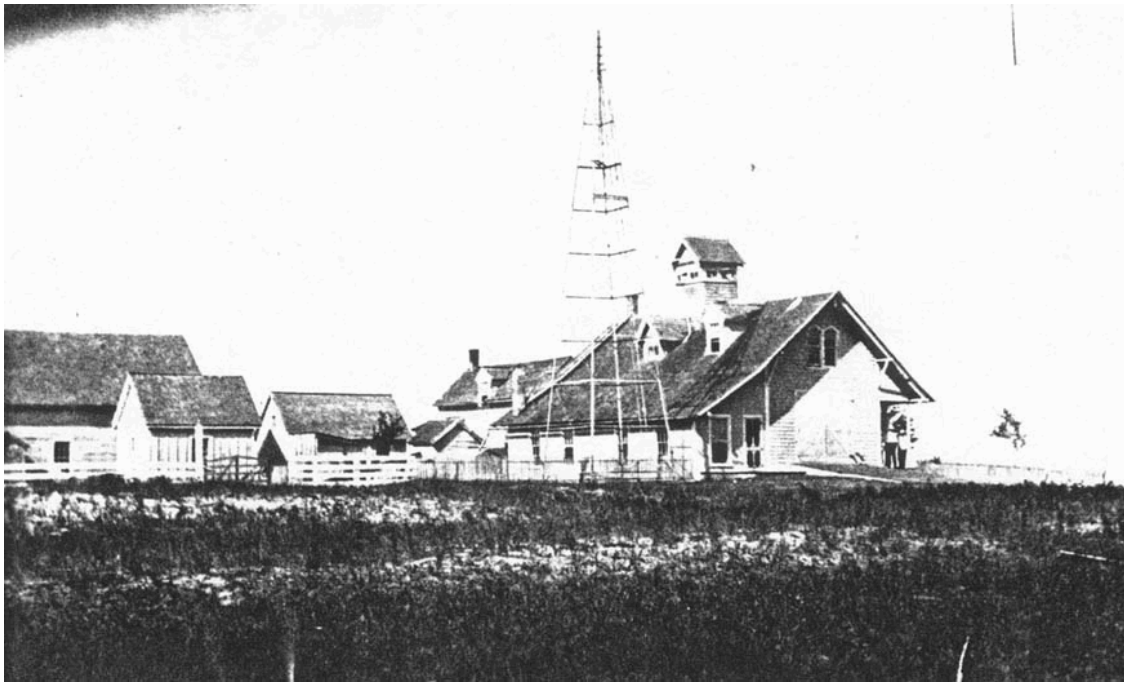


Fig. 7: Photo of the 1874 Assateague Beach Life-Saving Station [U.S.C.G. historian office, archive collection, nd].

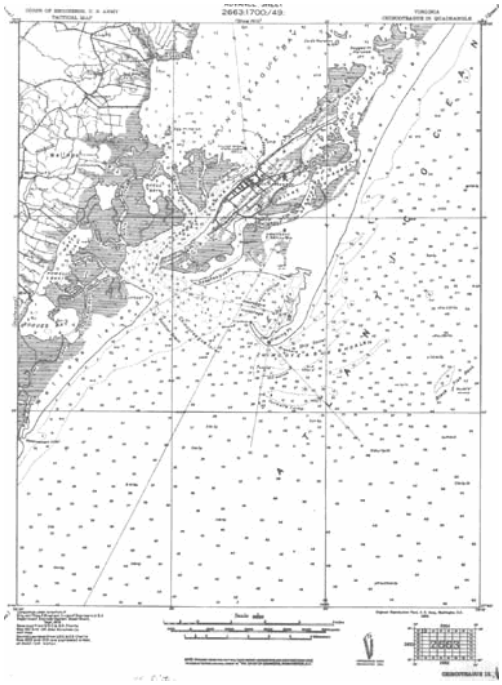
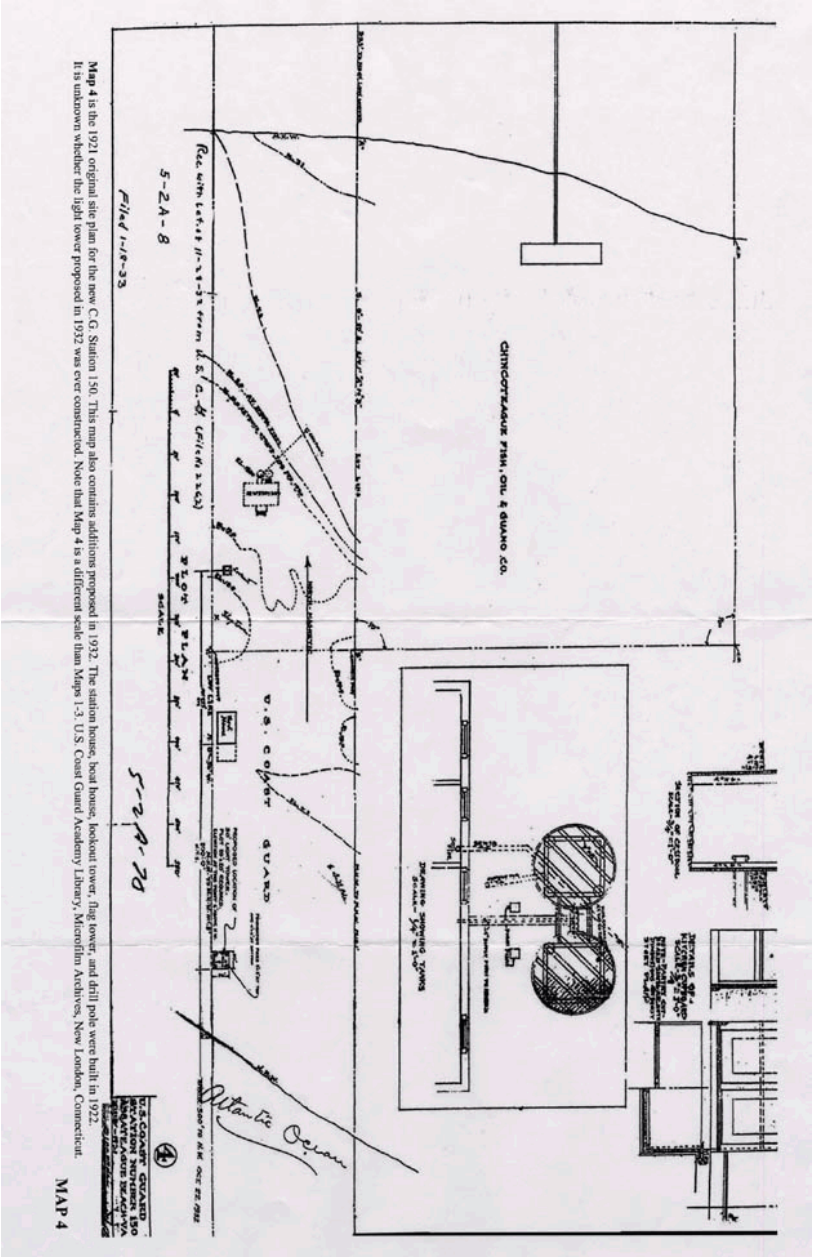


Fig. 8: 1920 Corp. of Engineers, U.S. Army TACTICAL MAP [U.S. Geological Survey Historical Files].



1921 original site for the new Coast Guard Station. This map also contains additions proposed in 1932.

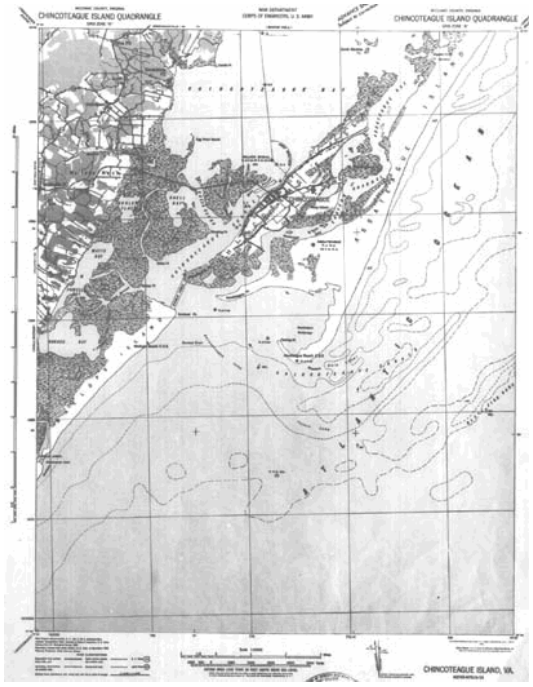


Fig. 9: 1942 War Department, Corp. of Engineers, U.S. Army Quadrangle Map [U.S. Geological Survey Historical Files].

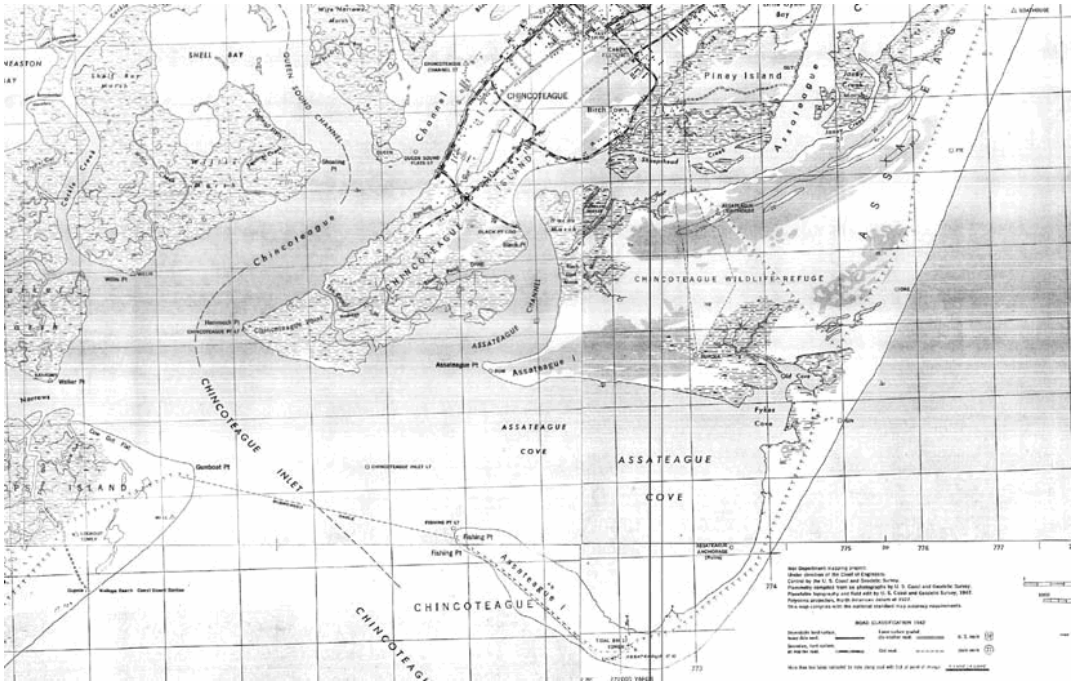


Fig. 10: 1943 U.S.G.S., War Department Quadrangle Map of Assateague Island [U.S. Geological Survey Historical Files].

1921-1935: Construction and Development of the new Coast Guard Station

Funding was appropriated for the new station and in 1921 a 5.32 acre tract of land was conveyed to the Secretary of the Treasury, representing the U.S. Coast Guard, through a Use and Occupancy Deed from Samuel B. Field [Abstract of Title]. Bids for the construction of the station house, boathouse, and flag tower were solicited and the contract was awarded to William Russell of Lewes, Delaware [Hartley, 1984, 4, 12]. Construction began the following year and although behind schedule, the station was completed in December. The crew of Station No. 150 was involved in constructing the lookout tower and the telephone lines; log records indicate that in October the crew transported line and cement to the new station and laid the foundation for the lookout tower then in November they went to Franklin City to get lumber and began building the tower legs [U.S.C.G. logbooks, 1922, Oct 3, 26, Nov 10, 11, 24]. The cabin was not put on the tower until a later date, possibly early 1923.

On Monday, November 27, 1922, John M. Richardson, Officer in Charge, received the keys to the new station and instructions to move in [Fig.11]. By 6 pm. Friday, December 1, the station was fully operational; ironically, this was the 48th anniversary of the first day of operation of the Assateague Beach Life-Saving Station. On the first day of the 1923, the station received a new name, Assateague Beach Station [U.S.C.G. logbooks, Jan. 1]. John M. Richardson, Boatswain, was officer in charge until 1936 when he retired after twenty years of service with the Assateague Beach Station [U.S.C.G. logbooks, 1916-1936].

In the weeks preceding the move, the buildings at the old station were painted and cleaned even though the station was abandoned upon the move; in January the crew disassembled the signal tower and/or the flag tower and transported the flag tower to Pallal Hill [U.S.C.G. logbooks, Jan. 26, 29, 31].

In addition to the station house, boathouse, lookout tower, flag tower, a wreck pole, and electrical lines, there was possibly a light tower already present at the station before it was built. It is yet to be confirmed, however, a 1920 quadrangle map indicates a red sector light at the location of the station [Fig. 8]. The 1943 quadrangle map also indicates a light, which may have been a rebuilt light or a new light tower proposed in 1932 [Fig. 10, Map 4]. Furthermore, the 1957 aerial photograph indicates a tall structure to the west of the 1922 boathouse [Map 3]. Other structures present in the 1920s or 1930s may have included a stable, private bungalows, a houseboat, and a paint locker.

Other structures present off-site in 1922 were a network of telephone poles, a number of boathouses, patrol poles, and the buildings of the Chincoteague Fish, Oil, and Guano, or Conant Bros., fish factory adjacent to the Coast Guard property. A boathouse at Sheep Pen Hill was in existence in 1916 and it may have been the same boathouse existent in 1941and the boathouse labeled on the 1943 quadrangle map [Fig. 10][U.S.C.G. logbooks]. A network of telephone poles was established to connect all of the Coast Guard Stations along the Atlantic Coast. The 1943 quadrangle map shows this system where the cable is submerged through Chincoteague Inlet to connect Wallops Island Station and branches in the north to reach the Assateague Light; many of the poles were washed out in storm events and due to the shifting sands of the

island, are now out to sea. The fish factory closed in 1929 and the buildings were cleared after storms in 1933 and 1935 destroyed them. At least two patrol poles with key boxes on them were present at the north and south ends of the beach; the north patrol was half-way between the Assateague Beach Station and Pope's Island Station and the south patrol was at the southern tip of the island. The men would carry a key and turn a dial when they reached the north or south patrol to signify that the patrol had been carried out [Noble, web; Interview, Bitner; U.S.C.G. logbooks, 1922]. It is likely that the poles were established before the station was built due to a log entry stating that the key to the north and south patrol were moved to the new station on Dec. 1, 1922.

The Coast Guard continued the legacy of the Life-Saving Service; duties were performed routinely with amendments added for technology and new responsibilities when appropriate. The beach apparatus drill was performed until at least 1947 [U.S.C.G. log, Feb. 14]. Certain duties and drills were performed as a daily routine. The morning and evening colors, or sunrise and sunset, were recorded, morning and evening patrols performed, and weather and surf conditions watched throughout the day. One of the first duties of the day was to inspect the station buildings, ground, and apparatus, or equipment; drills and regulations followed. The drills and regulations performed were determined by the day of the week and included: the international code of signals, motor boat laws, rules of road, general service signals, resurrection drill, occulting- light practice, wigwag practice, beach apparatus drill, and the semaphore drill, or signaling at a distance from a pole [U.S.C.G. logbooks, 1923]. The beach apparatus drill, which was performed until at least 1947, was the main life-saving drill; it was timed and the elevation and angle of the rope shot from the Lyle gun was recorded.

The largest threat to the Coast Guard Stations has always been that of the vicious hurricane. The 1933 hurricane along the mid-Atlantic coast was no exception creating disastrous tides and flooding inland devastating the community of Chincoteague. The winds and tides destroyed nearby Wallops Beach Station, an 1882-type station [Shanks, 120], and the Conant Bros. Fish Factory adjacent to Assateague Station. Three private cottages of Assateague Station were destroyed and the crew made rescue efforts to the few residents who had made homes on the island [U.S.C.G. logbooks, Aug. 23, 1933]. Although the tide was all over the beach and in the boathouse, the station house was on high ground and the residents were brought there for safety. A photograph in the Coast Guard Archives is labeled with concerns about erosive damage of the grounds in the yard. Within days of the storm, a Coast Guard plane stopped at the station to refuel its gasoline; it is unknown whether the plane landed on water or ground [U.S.C.G. logbooks, Aug. 26, 1933].

A dock had been built at the station by 1933 [U.S.C.G. logbooks, Aug. 23, 1933]. A plan for the dock, wharf, and wooden walkway was drawn in April 1931 and has a note on it for a contract with W. Henry Bartlett for $8,925.00 dated in June. As mentioned, a dock was in existence in 1933 and in 1935 the crew was employed painting the handrail on the walk and the dock [U.S.C.G. log, Sept. 3, 4]; thus, this structure, with a small structure on the t-shaped dock, was built sometime between 1931 and 1935 [Fig. 12, 14].

It wasn't long before the traditional role of life-saving had declined due to modernization of

equipment, weather forecasting, and safety regulations [Hartley, 1984, 4]. New duties were assigned to the Coast Guard Service as modernization advanced. 1936 brought the enforcement of the Migratory Bird Act of 1918 to the Coast Guard [U.S.C.G. historian, web]; Assateague Island was, and is, a major waterfowl flyway and popular hunting spot. In 1939, the Lighthouse Service became part of the Coast Guard Service and gradually the crew took over the responsibility of checking the light and maintenance of Assateague Light [U.S.L.S.S., web; U.S.C.G. logbooks, after 1939].

Because of the effects of shifting sands and larger heavier boats, the need for a boathouse located on Toms Cove was evident by 1938 when construction began on a 46' x 62' Colonial Revival Style boathouse [Fig.13]. The structure was connected to the wharf via catwalks and surrounding walkways. To ease the heavy boats into the water and pull them back into the boathouse, a two-stall launchway equipped with three sets of marine railways and a motorized pulley was constructed on the north facade. At the same time that the boathouse was being built, a porch addition was being added to the station house and the lookout tower was raised from two stories to three. The Navy also built a 50' tall Triangulation Tower sometime before this, which remained until sometime between 1976 and 1994 [period photographs].

Fig. 11: 1922-1925 photograph of the station complex from the south [U.S.C.G. archives, Washington D.C.].

Fig. 12: 1931-1938 photograph of the station from the north, taken after the walkway was built and before the tower was raised [U.S.C.G. archives, Washington D.C.].

Fig. 13: The 1939 boathouse during construction, looking south [U.S.C.G. archives, Washington D.C., Dec. 1938].

Fig. 14: Looking north from the boathouse walkway. Note the pump house [U.S.C.G. archives, Washington D.C., Feb. 16, 1939].

1935-1946: Preservation Interests and World War II on the Beach

With the damaging effects of the 1933 storm, interests in Assateague Island and its value as an unspoiled beach were emerging. In 1935, the National Park Service had surveyed seashore areas along the Atlantic and had identified Assateague Island as one of twelve areas worthy of preservation as a National Seashore. There were still many people living in the northern section of the island as this time and with the beginning of World War II, plans were put on hold. The southern end of the island was not at populated and in 1943, the Chincoteague National Wildlife Refuge was established which included almost all of Assateague Island in Virginia.

In September 1939, President Roosevelt declares the United States' neutrality in World War II and begins a neutrality patrol to which he directs the addition of 2,000 Coast Guardsmen to the coasts [U.S.C.G. historian, web]. With the on set of World War II, in 1941, the U.S. Coast Guard was ordered to operate at part of the Navy and in early 1942, they were responsible for wartime port security [U.S.C.G. historian, web]. Many additional men were stationed along the coasts during the war many of whom were members of the Coast Guard Reserve created in 1939. Former guardsman, Louis Bitner, remembers there being 50-60 men present during the war and that many of them were packed in the attic of the station house [Interview, 2000]. A photograph taken in 1943 shows elevated housing units located south of the 1922 boathouse; the housing may have been used by the army who had men present to run their radar [Fig. 15] [Interview, Bitner].

In 1942, an anti-submarine patrol force was formed, known as the "Corsair Fleet" [U.S.C.G. historian, web]; patrols were made with picket boats, however, it is unknown whether Assateague Beach was part of this patrol.

A more highly organized beach patrol began in mid-1942, which was essentially an information system between the Coast Guard, the Army and Navy, and the FBI [Noble, web: Beach Patrol]. The Coast Guard was responsible for watching the coasts and surveillance of local craft operating in home waters; a picket boat patrolled Chincoteague Inlet [Bishop, 1997, 1; Bitner]. Any information they acquired was reported to the Army and Navy via a closed circuit radio. At Assateague Beach, the Army would transport any prisoners to a German prison camp in Westover, Maryland and the FBI was ultimately responsible for investigation of sabotage [Bishop, 1, 2; Bitner].

The early patrols consisted of round-the-clock watches from watchtowers and foot patrols; soon added were dog, truck, jeep, and horse patrols [Bishop 1, 3]. Although the North Beach and Ocean City stations had dog patrols, there is no evidence that dogs were at Assateague Beach, however, truck, jeep, and horse patrols were used [Bitner]. The army provided the horses, saddles and bridles, uniforms and hats for the horse patrol [Bishop, 4; Bitner]. Bitner recalls there being 10-12 horses at Assateague and a stable and corral, which they called "the pound." A mounted patrol would ride 3 or 4 miles up the beach and meet a patrol from the Pope's Island Station at a key post located half-way between stations; patrols were not needed to the south since you could see to Fishing Point from the lookout tower at that time [Bitner]. The mounted patrol was especially unpleasant in the winter and Bitner recalls that the horses didn't even like it and would leave you if you dismounted. In mid-1944, the horses were taken away and the guardsmen went back to foot patrol.

In 1943, the crew was employed to build a Vertical Steel Radiator tower south of the 1922 boathouse [see Fig. 15][U.S.C.G. archives, Report to Build Steel Radiator]. The report describes the erection of the tower for the Assateague Test Station with plans for other high frequency towers to be located some two hundred feet away. This appears to have been an advancement to long range aid to navigation, which was stepped up during the war. The tower was approximately 80 feet tall with four large concrete anchors sunk into the ground below sea level. Other parts included guy insulators, an isolation transformer, and a conduit for a lighting circuit. It is not known when the tower was taken down but it does appear in the 1957 aerial photograph and it is not present in the 1962 hurricane photos.

With the end of the war, the U.S. Coast Guard was returned to the U .S. Treasury Department on Jan 1, 1946.

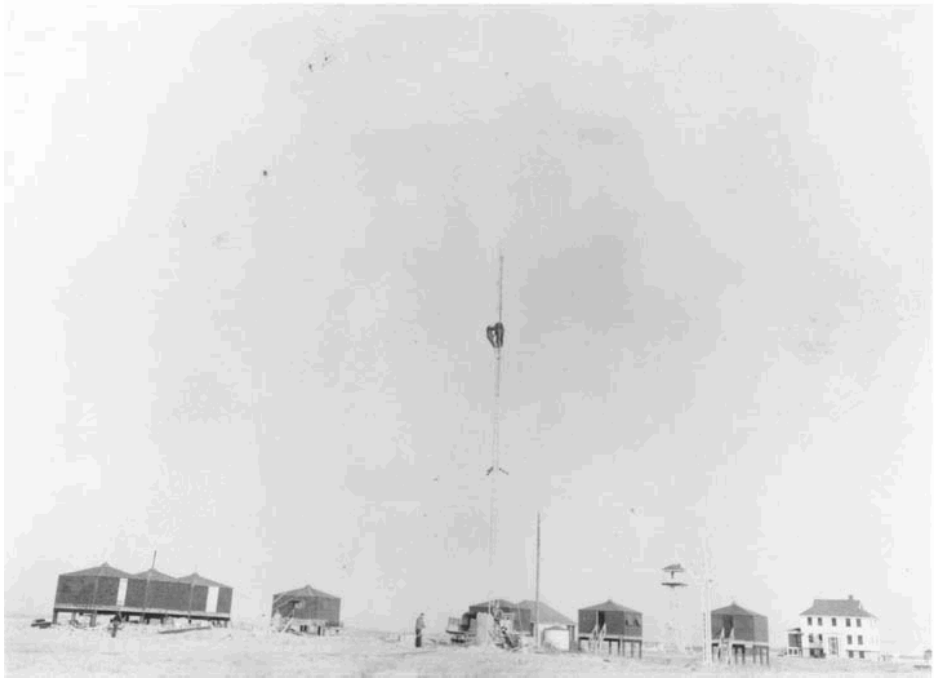


Fig. 15: The station complex in 1943 looking north. [U.S.C.G. archives, Washington D.C., Report on Construction of Radiator Tower, 1943].

1946-1967: Renewed Interest in a National Seashore

After the war, the Coast Guard Stations returned to their normal routine, however, the need for rescue crews had diminished with the advancements of radar, better equipment, and the research in aircraft rescue made during the war. Although Coast Guard aircraft had an early start in the 1920s, it wasn't until World War II that interest in developing air rescue began, and after the war before it really developed [Noble, web: Aviation]. Helicopter rescues proved themselves during a series of floods in the 1950s and were present after the hurricane at Assateague in 1962 [Noble; U.S.C.G. logbooks, March 1962]. An interview with former guardsman, Ed Switzer, confirms the logbook entries that helicopters landed at Assateague and further states that a helipad was present to the west of the station house [Interview, 1990]. Helicopters have been the primary rescue tool for the Coast Guard since the 1970s [Noble].

Additions to the station complex consisted of updates. A "newly constructed walk" was built in 1947; what type of walk is unknown although it may have been a replacement to the on-shore walkway since a wooden platform was also built on the walkway and wharf this year to support a pipe for pumping water to the station in event of a fire [U.S.C.G., logbooks, Jan. 15; Interview, Olsen]. By 1949, a fire pump house was constructed behind the station house [LCS]. A breakwater, or bulkhead, was added on the east side of the wharf around 1950 to protect against the damaging conditions and effects of wave action [Fig. 37][U.S.C.G. log, June 28]. A concrete block electric generator building was added to the complex in 1959 and connected to the station house via a concrete walk [Fig.38] [Phillips, 24]; prior to this, a generator was

present in the basement of the station house.

During the 1960s, the Assateague Beach Station was effected by the research taking place on nearby Wallops Island at NASA. The Wallops Research Station had been doing research using rocket-propelled aircraft. On at least two occasions in 1962, the Assateague Beach Station had to be evacuated, "due to firing of rocket at Wallops Island" [U.S.C.G. logbooks, Feb. 28, March 29]. The need to evacuate the station may be due to an accident earlier that may have hit the station house; former guardsman, Switzer, reported in a 1990 interview that the northeast corner of the station house was hit by a NASA rocket that destroyed the corner of the house. The present station is the Goddard Space Flight Center and Wallops Flight Facility.

Interests in Assateague Island were rekindled in 1954-55 during a survey of the Atlantic and Gulf Coasts. However, a major subdivision had begun construction in Maryland and interests in the island was dropped until a devastating storm known as the Ash Wednesday Nor'easter caused serious destruction throughout the island in March, 1962 [National Archives, History of studies leading to NS proposal]. All but 18 of 50 homes were destroyed and the main road through the subdivision was washed away.

The Assateague Beach Station also suffered damage, which may have included the disappearance of the chimney on the boathouse, flooding in the structures, the signs to the station, and shifted sands throughout the complex and covering walkways [Fig. 16]. The crew eventually deactivated the station and was airlifted to an old air station at NASA. Before securing the station and evacuating, the guardsmen rescued three men on foot who had been in a shipwreck just north of the station, they found a fourth man to whom they gave artificial resuscitation to for four hours, and a fifth man on shore who was already deceased [U.S.C.G. logbooks, March 1962].

The storm pointed out the need for large-scale beach protection if there were to be roads and other kinds of development on the island [Nat'l Archives, History of studies leading to NS proposal]. In 1965 and 1969 photographs, sand fences can be seen around the station property [Fig. 17, 19]. The Fish and Wildlife Service began sand fencing practices along the ocean shoreline of the wildlife refuge at this time [Fig. 18]. It is likely that the U.S. Fish and Wildlife Service was the party who created the man-made vegetated dunes with sand fences around the Coast Guard Station as well, and they may have worked in cooperation with the Coast Guard. The dunes are built well out of the property lines of the Coast Guard Station but are obviously surrounding the complex to protect the buildings [Map 2]. Breaks are made in the fencing where vehicular movement is present at the station and small compartment areas are fenced, perhaps, for animals or some other use by the Coast Guard. The dunes were maintained when the National Park Service was present, however, the costs were high and a more natural dune environment was encouraged in the park and the massive attempts of stabilization on the island were abandoned in the early 1970s [NPS, 2000, web: Nat. Resources Fact Sheet]. Although, not maintained in the recent past, the dunes can still be seen today and are an integral part of the landscape [Fig. 27].

The later half of 1962 saw an increase in interest to access the wildlife refuge and the beach

just north of Assateague Beach Station. The Chincoteague/Assateague Bridge and Beach Authority built a toll bridge to access the island from Chincoteague in 1962; prior to this the only way to access the island was by boat [National Archives, 1960 NPS correspondence]. Then, in 1963 the refuge leased the land north of the station to the Chincoteague/Assataegue Bridge and Beach Authority for a restaurant, bathhouse, restrooms, and parking.

Since the 1962 storm had caused so much destruction to the subdivision in Maryland, the Department of the Interior needed to act quickly to propose a National Seashore before new development could begin again. On September 21, 1965, President Johnson signed the bill authorizing Assateague Island National Seashore [GMP, 11]. During this time Coast Guard was in the process of determining which Atlantic coast stations to retain and which to consolidate. The making of the National Seashore seemed to ensure that Assateague Beach would be disestablished; both the North Beach and Pope's Island stations had been disestablished in the 1950s and in 1967, the Coast Guard was consolidated and transferred to the Department of Transportation.

The Assateague Beach Station received its orders to close and disestablish the station via a verbal order from Group Chincoteague on Jan. 10, 1967. On the evening of Jan. 16, 1967 after all guardsmen had been transferred to other duty stations, the Assateague Beach Station was disestablished under authority of CCGD5 operation order NO.1-67 [U.S.C.G. logbooks, Jan. 16, 1967]. At 8:30 p.m. the Assateague Light was off and a symbol the end of the ninety-two years of operations at the Assateague Beach Coast Guard Station.

Fig. 16: Oblique aerial view of the station complex after the 1962 storm [U.S.C.G. archives, Washington D.C., March 8, 1962].

Fig. 17: Looking west at the station 3 years after the storm. Note the sand fences [U.S.C.G. archives, Washington D.C., Aug. 29, 1965].

Fig. 18: Planting of American Beach Grass upon man-made vegetated dunes in 1965 [U.S.F.W.S., www.assateague.com].

Fig. 19: Aerial view of the station shortly after the NPS took occupation. Note the topography change due to the sand fences (Photo courtesy Larry Points, ASIS, c. 1969-72).

1967-2000: Assateague Beach Coast Guard Station and the National Park Service

Before the Coast Guard Station land could be transferred to the National Park Service (NPS), retention rights had to be signed over. The NPS was granted a License for Use from the Coast Guard from Jan. 18, 1967 to Jan. 15, 1968 pending the transfer actions [National Archives, 1960s NPS correspondence: License of agreement]. The transfer happened in the fall of 1967 and the Park Service retained jurisdiction, accountability, control and custody on Sept. 1, 1967 [letter dated Sept. 6].

The NPS immediately used the station complex. They housed lifeguard and interpretive staff in the station house and used the garage and boathouse for maintenance storage. They also used the grounds for maintenance storage and created an area south of the garage as a maintenance yard complete with sand walls [Fig.21][Interview, Ennis]. A storm in 1982 took out a paved road existing north of the station and a deck built at the Seaboard Fish Oil & Guano Factory ruins. The restaurant that was built in the 1960s has been adapted as a National Park Service Interpretive/Visitor's Center and has been relocated on pilings at least twice, and the bathhouses have recently been replaced with new mobile structures. A designated camping area used to exist north of the station but has since been left to nature. The road leading to the beach swimming area has recently been paved in crushed shells. The only way to access the station is by boat, foot, or an off-road vehicle.

In 1976, the surviving station structures were surveyed and added to the List of Classified Structures (LCS). In 1980, the property was determined eligible for the National Register of Historic Places. The 1982 Assateague Island General Management Plan (GMP) identified stabilization, adaptive use, and interpretation as the guiding treatment. The entire station would be interpreted as a period Coast Guard Station and the exterior appearance was not to be altered. The station house was to continue as seasonal park housing, the 1939 boathouse was to be rehabilitated as a classroom for environmental education and storage, and the garage was to be used for storage and shop purposes (GMP, 44). In the late 1990s, the park began serious efforts to carry out the GMP recommendations beginning with the collection of baseline information and treatment recommendations. This includes a historic structures report and a cultural landscapes inventory.

The effects of barrier island dynamics of shifting and siltating sands and the damage of high tides during storm events will continue to be a concern for the Assateague Beach Station complex.

Fig. 20: View from beach front (Photo courtesy of Mel Olsen, ASIS).

Fig. 21: View north from "maintenance yard" created by park staff in the 1980's (Photo courtesy of Mel Olsen, ASIS).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The design of the Assateague Beach Coast Guard Station followed standard design protocol for the Coast Guard Chatham-type design [Phillips, 2000, 4]. Designed by the last official architect of the Life-Saving Service, Victor Mendleheff, the 1921 design was one of 28 such stations, fourteen of which may survive today [Shanks, 1998, 248]. Further research is needed to determine the status of the remaining stations, however, it appears that the station at Assateague Beach is significant in its unique siting between ocean and cove, that the original core structures have survived in moderate to excellent condition in their original location of construction, and that the lookout tower is a separate structure from the station house, which was not common for all Chatham-type stations. Furthermore, the addition of the Colonial Revival-type boathouse sited on Toms Cove in 1939 and the walkway system leading to the cove not only completes the linear sequence of the station, it is also significant in its design of a marine rail launchway entering a cove.

Today, much of the station's spatial organization during the period of significance is evident. The buildings and walkway system are tightly organized in a linear sequence that stretches from Toms Cove to the remnants of man-made vegetated dunes, which interrupted the line to the ocean in the 1960s.

The use of the station during its U.S. Coast Guard operational years is where the story of the landscape has developed. The station complex was designed and adapted for the purpose of saving lives and ships in distress. The locating of the station on a narrow strip of land between ocean and cove has fulfilled this purpose in a unique way by allowing the crews to enter dangerous waters from the calmer waters of the cove and this is evident in the landscape today. The use of space for life-saving drills also remains an open yard.

The dunes are representative of a cultural response to the violence of barrier island dynamics on a built environment. The resulting sand dunes, depressions, and increased sand deposition to the south have contributed to protection of the structures and have been an example of how humans can change the natural environment. Although natural dunes and dune species have developed on the hook with the dynamics of shifting sands, the general topography of the station complex has changed little with the exception of the man-made dune building in the 1960s. The station house is still the focal point of the station where it sits on a high knoll. A natural succession of vegetation has grown up around the complex, however, the circulation systems in the interior of the station complex are generally similar to how they were historically and the yard remains open and free of invasive shrub growth. Outside of the immediate station complex, road traces are distinguishable.

The station house, garage, lookout tower, generator house, and boathouse along with water tanks/cisterns and a system of wooden walkways and wharf remain today as surviving structures. A few electrical poles and concrete traces are also found throughout the proper. The station house, lookout tower, and garage and yard form the original core of the property. Views to and from the property add to the story of the Coast Guard history by providing a visual of how life may have been

for the life-savers of the surf on an isolated barrier island along the Atlantic coast. Few small-scale features remain from the period of significance.

The overall landscape appears to retain a moderate to high degree of integrity from the period of significance. Assateague Island, including Toms Cove, continues to change dramatically in both shape and size. Ultimately, this will likely have a great impact on the Coast Guard Station property and its features.

Landscape Characteristic:

Natural Systems And Features

1922-1967

The relationship between life-saving stations and the natural systems of Atlantic coastal barrier islands, marked by the frequent extremes of weather and the shifting nature of the landscape, was clearly a key element of life. There is evidence that the natural systems influenced site planning, architecture, and the type of site elements of the Assateague Beach Coast Guard Station.

The life-saving stations, later the Coast Guard Stations, of Delaware, Maryland, and Virginia watched over ship approaches to the Chesapeake and Delaware Bays [Shanks, 1998, 115]. Most of these stations were located on the barrier islands that paralleled the mainland because they provided the most practical locations for watching for and acting upon ships in distress or warning them of dangerous shoals offshore. Both Assateague Beach Stations were unique in their orientation to the calm waters of a cove. The first station was located across from the present station on a then open cove where the land had forked enough to provide a calm water for surfboats to enter during a storm rescue. Unfortunately, the location was spoiled when by 1906 shifting sands had created 5 miles of the present hook and the foreshore of the cove quickly filled in distancing the station from both the cove and the ocean. Between 1924 and 1970, the hook grew approximately 2 miles westward and by 1929 silting conditions in the cove made it impossible for ships to dock at the fish factory or drag for oysters, an industry and resource that people of nearby Assateague Village depended upon.

When the Coast Guard relocated the Station in 1922, the new station was built on a narrow strip of land on the hook oriented nearly north-south between ocean and cove so that there was access to both from the station. Site development appears to have responded to the natural features of the island. The station house, lookout tower and 1922 boathouse were sited on the central and highest part of the island at approximately 12 ft above sea level. When the first boathouse was built in 1922 it was sited approximately 250 ft from the ocean and oriented to the ocean. On a plan edited in 1932, the boathouse to ocean distance was 300 ft and it appears that an addition to the boathouse was sketched out [see Map 4]. The addition was never built; instead a boathouse and walkway system was built extending into Toms Cove in 1939. The siting of the boathouse in Toms Cove shows that the Coast Guard was confident that their rescue operations would run much smoother by entering into the calmer waters of the cove than the turbulent surf of the sea and the boathouse would be better protected on the cove.

Storm events appear to have impacted the central core of the property and soon after the devastating storm of 1962, a full network of sand fences was erected enclosing the station property and presumably shielding it from wind-blown sand [Fig. 18-19, Map 2]. It appears that the U.S. Fish and Wildlife Service constructed these man-made vegetative dunes. From period photographs it does not appear that many natural dunes had developed by now, however, in the report of a rescue in the 1962 storm, men did take refuge on a sand hill on the island [U.S.C.G. logs, March 7].

The Coast Guard also took advantage of the natural systems in the way water was collected and used on the island. The station house was constructed with two round cisterns supported on wood pilings at the rear of the station house. The cisterns captured rainwater from the rooftops, recycled it into the house for plumbing, and plumbed out into a cesspool approximately 75 ft to the northeast of the station house [Fig. 39][Phillips, 2000]. This system of capturing rainwater was eventually used at the 1922 boathouse and the 1939 boathouse [Fig 34, 36].

Although not seen on the site visit, an artesian well is believed to be to the east of the station proper. The well was likely used by the Coast Guard and the Fish Factories [Park Staff].

1967-2000

Today much of the relationship between the Coast Guard Station and the natural features is evident. The building cluster remains centrally sited on the high points between the cove and the ocean, with the boathouse extended into Toms Cove and the cisterns remain adjacent to their respective buildings. The shape of the island continues to change, with sand deposits continuing to forge the way west. A 1997 shoreline drawn over a 1984 topographic map illustrates that the hook has continued to shift southwestward, Fishing Point continues to shift westward, and the narrow strip of land that connects the hook to the rest of the island has in effect rolled over itself into the cove a full width of itself [Duffy, 2000, digital file]. Based on the history of barrier island dynamics, it is possible that the leg of the hook may eventually wash away and Toms Cove Hook may become an island of itself, separated by an inlet.

Much of Toms Cove Hook is beach and duneland with the Coast Guard Station set within this varied beach habitat. Many of the dunes are natural, however, around the Coast Guard Station a prominent system of dunes follows the lines of the sand fencing system constructed between 1962-1965 [see Map 1 & 2]. In addition, a marsh environment is supported where blowouts and other depressions occur close to the water table; there are several of these environs around the Coast Guard Station [Perry, 1989].

The dune and marsh environments have matured a great deal since the station was operational and their ecosystems can provide for a number of animal species. In the interdune area the yellow-rumped warbler can be found eating on Bayberry shrubs, the hognose snake, Fowler's toad, and Earthstar fungi may also be found [Perry].

The famous Chincoteague Ponies roam the Toms Cove area and are often seen eating in the marsh. The Chincoteague Volunteer Fire Company owns the ponies in Virginia rounds them up annually at the Pony Penning and Auction event, held the last Wednesday and Thursday of July.

Birdwatchers will find many species to watch including the snow goose, a variety of herons, egrets, terns, and the threatened species, the piping plover. The piping plover nests in the unique habitat created by the Toms Cove Hook dune, beach, marsh, and ocean system. To allow the plover an undisturbed mating and nesting time, the entire area of Toms Cove Hook from just south of the public beach to Fishing Point is closed from the public during the period of March 15 through August 31 [USFW, 1999, brochure].

Marine life is on the island includes the mud fiddler crab, mud snail, and ribbed mussel. The large knobbed, lightning and channeled whelk shells are a popular shell collected by visitors and gift shops from Chincoteague. Other marine life and items found on the shore include [assateague naturalist, web]:
Atlantic Bay Scallop, Eastern Oyster, Northern Quahog, Ponderous Ark, Angel Wing, Slipper Shell, Atlantic Jackknife, Stout Razor Clam, Atlantic Moon Shell, Horseshoe Crab, Skate Egg Case, Whelk Egg Capsules, Spider Crab, Moon Jellyfish, Keyhole Sand Dollar, Driftwood

Character-defining Features:

Feature Identification Number: 92801

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

Fig. 22: View north from the Atlantic Ocean. Due to siltation at the southern end of the hook, the station now sits far from the ocean shoreline [Photo: NPS, 2000].

Fig. 23: View west from the ruins site. Natural processes on the cove shore made it impossible for industry to function [Photo: NPS, 2000].

Spatial Organization

1922-1967

When the Coast Guard Station was originally constructed it occupied roughly the center of the island and created a strong central core oriented south towards the ocean. The decision to build a new boathouse (1939) on Toms Cove changed this organization from ocean-oriented and centrally clustered to cove-to-ocean-oriented and strongly linear. Sitting on a high point and facing south, the station house is the focus of the complex with the lookout tower offset to the southwest. In line with the lookout tower to the south is the original boathouse and between the two was a flag tower [Fig. 11, Map 4]. The wreck pole was originally in line with the station house and just south of the original boathouse and when it was relocated, it was nearly in the same location as the flag tower. The walkway, wharf, and T-dock were built in a direct line heading north from the station house and when the station built the new boathouse to access the cove, it was designed in line with the towers and the 1922 boathouse [Fig. 24]. A person could walk in a straight line from the T-dock, down the walkway, to the station house, around the house perhaps on a concrete walk, and down the "yard" approximately twenty feet on a concrete walk that ended there. If they continued through the yard they would reach the wreck pole in 1922 and then the ocean.

There were periods when housing, utility buildings, and barns were added to the complex and it appears that some of them may have been organized along the east side of the wooden walkway from the cove to the station house [Interview, 2000, Bitner; period photographs]. During World War II additional housing appears to have been organized in a right angle just south of the original boathouse [Fig. 15]. Off-site structures do not appear to be organized [see Map 3].

It is difficult to determine where roadways were prior to 1966, however, it is clear from aerial photographs throughout time that a route into the station from the southeast on the ocean side of the island has prevailed. It also seems that vehicles moved along the west side of the footbridge and off-site from the station house, to the west and east. A "yard" south of the station house existed in the same location since 1922 and was likely used for practice drills and other activities.

As a result of the devastating storm of 1962, man-made vegetated mounds with sand fence were constructed around the Coast Guard Station proper. This created a tight delineation of spaces and blocked the once present linear connection with the ocean. The fencing ran along the ocean shore, in a similar location to road patterns detected on the 1949-57 aerial photographs, and it created land boundaries on the east and west sides of the station. Openings were left for vehicle access at the southeast corner and the east and west roadways at the station house. A curious part of the fencing is seen in two locations on the 1966 aerial; near the cove and to the west of the property, rectangular areas are divided into fenced compartments [see Map 2]. It is unknown whether these spaces were used to pen animals or for another use.

1967-2000

The linear organization is very much the same today as it was by 1939. The station house remains on a knoll, the lookout tower and 1922 boathouse are in their original positions, and the walkway, wharf, T-dock, and 1939 boathouse are in the same locations as when they were built. Missing, is the linear sequence extending south to the ocean, which was blocked by the man-made vegetated dunes built in the early 1960s. However, the dunes edging the property have left a physical border that tells of the roadway locations and the ocean shoreline.

The main roadway organization is similar to how it was used by the Coast Guard. The access road enters the proper from the southeast corner, off the ocean-side beach. It then splits with one road leading north to a parking area on the right side of the station house and the other road leads southwest, around the garage, then north along the outside of the property line, shifting to run alongside the wooden walkway, and ends at a row of four wooden posts at the shoreline of the cove [see Map 1, Fig. 25, 43]. The two roads that lead away from the central core on both the west and the east sides of the station house are detectable and the west road is still used on occasion. The main road has a layer of crushed asphalt and stone added by maintenance staff to provide additional traction while the road traces are sand and grass [Interview, 2000, Ennis].

Character-defining Features:

Feature Identification Number: 92813

Type of Feature Contribution: Undetermined

Land Use

1922-1967

The U.S. Coast Guard Assateague Beach Station operated on Toms Cove hook from 1922-1967 after being transferred from a site across the cove that could no longer serve the crew for their purpose of assisting, sheltering, and protecting the lives of those in need. With the growth of the Coast Guard came the increase of responsibilities. The station was very involved in policing the shore during the “rum-running” years of the 1920s. During war time the station was transferred to the army or navy and given responsibilities of surveillance for enemy ships and saboteurs. The station was always considered a part of the community of Chincoteague, and with that came duties of assistance in fire and hurricane events. Over the years as life-saving needs decreased and communities left or grew, the duties of the Coast Guard had come to include policing of waterfowl hunting and boating regulations as well as assisting any ships or boats in need.

The station house housed the crew and gave shelter to shipwrecked victims. The kitchen, offices, baths, and interior recreation space was all housed in this building. The 1922 boathouse was immediately used as a garage when the new boathouse was built on the cove in 1939. The boathouse is of particular use for launching heavy surfboat and motors into the bay on the marine railways.

The station property ran from ocean to cove and although the property lines were a mere 200

feet wide, the persons at the Coast Guard Station were given permission in title and did use the land beyond this narrow strip of deeded property. Aerial photos indicate roads, small-scale equipment, even small structures and towers off-site that were part of the Coast Guard operation [see Map 3].

With the duties of life-saving came the need to practice life-saving drills with the equipment used to aid in rescues. It is likely that the yard was used for such drills as the flag tower was located next to the yard, and the wreck pole was originally at the south end of the yard and eventually moved to the side of the yard. A later photograph taken in 1962 shows a pole due east of the lookout tower, across the yard, with a rectilinear concrete slab. From the 1966 aerial photograph, it appears that some sort of drill or recreational sport may have been practiced here where a pattern of lines are formed across the yard [see Map 2 & 3].

Additional housing for families and horse barns are known to have been in existence at various times at the station. Temporary housing and stables were built during World War II to house the 50 men present, the 10-12 horses, and perhaps the men's families [Interview, 2000, Bitner]. Also in 1943, the station was a test station for the use of a vertical steel radiator tower [U.S.C.G., Report on the Erection of Vertical Steel Tower].

The 1966 aerial photograph suggests additional uses of the landscape at this time. The most prevalent element is the fencing that delineates the complex, indicating where vehicles entered and exited through breaks, and suggesting some sort of penning in the north. Staff of Coast Guard Stations often supplemented their income by other work in the nearby communities or by fishing, hunting, or raising livestock [Shanks, 1998, 39]. A helipad is believed to have existed just west of the station house; planes and helicopters have landed at the station according to station logbooks [Interview, 1990, Switzer; U.S.C.G. logbooks, Aug. 26, 1933 & 1962].

1967-2000

The current use of the station complex has been limited to the structures and the areas immediately surrounding the structures. The roads have been narrowed to fairly distinct one-vehicle widths, as compared to earlier times, and vegetation has grown up in areas where previously activities kept the vegetation minimal.

The station was immediately used by the Park Service in 1967 for seasonal housing and maintenance storage. In the 1980s the National Park Service used the area south of the original boathouse as a maintenance yard where they moved sand to form a protected area for stored lumber and other materials [Fig.21][period photo; Interview, 2000, Ennis, Olsen].

The maintenance yard has since been moved to another location and use is basically limited to the core area. The station house was once used as seasonal housing for lifeguards and interpretive staff, but at present the only use is for temporary housing for visiting researchers and for storage. The 1922 boathouse was used by NPS staff as a garage and is currently

storage. With the use of the station house by seasonal staff in the summer, outdoor spaces have been used for recreation such as basketball and picnicking. The lookout tower is used today by NASA. NASA also has small meteorological equipment in various locations on the property [see Map 1]. Surrounding recreation includes boating, surfing, fishing, crabbing, claming, off-road-vehicle use, and numerous opportunities for interpretation.

Long-term plans are for the use of the station as an environmental education center [RMP, 1999].

Character-defining Features:

Feature Identification Number: 92800

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

Fig. 24: View south from the wharf. Note the linear arrangement of the structures [Photo: NPS, 2000].

Fig. 25: View north showing the relationship of the structures in the core area [Photo: NPS, 2000].

Fig. 26: The 1939 boathouse with a marine railway for launching boats and access to the station from the cove [Photo: NPS, 2000].

Circulation

The Road System:

1922-1967

The early entrance road to the station complex was likely not well defined since most of the access to the station was accomplished by boat. By 1949-57, a more distinct pattern is seen in the aerial that may have been an entrance road created by the trucks that were then present [Map 3]. The road appears to be a little further south than in subsequent years. 1962 period photographs show that the entrance road is closer to where it is today and that it had an additional artery which allowed entrance directly on the east side of the station house [Map 2, Fig. 17]. In the 1966 aerial photo, these entrances are seen by the break in the sand fencing. The sand fencing helped to establish more permanent routes with openings in the fence-line that directed where vehicles could pass. In general, the historic roadway circulation had many more branching pathways. Prior to 1966 it is difficult to determine which were established and which were random dependent on the way the latest storm reshaped the land. From the 1966 aerial photographs and period images, there appears to have been a well-developed entry drive loop sequence on the east side of the site. This sequence allowed access to the 1922 boathouse, the lookout tower, and the cove along the west side of the site. A system of roads that accessed the western dunes off the immediate station property is also clearly documented [Map 2]. This road may have led to a helipad or and perhaps later, a trash dump [Interview, 2000, ASIS park staff].

Period photographs indicate soft pavement (loose gravel or oyster shell) or sand as the primary surface. Records indicated that an asphalt-paved road ran from the current visitor center along the island. There is no evidence that the internal station roads were paved. The asphalt road washed out in the 1980s and was not replaced [Statement for Management, 1982].

1967-2000

Current access to the Coast Guard Station property is by a four-wheel-drive vehicle over sand or by boat. Upon arrival near the station complex an entrance drive is visible through the dunes. Maintenance is currently in the process of laying recycled asphalt chips on this entrance drive as well as the road throughout the complex to keep the road stable and distinguishable. The road enters the station complex from the southeast and forks, heading north to the east side of the station house or west around the south side of the 1922 boathouse. Parts of the previous entrance loop as seen in the 1966 aerial photograph can still be seen as a trace in the landscape [see Maps 1, 2].

The road that heads north, upon arrival at the station house, has an irregular shape suggesting a parking and turn-around space. The roadway that heads west around the 1922 boathouse/garage turns north on the west side of the building, runs alongside the tower, then turns in slightly as it approaches the wooden walkway and heads towards the 1939 boathouse. Much of this road appears to follow similar alignments to those shown on the 1957 and 1966

aerial photographs [Maps 1, 2]. Another road branches to the west from this road at the station house and continues off site. This road is also evident on the earlier aerial photographs and is believed to lead to a helipad as described in an interview with Ed Switzer [1990]. The roadway has grass between the tire tracks and contains some loose aggregate and asphalt chips.

Concrete Walk System:

1922-1967

A system of concrete sidewalks begins at the front door of the station house. Although there is evidence that the walks were constructed much earlier, the clearest evidence of the entire path system around the station house can be seen on the 1966 aerial photograph [Map 2]. A concrete pad approximately 6'x 8' is located at the bottom of the station house porch steps stamped with the date, "1934." A 3' wide concrete path heads south from this concrete pad for approximately 24' when it abruptly ends. A path also curves from the concrete pad around the east side of the building to the basement entrance and to the north porch. The 1966 aerial photograph shows additional paths connecting with the wooden walkway and to the generator building.

1967-2000

The concrete path system relating to the station house is partially intact and the concrete ranges from fair to poor condition. Part of the path connecting the generator building was removed in 1999 to make way for the installation of a new septic field.

The Walkways, Wharf, and Dock System:

1922-1967

A wooden pedestrian walkway system - including a wooden walkway on shore, a wharf, catwalks, wooden walkways around the boathouse - and a t-dock, were added to the station complex in the 1930s [Fig 24, 26].

A plan dated 1931 proposed the construction of a wharf and footbridge with a T-shaped dock extending into Toms Cove [Phillips, 2000, 16]. It is unknown when the structure was built, however, a 1933 station logbook entry states that during the hurricane the crew, "could not get to the docks or boat on account of the tide and sea running over the beach" [Aug. 23]. A period photograph shows that the structure was built prior to the raising of the tower or porch addition to the station house, which were completed in 1938-39 [Fig. 12]. The 5' wide on-shore wooden walkway and the 10' wide wharf had a 3' tall railing along the entire length of the east side to where it reached the t-dock; it was being painted in 1935 [U.S.C.G., logbook]. The on-shore walkway also had a 90 degree extension to a structure that may have been a house or a paint locker in the 1930s-40s [Map 3, Fig. 12]. As seen in photographs taken during and after

the construction of the boathouse in 1938-1939, the t-dock also had a small structure at its center [Fig. 14, Map 3].

This pedestrian system connected the station house complex with easy access to Toms Cove and with the boathouse built in 1939. With this construction, additional walkways were built surrounding the new boathouse and 2 catwalks were added to connect the boathouse to the existing system [see Map 3]. A launchway was built at the double boat doors on the north side [Fig. 13]. Three sets of marine railways for the launching of heavy boats extended from inside the boathouse to under the water in Toms Cove. Wooden railings were built on the walkways immediately surrounding the boathouse but not on the walkways extending to the north on each side of the launchway.

Around 1950, breakwater, or bulkhead, structure was added to the east side of the wharf to protect the pilings against wave action [U.S.C.G., logbook entry June 28]. By 1966, the railing is not seen on the on-shore walkway and may have been destroyed as early as the 1933 hurricane.

1967-2000

The on-shore wooden walkway linking the station complex to the boathouse appears to be generally intact without a railing and with a slight angle, or kink, in its straight line of direction. The wharf is in poor shape and needs many repairs. Boards are missing and the t-dock is inaccessible. The breakwater is partially also still present although it no longer runs the length of the wharf [Fig. 37]. There has been maintenance of the wharf system at least twice with some replacement of parts and some additions; a railing was added to the west side of the wharf so that there are now railings on both sides up to the boathouse [Fig 35]. The on-shore wooden walkway begins approximately 50’ from the station house and meets the 10’ wide wharf near the cove shoreline. A catwalk connects the wharf with the boathouse walkways [Map 1]. This walkway surrounds the boathouse on three sides; it is 6’ wide on the east and west [Fig. 36] and 8’ wide on the south, and has walkways extending out 130’ to the north on both sides of the boathouse. On the north side of the boathouse is a 25’ wide launchway [Fig. 26]. The launchway has three sets of marine railways that lead from the interior of the boathouse down the launchway into the cove. The connecting catwalk evident on the 1957 aerial photograph does not exist today.

Character-defining Features:

Feature: Catwalk

Feature Identification Number: 92791

Type of Feature Contribution: Contributing

Feature: Entrance Road

Feature Identification Number: 92792

Type of Feature Contribution: Undetermined

Feature: Landing/Pad, Concrete at Station House Porch Steps (1934)

Feature Identification Number: 92793

Type of Feature Contribution: Contributing

Feature: Marine Rail Launchway and Walkway

Feature Identification Number: 92794

Type of Feature Contribution: Contributing

Feature: Road

Feature Identification Number: 92795

Type of Feature Contribution: Undetermined

Feature: Sidewalks, Concrete at Station House

Feature Identification Number: 92797

Type of Feature Contribution: Undetermined

Feature: Sidewalk, Concrete, to Generator House (reevaluate after 2009)

Feature Identification Number: 92796

Type of Feature Contribution: Undetermined

Feature: Walkway, Wooden

Feature Identification Number: 92798

Type of Feature Contribution: Contributing

Feature: Wharf, Breakwater, and T-Dock with New and Replaced Railing

Feature Identification Number: 92799

Type of Feature Contribution: Contributing

IDLCS Number: 007745

LCS Structure Name: Assateague Beach Coast Guard Wharf and Breakwater

LCS Structure Number: 44

Landscape Characteristic Graphics:

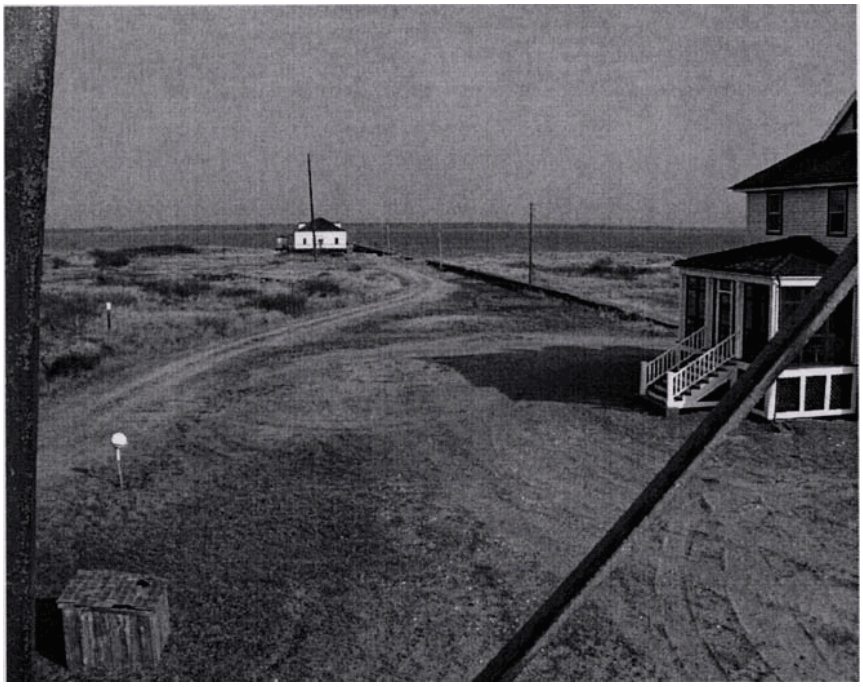


Fig.: View looking north to the boathouse. The road circles the southern end of the complex then turns north when it meets the wooden walkway system [Photo: J. Hau, NPS, 2000].

Fig. 31: View looking east from a road trace. Compare with Fig. 17 [Photo: J. Hau, NPS, 2000].

Topography

1922-1967

As mentioned in the history narrative, the landmass on which the Assateague Beach Coast Guard Station sits upon did not exist above sea level until around 1906. As sands shifted and the hook was formed, naturally occurring dunes began to form but not for many years. When the station was built in 1922 the landmass appears to have been a mostly level beach environment from
cove to ocean with a very slight elevation change that extends into the ocean and becomes part of the continental shelf. From the station house to approximately 50 ft to the northeast was a distinctive slope that dropped 12 ft to the cesspool [see Map 4]. From there, it appears to slope more gently into the cove where topographic maps show a deeper elevation more quickly.

The 1921 site plan and the station house elevation drawings both indicate an elevation of 12 feet above sea level for the station house at ground level [Map 4]. The boathouse has been added to the annotated site plan in 1932 as sitting on the approximately 7-1/2 feet elevation and the lookout tower is somewhere between the eight and ten foot contour lines.

When the man-made dunes were constructed in the early 1960s, the topography changed greatly. The dunes were built typically between 10 and 15 feet tall around sand fences for support and planted with dune grass [National Archives, 1964, Prelim. Plan and Estimate for Shore Protection]. This obstruction closed in the station proper on all sides except the cove and virtually blocked off direct access to the ocean. Openings were left in the fences where vehicles and/or equipment could enter and exit and there were several openings around the proper [Map 2]. The effect of the dunes was to limit the movement of sands throughout the proper and in some places caused an overwash effect that left a depression on the north side of the dune as seen in the 1980s topographic map of the hook [RMP].

As time has passed, barrier island dynamics have continued to alter the shape and elevations of the hook and will continue for many years. The change in the length of the hook is most notable as is the distance from the Coast Guard Station in 1922 as compared to 1967 and on; an increased distance of approximately 1000 ft.

1967-2000

The topography surrounding the Assateague Beach Coast Guard Station is low and open with elevations ranging from 0 ft at the shorelines to 12 ft above sea level at the center of the island. According to the 1980s topographic maps, a 5 ft contour switches back and forth from the shoreline to where the man-made vegetated dunes were built in the 1960s. This contour runs along the base of the dunes on up the hook and back to the west side of the station grounds [Map 2]. The contour is seen again on the inside of the dunes circling the proper. The dunes are at least 10 ft tall. There are 10 ft contours inside the proper, which is consistent with the location of the station house on a knoll at 12 ft [Fig. 27, 28]. The map indicates two other knolls inside the station proper, however, one of these areas is a depression where a maintenance

yard was shallowly cleared out in the 1980s. North of the knoll where the station house sits, the landscape slopes downward again and gently extends into the cove.

Present around the station complex are sporadic low points of blowouts and depressions with marshland environments seen clearly from the tops of dunes and from the lookout tower.

Character-defining Features:

Feature: Remnant Man-Made Dunes (reevaluate after 2012)

Feature Identification Number: 92814

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

Fig. 27: View looking north from the east remnant dune [Photo: NPS, 2000].

Fig. 28: View looking north of the station house on a high knoll with gentle slopes [Photo: NPS, 2000].

Vegetation

Historic 1922-1967

It is not known what the vegetative state of the hook was in its initial existence and it would depend upon storm frequency and intensity and the particular area's susceptibility to storm overwash. Period photographs indicate that the area was an open level area of sand and grass. The earliest photos of the station house indicate that a grass was cut around where the buildings were constructed. Although the Life-Saving Service often sodded their stations to prevent erosion in the yard areas, it is unknown whether the Coast Guard sodded its yards. A former guardsman states that they mowed the grass in the yard twice week but does not state what type of grass [Interview, 1990, Switzer].

The 1949 and 1957 aerial photographs indicate sparse vegetation on Toms Cove Hook during this time period. In the early 1960s man-made vegetated dunes were constructed all along the shoreline and surrounding the station proper creating a barrier for natural processes to continue blowing over the area.

1967-2000

The 1966 aerial photographs and period photographs suggest a denser vegetative cover on the Hook at this time, especially along the dunes edging the station property. In 1965 and again in 1993, American Beach Grass was planted along the sand fences to stabilize the dunes [Fig. 18]. The Natural Resources Report of 1974 found that the vegetation was mostly beach and

vegetated dune systems.

By 1997, the dune vegetation was well established, according to aerial photographs [Map 1]. The predominant vegetation is naturally occurring with little evidence of ornamental or managed vegetation in the area of the station complex. Three major ecological communities exist at the Coast Guard Station today including beach, vegetated dune, and salt-marsh. According to the 1994-95 Natural Resources Vegetation Inventory [U.S.F.W.S], the following groupings are found together [Fig 29]:

Shrubland

1) Groundsel Bush/High Tide bush (Baccharis halimifolia)
Marsh Elder/Big-leaf Sumpweed (Iva frutescens)
Saltmeadow Cordgrass (Spartina patens)

2) Wax Myrtle/Tallow Shrub/Southern Bayberry (Myrica cerifera)
Groundsel Bush (Baccharis halimifolia)
Saltmeadow Cordgrass (Spartina patens)

3) Southern Bayberry (Myrica cerifera)
Penny-wort (Hydrocotyle spp.)

4) Northern Bayberry (Myrica pennsylvanica)
Buttonweed (Diodia teres)

Dwarf-shrubland

1) Hudsonia tomentosa
Panicum amarum, amarulum

Sparse shrubland

1) Northern Bayberry (Myrica pensylvanica)
Little Bluestem (Schizachyrium scoparium ssp. littorale)
Eupatorium hyssopifolium

Upland Herbaceous Vegetation

1) American Beach Grass (Ammophila breviligulata)
Panicum amarum, amarulum

Wetland Herbaceous Vegetation

1) Saltmarsh Cordgrass (Spartina alterniflora)
Ascophyllum nodosum
2) Saltmeadow Cordgrass (Spartina patens)
Inland Saltgrass (Distichlis spicata)
Borrichia frutescens

Beach

1) naturally occurring sandy area

In addition, several eastern red cedars (Juniperus virginiana) were found around the Coast Guard Station complex. While this is a native species presently found widely on the island, it is also a species that is widely planted for ornamental purposes in the region, however, period photographs do not show the presence of these trees during the period of significance.

The patterns that the vegetative groups form describe the ocean to cove landscape and are reflective of the fencing practices of the 1960s. From the shorelines moving towards the center of the island there are the following general vegetation distributions: naturally occurring unvegetated areas, or beach, moving to dwarf shrubland, shrubland, and mixed herbaceous species, or dune. Pockets of marshland can be found within the interdune area as well as closer to the shorelines. The taller dunes consisting of dwarf shrubland clearly reflect the fencelines seen in the 1966 aerial photograph [Map 1 & 2].

Activity around the buildings and roadway appear to have kept the landscape of the station complex unvegetated; whereas shrubland completely surrounds the immediate area. The open yard space south of the station complex is currently not managed as lawn and is basically sand.

Character-defining Features:

Feature: Beach Vegetation

Feature Identification Number: 92815

Type of Feature Contribution: Contributing

Feature: Dune Plant Community

Feature Identification Number: 92816

Type of Feature Contribution: Contributing

Feature: Junipers

Feature Identification Number: 92817

Type of Feature Contribution: Non-Contributing

Feature: Marsh Plant Community

Feature Identification Number: 92818

Type of Feature Contribution: Contributing

Feature: Saltmarsh (Cove-side) Plant Community

Feature Identification Number: 92819

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:

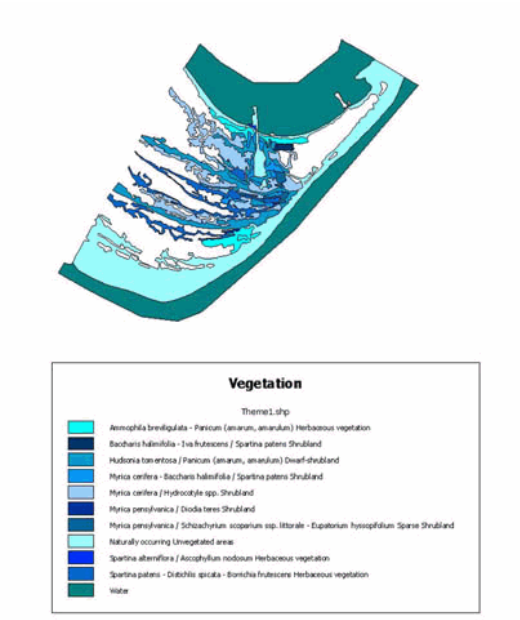


Fig. 29: 1994-95 Natural Resources Vegetation Inventory Map. Unvegetated areas refer to a beach environment [U.S.F.W.S.].

Buildings And Structures

1922-1967

Assateague Beach Coast Guard Station historically included buildings and structures necessary for the function of a fully operational life-saving station. In 1922 a station house, boathouse (later garage), lookout tower, wreck pole, and flag tower were constructed [Map 4, Fig. 8]. The station house and garage were contracted to William A. Russell of Lewes, Delaware and they were finished in December [Hartley, 1987, 3].

The architecture of the new Coast Guard Station appeared to follow standard design protocol for Coast Guard Stations of the period rather than drawing from the vernacular of the area. The station house is of the “Chatham” type style used by the Coast Guard and designed by the last official architect of the Live-Saving Service, Victor Mendleheff [Phillips, 2000, 4]. The

station style was a two-story, five bay plainly detailed dwelling with a gable-on-hip roof, a columned portico, and a detached lookout tower; some Chatham-type stations had a rooftop cupola instead of the tower [Shanks, 1998, 238, 241]. The station house had two water tanks on supports at the rear of the building and a sign above the entrance porch that read, "Coast Guard Station 150" [period photographs].

The 1922 boathouse/garage, located approximately 250 feet south was a simple rectangular building with a hip roof and two double-wide doors facing the ocean [Phillips, 2000, 4]. The cabin was not yet on the lookout tower in December of 1922, however, according to logbook entries regarding watches, it was likely finished in early 1923 [USCG logs, Oct-Dec; period photos]. As seen in Fig. 12, the lookout tower was complete at two stories high before it was raised to three stories in 1938-39. A water tank was built a few feet from the boathouse/garage by the early 1940s [Phillips, 2000, 32].

The lookout tower, flag tower, and wreck pole likely followed standard construction designs. The original wreck pole was located south and east of the boathouse and later relocated between the boathouse and the station house [Fig. 11, 16]. As seen in numerous photos in Shanks' "U.S. Life-Saving" book [1998, 104, 120], the flag tower was likely used for the international code of signals as well as a storm warning tower [U.S.C.G. archives, Plan for Storm Warning Tower]. The tower is not seen in later photos and single flagpoles with the American flag are seen at different locations. The materials appear to be guided by design convention rather than local tradition and include concrete, wood, and metal.

Based on a logbook entry dated Dec. 12th, it is possible that either a stable was built at the new station, which may or may not be the buildings to the right of the station house in Fig. 11, or the crew continued to use the stables at the old station; the logbook reads that the crew was employed "gating in the forge for the horse." A few days later the station received 60 bushels of corn, 65 bushels of oats, and 2-1/2 tons of hay [U.S.C.G. logs].

Other structures present off-site in the 1920s were a network of telephone poles, a number of "outlying" boathouses, the buildings of the fish factory adjacent to the Coast Guard proper, and patrol poles. The fish factory closed in 1929 and the buildings were cleared after a storm in 1935 destroyed them. At least two patrol poles with boxes on them were present at the north and south ends of the beach. It is yet to be confirmed, however, a symbol on the 1920 U.S.G.S. quadrangle map suggests that it is possible that a light tower was present at the station before it was built.

The wooden walkway, wharf, and t-dock with transfer pump were likely constructed sometime between 1931 and 1935. The plan for the structure, minus the transfer pump, was drawn in April 1931 and has a note on it for a contract with W. Henry Bartlett for $8,925.00 dated June 1931 [Phillips, 2000, 16]. The structure was built by September of 1935 when the crew was employed painting the handrail on the walk and the dock and possibly as early as 1933 when the crew could not get to the dock due to a storm tide over the beach [U.S.C.G. logbooks, Sept. 3,

4, 1935; Aug. 23, 1933]. The three foot high railing ran the entire length of the walkway and wharf [period photos]. A transfer pump structure can be seen on the t-dock in photographs taken in 1939 [Fig. 14]. A breakwater, or bulkhead, was added along the east side of the wharf around 1950 [Fig. 37] [U.S.C.G. logbook, June 28].

A 50-foot tall steel U.S. Navy Triangulation Tower was built on the Toms Cove shore west of the walkway/pier before 1939 and it was taken down between 1976 and 1994. The tower is seen in the 1939 photographs of the construction of the boathouse and in photographs taken for the LCS in 1976. The tower is not seen in photographs taken in 1994.

Before the boathouse was constructed in 1939 and after the walkway and wharf were built in ca. 1931-1935 [period photographs] a hip-roof porch was built on the western elevation of the station house. A door was also installed in the west wall of the station house leading from the office to the porch. Wall screen inserts were installed in the new porch and on the south porch sometime before 1943 and probably when the new porch was built. The screens are not seen in a 1969-70 photograph and were likely replaced between 1980 and 1990 [Phillips, 2000, 25].

A Colonial Revival style boathouse was built into Toms Cove in 1938-39. The 1-1/2 story structure was built on pilings and had a rectangular hip roof with dormers, a porticoed entrance porch on its south facade, and three wide boat doors on its north facade that opened to the cove [5]. A system of walkways surround the structure with a launchway on the north equipped with a marine railway that runs into the water. The walkways were attached to the existing wharf by catwalks at 90 degree angles; the wharf sits lower than the boathouse. It is not known when the cylindrical water tank was built on the west side of the boathouse but is seen in a 1943 photograph. The original 1922 boathouse immediately became used as a garage when the new boathouse was completed.

Through the years that the station was in operation, many other structures were built throughout the station complex. Photographs at the U.S.C.G. National Archives dated ca.1935 -1938 indicate that several buildings existed to the east of the wooden walkway, which are also present in the 1939 photographs. An interview with former guardsman, Louis Bitner, revealed that these were homes, a bungalow and a houseboat, when he served in 1943-44. Stables were also present during the horse patrol in 1942 and perhaps at an earlier date [Interview, Bitner 2000]. A photograph taken in 1943 shows temporary housing units located south of the 1922 boathouse. Early aerial photographs show structures or equipment at various locations around the station complex; it is difficult to know for certain the nature of the structures [Maps 2 & 3]. An electrical plan drawn in 1960 shows a paint locker on the east side of the walkway with a wood platform over fuel tanks; it is possible that this is the building seen in Fig. 12; it may also have been a house.

A fire pump house was constructed behind the station house by 1949. It was an enclosed building located on the west side of the wooden walkway and according to NPS personnel it had a support platform for a pipe that was mounted on the boardwalk and ran to the boathouse

[Interview, Olsen, 2000]. A U.S.C.G. logbook entry in Jan. 1947 supports this: “crew employed building platform for fire pump and ramp running to dock.”

A concrete block generator building was added to the complex in 1959 and connected to the station house via a concrete walk [Fig. 38, Map 2][Phillips, 2000, 24].

The hurricane of 1962 may have caused some structural damage to the station [Fig. 16]. As seen in the photograph, the cabin is missing from the tower, the chimney is missing from the boathouse, and the wooden walkway is washed over with sand. This storm may have also damaged the wharf railings.

1967-2000

Map 1 illustrates the remaining significant structures at the Assateague Beach C.G. Station. The original 1922 structures that remain include the station house, the garage, originally the boathouse, and the lookout tower [Fig. 33, 34]. According to the Historic Structures Report, the station house and garage have excellent historical integrity and retain most of their original exterior features [Phillips, 2000, xx]. The 1939 boathouse with its marine railway and the connecting walkways, catwalk, wharf, and dock system complete the linear theme of the built landscape [Fig. 35]. Repairs were made to the wharf and breakwater in 1994-95

Phillips does state that the boathouse is missing two significant features in the missing shutters and the original glazed doorway on the south façade [Phillips, 2000, xx]. The walkways are in good to poor condition with new railings and replaced railings on the wharf and boathouse walkways but with significant structural damage due to deterioration [RMP, 1999, 14]. The north end of the wharf and breakwater before reaching the t-dock is impassible.

The 1959 generator building is standing and used today. All that remains of the fire pump house is the foundation [Fig. 38, 39]. The Navy Triangulation tower has only left behind traces of its existence in a few broken pieces of concrete. A few utility poles also remain along the wooden walkway.

Character-defining Features:

Feature: Boathouse (1939)

Feature Identification Number: 92002

Type of Feature Contribution: Contributing

IDLCS Number: 007744

LCS Structure Name: Assateague Beach Coast Guard Boat House

LCS Structure Number: 16

Feature: Garage (1922 Boathouse)

Feature Identification Number: 92003

Type of Feature Contribution: Contributing

IDLCS Number: 007743

LCS Structure Name: Assateague Beach Coast Guard Station Garage

LCS Structure Number: 17

Feature: Generator House (1959 - reevaluate after 2009)

Feature Identification Number: 92700

Type of Feature Contribution: Undetermined

Feature: Lookout Tower (1922)

Feature Identification Number: 92786

Type of Feature Contribution: Contributing

IDLCS Number: 007746

LCS Structure Name: Asseteague Beach Coast Guard Tower

LCS Structure Number: 43

Feature: Power Poles

Feature Identification Number: 92787

Type of Feature Contribution: Undetermined

Feature: Pump House Foundation (by 1949)

Feature Identification Number: 92788

Type of Feature Contribution: Contributing

Feature: Station House (1922)

Feature Identification Number: 92789

Type of Feature Contribution: Contributing

IDLCS Number: 007742

LCS Structure Name: Assateague Beach Coast Guard Station

LCS Structure Number: 13

Feature: Water Tanks/Cisterns (Station House 1922, Garage early 1940s, Boathouse by 1943)

Feature Identification Number: 92790

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:

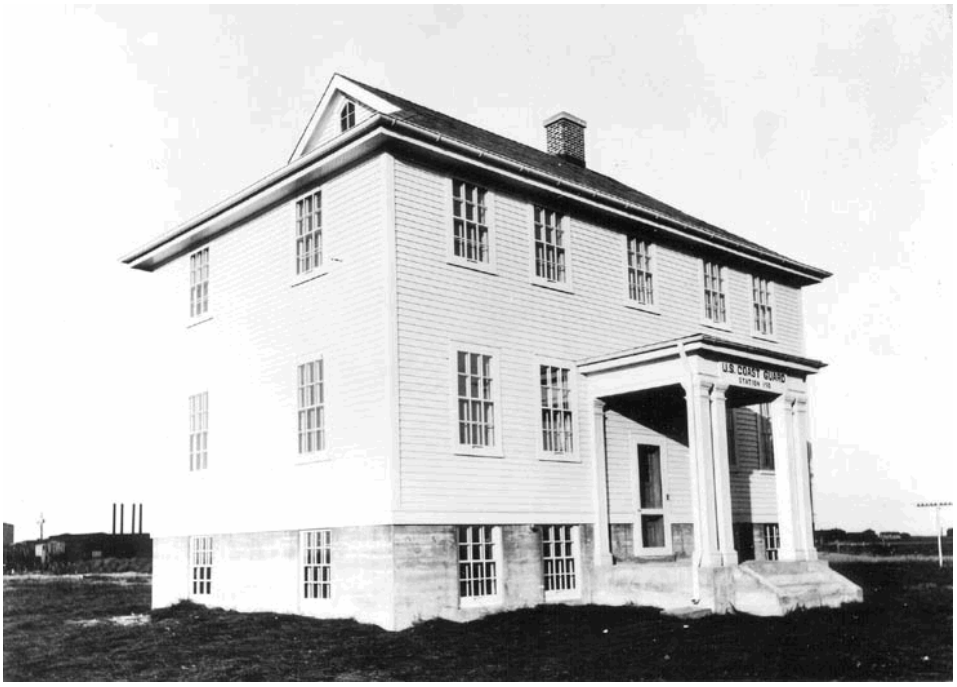


Fig. 32: 1922-25 view of Assateague Beach Station House looking Northeast [U.S.C.G. archives, Washington D.C.].

Fig. 33: 2000 view of Assateague Beach Station House looking Northeast [Photo: NPS, 2000].

Fig. 34: View northwest of the garage [1922 boathouse] and cistern [Photo: NPS, 2000].

Fig. 25: View northwest of the 1939 boathouse. Note new railing on the wharf [Photo: NPS, 2000].

Fig. 36: View north of the cistern and walkway at the boathouse [Photo: NPS, 2000].

Fig. 37: View south of the remaining breakwater structure attached to the wharf [Photo: NPS, 2000].

Fig. 38: View northeast of the 1959 generator house [Photo: NPS, 2000].

Fig. 39: View southeast of the remaining pump house foundation. Note where the wooden walkway begins [Photo: NPS, 2000].

Views And Vistas

1922-1967

From the construction of the Coast Guard Station complex in 1922, the most critical view was likely from the tower towards the ocean searching for potential ships in distress. During this period, the view to the cove would have been unobstructed, although not as critical as the view to the ocean. The 1939 construction of the boathouse, which changed the primary orientation of the complex from ocean to cove, added a new primary view from the tower to the cove. Other views were also likely present between the station house and the boathouses and from the tower to the broader surrounding dunes, shorelines, and the nearby fish factory.

1967-2000

Currently, the broad views of the Coast Guard Station are likely very similar in orientation to the views seen from 1939 onward. There are critical views from both off-site (external views) and on-site (internal views).

External Views
Off-site, there is a broad view of the cove and the Coast Guard Station from the Toms Cove Visitor's Center. The station can be seen as a backdrop to the brick artifacts of the Seaboard Fish Oil and Guano Factory Ruins [Fig.45]. The linear organization of the complex from ocean to cove is presented upon approach to the station [Fig. 23]. Other important off-site views include the station with beach and dune in the foreground [Fig. 22] and from Fishing Point upon approach by boat.

Internal Views
On-site views include 360-degree panoramic views from the tower of the ocean, cove, and dune landscape [Fig. 41]. On the beaches, views to the Atlantic Ocean horizon and to Toms Cove are significant. The view north across Toms Cove includes the Assateague Lighthouse; views east include the Seaboard Fish Oil and Guano Factory ruins. From the tower, there is a view of the station building complex.

Other important internal views include a view from the station house to the boathouse and from the boathouse to the station house and a view from the station house across the yard towards the garage and dunes. Similar views are also afforded from the boathouse and station house interiors [Fig.42]. No matter in which direction one looks today, there are no modern intrusions to a scene that has hardly changed since the period of significance.

Character-defining Features:

Feature: External View from Boat Approach

Feature Identification Number: 92821

Type of Feature Contribution: Contributing

Feature: External View Down Pier to Station House

Feature Identification Number: 92820

Type of Feature Contribution: Contributing

Feature: External View from Boathouse Loft

Feature Identification Number: 92822

Type of Feature Contribution: Contributing

Feature: External View from Dune

Feature Identification Number: 92823

Type of Feature Contribution: Contributing

Feature: External View from NPS Visitor's Center

Feature Identification Number: 92824

Type of Feature Contribution: Contributing

Feature: External View from Ocean to Station to Cove

Feature Identification Number: 92825

Type of Feature Contribution: Contributing

Feature: External View from Ruins

Feature Identification Number: 92826

Type of Feature Contribution: Contributing

Feature: External View to Toms Cove from Pier

Feature Identification Number: 92827

Type of Feature Contribution: Contributing

Feature: View from Station House Down Boardwalk to Boathouse

Feature Identification Number: 92828

Type of Feature Contribution: Contributing

Feature: View from Station House to Boathouse/Cove

Feature Identification Number: 92829

Type of Feature Contribution: Contributing

Feature: View from Station House to Ocean across Yard

Feature Identification Number: 92830

Type of Feature Contribution: Contributing

Feature: View from Station House to Station House Cove-side Dune

Feature Identification Number: 93279

Type of Feature Contribution: Contributing

Feature: View from Tower to Cove/Boathouse

Feature Identification Number: 93814

Type of Feature Contribution: Contributing

Feature: View from Tower to East Beach Across Yard

Feature Identification Number: 93815

Type of Feature Contribution: Contributing

Feature: View from Tower to Hook/Road

Feature Identification Number: 93816

Type of Feature Contribution: Contributing

Feature: View from Tower to Lighthouse/Fish & Guano Ruin

Feature Identification Number: 93817

Type of Feature Contribution: Contributing

Feature: View from Tower to Ocean

Feature Identification Number: 93818

Type of Feature Contribution: Contributing

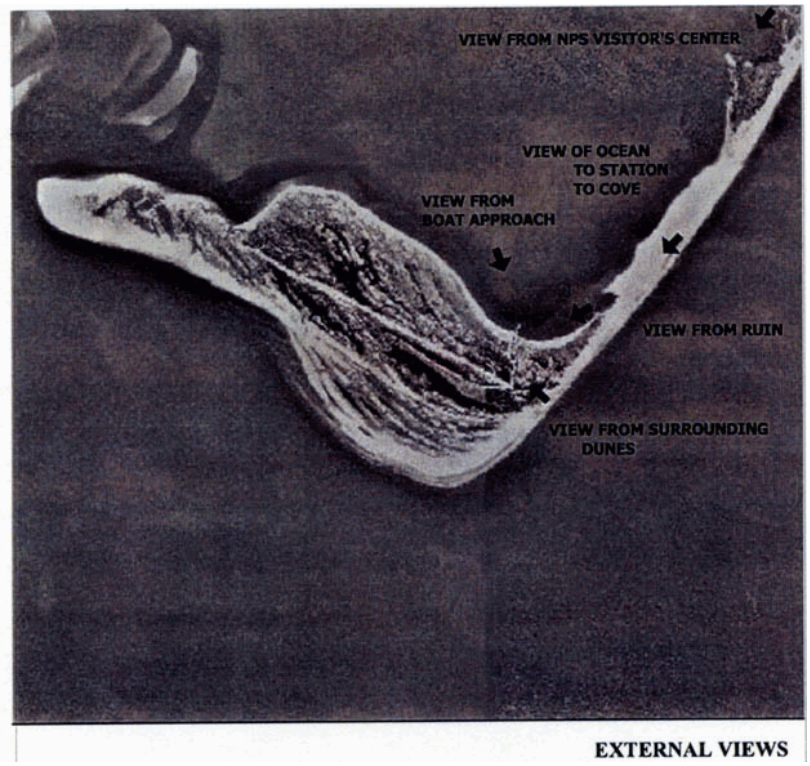
Feature: View from Tower to West Beach Across Marsh

Feature Identification Number: 93819

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:

Existing Views and Vistas Map [Created by NPS using 1997 aerial photography , 2001].



Existing Views and Vistas Map [Created by NPS using 1997 aerial photography , 2001].

Fig. 41a: Views from the tower beginning north at the cove and moving clockwise [Photo: NPS, 2000].

Fig. 41b: Views from the tower beginning north at the cove (a) and moving clockwise [Photo: NPS, 2000].

Fig. 41c: Views from the tower beginning north at the cove (a) and moving clockwise [Photo: NPS, 2000].

Fig. 41d: Views from the tower beginning north at the cove (a) and moving clockwise [Photo: NPS, 2000].

Fig. 41e: Views from the tower beginning north at the cove (a) and moving clockwise [Photo: NPS, 2000].

Fig. 41f: Views from the tower beginning north at the cove (a) and moving clockwise [Photo: NPS, 2000].

Fig. 42a: View north from the boathouse loft [Photo: NPS, 2000].

Fig. 42b: View north from the Station House [Photo: NPS, 2000].

Fig. 42c: View south from the Station House [Photo: NPS, 2000].

Small Scale Features

1922-1967

Numerous small-scale features were present at the station during the years of operation by the Coast Guard. Aerial photographs show the various equipment scattered about, both inside and outside the property line, illustrating the extensive use of the landscape [Maps 2 & 3]. The typical life-saving equipment included a wreck pole, a beach apparatus cart, the Lyle gun, breeches buoy apparatus, a life car, flotation devices, and other life-saving gear such as ropes and poles [Shanks, 1998, 33]. The beach-apparatus drill was one of the first drills performed by the original life-saving stations and continued on by the Coast Guard through, at least, 1947 [U.S.C.G., 1918, instruction book; logbooks]. At the Assateague Beach Station, the drills were performed at the wreck pole south of the station and near the ocean until the wreck pole was moved north of the garage after 1943 [see Map 3].

Boats present at various times included a paver boat, a small liberty boat, a picket boat that had a pilot house, and a lifeboat [U.S.C.G, logbooks]. The picket boat was the main patrol force after 1925 and likely before 1939 when a larger 30' lifeboat arrived [1924-1925, logbooks]. The lifeboat was the main boat used for rescues and had to be raised into the boathouse on the marine railway by a motor [Bitner]. Other vehicles present included a truck, a jeep, and briefly a duck vehicle that ran on land and water [Bitner].

Signage of several forms was existent at the station. When the station house was built in 1922,

the sign above the door read, “U.S. Coast Guard Station 150” [Fig. 32]; when the boathouse was built in 1939, the sign above the north and south doors read, “U.S. Coast Guard Assateague Beach Station.” Some time before 1976, the sign on the station house was changed and included, “Chincoteague District” in the title [LCS, 1976]. A free-standing vertical sign was present on the east side of the station yard in 1943 [period photo: blowup of Fig. 15]; the sign is not seen in the 1962 photo, however, a vertical sign is seen in the 1965 photo [Fig. 16, 17]. This vertical sign was likely a new sign that replaced a previous sign washed out during the 1962 hurricane. The station also had a horizontal sign, which simply read, “150.” This sign was a 3’ tall platform of boards upon which the Coast Guard painted the station number to aid in identifying stations from airplanes [Shanks, 1998, 104]. The sign is clearly read in the 1966 aerial and possibly present in the 1959 aerial as well [see Maps 2 & 3].

Off-site, but very important to marine navigation, are the various buoys that surrounded the hook as seen in the 1920, 1942, and 1943 U.S.G.S. topographic maps [Fig. 8-10]. The crew of Assateague Beach Station maintained the buoys and nightly performed the duty of checking for their lights [U.S.C.G., logbooks entries]. The maps indicate lighted buoys, both lighted and not lighted bell buoys, and a fog buoy is seen on the 1942 map.

1967-2000

Of the three types of signage at the station, only the signs above the doors on the buildings remain. The signs above the doors of the station house and boathouse doors all read, “U.S. Coast Guard Assateague Beach Station” [Fig. 33]. It is unknown when the signs on the station house were changed from the signs seen in the 1976 photographs [LCS], what government body replaced them, or if the present signs were original during the time the station was operational.

Few other small-scale features remain at the station today from the period of significance. A 1933 US Coast & Geodetic benchmark set in a concrete core was found discarded under a cedar tree during the field inventory; it is not known where the original position of the benchmark was. A concrete slab directly across from the lookout tower and on the east edge of the yard is evident and likely the same concrete that held a pole as seen in the 1962 photograph [Fig. 16]. Four wooden posts stand near the Toms Cove shoreline where sand fencing existed in the 1960s [Fig. 44]. Four 24" x 24" concrete footings are also found along the shoreline where a Navy Triangulation Tower was located [Maps 1-3]. Finally, a wood base structure, possibly from a sign but likely from a loading ramp is still present at the southeast corner of the yard [Interview, 2000, Ennis]. More work is needed to establish whether features with an undetermined use or location are contributing.

Modern items are also found on the Coast Guard Station property. A typical wood and metal picnic table is found near the generator building [Fig. 38], a 1976 USNOS metal benchmark is standing on the south side of the entrance drive and an oil tank sits next to the cistern structure at the station house. To the north of the tank, the concrete cover to an abandoned septic system

is visible on the ground surface [Map 1]. NASA has modern meteorological equipment in various places on the station complex such as: equipment on the lookout tower, a precipitation measuring device located between the lookout tower and the garage, a device under a wooden box to the north of the lookout tower [may be historic according to Bitner interview], and a short metal pole next to a tall wood pole near the cove [Fig. 44].

Off-site, there are least five buoys in the Chincoteague Inlet today and a few in the Chincoteague Shoals in the Atlantic Ocean [Maptech.com, 1997, nautical chart]. The U.S. Coast Guard continues to maintain the buoys.

Character-defining Features:

Feature: Bench Mark (1933 - original location unknown)

Feature Identification Number: 92802

Type of Feature Contribution: Undetermined

Feature: Bench Mark, Metal - 1976

Feature Identification Number: 92803

Type of Feature Contribution: Non-Contributing

Feature: Concrete Base from possible flag pole

Feature Identification Number: 92804

Type of Feature Contribution: Undetermined

Feature: Concrete from Navy Triangulation Tower near Toms Cove

Feature Identification Number: 92805

Type of Feature Contribution: Contributing

Feature: Concrete Septic Cover (abandoned system)

Feature Identification Number: 92806

Type of Feature Contribution: Contributing

Feature: NASA Weather Instruments

Feature Identification Number: 92807

Type of Feature Contribution: Non-Contributing

Feature: Oil Tank

Feature Identification Number: 92808

Type of Feature Contribution: Undetermined

Feature: Picnic Table

Feature Identification Number: 92809

Type of Feature Contribution: Non-Contributing

Feature: Signs above station doors

Feature Identification Number: 92810

Type of Feature Contribution: Undetermined

Feature: Wood Base from loading ramp or sign

Feature Identification Number: 92811

Type of Feature Contribution: Undetermined

Feature: Wooden Posts near Toms Cove

Feature Identification Number: 92812

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

Fig. 43: View northwest of remnant wooden posts on the shore of Toms Cove [Photo: NPS, 2000].

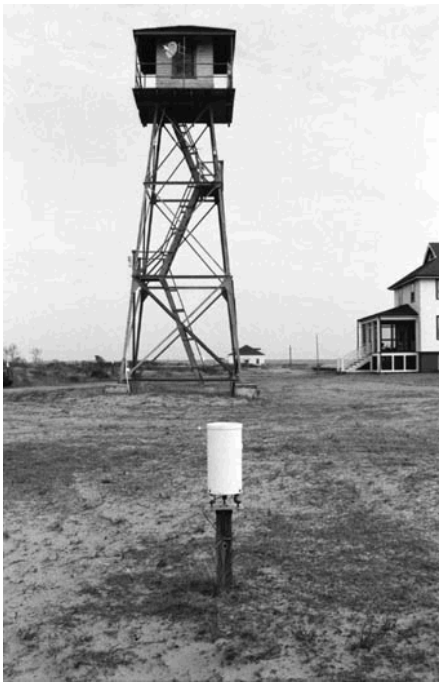


Fig. 44: View north of NASA meteorological equipment and the lookout tower [Photo: NPS, 2000].

Archeological Sites

No prehistoric archeological studies have been formally documented for the island and no archeological surveys have been performed at the Coast Guard Station. Although discoveries of aboriginal projectile points have been made in the ocean surf zones, the potential for finding prehistoric archeological sites is considered minimal due to the dynamic nature of the island [RMP, 1999, 15].

In 1984, an archeological survey was completed at the Seaboard Fish and Guano Company located a short distance east of the station complex [Fig. 45][Interview, 2000, Finlay & Cooper]. However, no study has been done for the Chincoteague Fish, Oil, and Guano Company located adjacent to the Coast Guard Station.

The road traces around the station also have the potential to yield information about the history of the site.

Wreckage may exist in Toms Cove east of the dock that is probably a fishing boat [Interview, Switzer, 1990]. There may also be shipwrecks off the Atlantic shoreline, which may have archeological significance, although, many of the shipwrecks that occurred near the hook were usually dismantled by scavengers [Interview, Cooper]. A recent nautical map for the Chincoteague Shoals, however, indicates a wreck in these shoals; the shoals are located southeast of the station [maptech.com, 1999, web].

Character-defining Features:

Feature: Seaboard Fish & Guano Co. Fish Factory Ruins

Feature Identification Number: 92001

Type of Feature Contribution: Undetermined

Feature: Road Traces

Feature Identification Number: 92000

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:

Fig. 45: View southwest to the station complex from the Seaboard Fish Oil & Guano Factory Ruins [Photo: NPS, 2000].

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 03/29/2001

Condition Assessment: Fair

Assessment Date: 09/30/2001

Condition Assessment: Fair

Assessment Date: 09/28/2007

Condition Assessment Explanatory Narrative:

A "Fair" rating indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Condition Assessment: Fair

Assessment Date: 08/09/2013

Condition Assessment Explanatory Narrative:

In consulting with Bill Hulslander, and with concurrence from the Superintendent, the Beach Coast Guard Station landscape is in fair condition. The definition of “fair” is as follows: “The inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.”

According to project statements in PMIS, there has been a park-wide effort related to initial storm response and emergency stabilization (PMIS 194615). There is also a significant funding request to repair the LSS dock system, ancillary structures, and equipment (199556). Hurricane Sandy inflicted some additional damage to the boathouse wharf, breakwater, and boat ramp, but the other structures are in relatively the same condition as before.

Impacts

Type of Impact: Erosion

External or Internal: Both Internal and External

Impact Description: With the frequency of storm events, erosion around the

structures and perhaps the surrounding dunes is a concern to the protection of the landscape.

Type of Impact: Exposure To Elements

External or Internal: Both Internal and External

Impact Description: The entire station complex is exposed to barrier island dynamics, which constantly reshape the land and can damage the built environment. The wharf and breakwater have suffered severe damage due to the results of wave action. Wooden walkways and handrails to the boathouse are deteriorating in some locations.

Type of Impact: Flooding

External or Internal: Both Internal and External

Impact Description: Historically, the station has experienced severe flooding during large storm events. The wooden walkways, basement, and garage are at greatest risk to damage.

Stabilization Costs

Landscape Stabilization Cost: 508,660.00

Cost Date: 08/29/2001

Level of Estimate: C - Similar Facilities

Cost Estimator: Park/FMSS

Landscape Stabilization Cost Explanatory Description:

The LCS lists stabilization costs of $565,000, but that estimate dates to 1995. Because some of the work is covered in both the landscape and LCS estimates, and because the LCS estimate is now over 7 years old, it was decided to only list the landscape stabilization estimate shown above. It includes costs to:

- stabilize and repair missing and deteriorated sections of the Tee dock, including the wave fence, decking, and handrails. $498,660.

- repair missing and deteriorated portions of the boardwalk between station house and boathouse. $10,000.

Treatment

Treatment

Approved Treatment:	Preservation
Approved Treatment Document:	General Management Plan
Document Date:	01/01/1982
Approved Treatment Completed:	No

Approved Treatment Costs

Cost Date:	01/01/1982

Bibliography and Supplemental Information

Bibliography

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Citation Title: Prints in the Sand: The U.S. C.G. Beach Patrol
Year of Publication: 1989
Source Name: Library Of Congress/Dewey Decimal

Citation Author: Perry, Bill
Citation Title: The Life of Assateague
Year of Publication: 1989
Source Name: Library Of Congress/Dewey Decimal

Citation Author: Shanks, Ralph, Wick York, and Lisa Woo Shanks
Citation Title: The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard
Year of Publication: 1996
Source Name: Library Of Congress/Dewey Decimal

Citation Author: Amos, William H.; Division of Publications, NPS
Citation Title: Assateague Island Handbook 106
Year of Publication: 1980
Source Name: Other
Citation Type: Both Graphic And Narrative
Citation Location: PHSO, Cultural Resource Library

Citation Author: Wroten, William
Citation Title: Assateague
Year of Publication: 1972
Source Name: Other

Supplemental Information

Title: Aerial Photographs

Description: 1949, 1957, 1966, 1994, 1997

Title: Assateague Island: Official Map and Guide

Description: 1999; National Park Service, U.S. Fish and Wildlife Service

Title: Chincoteague: National Wildlife Refuge (brochure)

Description: 1999; U.S. Fish and Wildlife Service

Title: Digital Information from ASIS Park via Chris Finlay, Mark Duffy

Description: Digital 1966 & 1997 aerial photographs, 1980s topo map, base drawing, shoreline drawing, AutoCAD and ArcView

Title: Interview with ASIS staff/Philadelphia Support Office: Chris Finlay, Mark Duffy, Larry Points, Ish Ennis, Mel Olsen, A. Cooper

Description: 2000; J. Hau, NPS

Title: Interview with Ed Switzer

Description: 1990; courtesy Larry Points, ASIS

Title: Interview with Louis Bitner

Description: 2000; J. Hau, NPS, Philadelphia office files

Title: Natural Resources Vegetation Inventory

Description: Digital ArcView file of Vegetation Inventory provided by the U.S. Fish and Wildlife Service, 1994-95

Title: Period Photographs 1880-1965

Description: U.S. Coast Guard Archives, Washington D.C.

Title: Period Photographs 1960s-1980s

Description: ASIS park courtesy Mel Olsen, Larry Points

Title: Report on Erection of Vertical Steel Radiator; Assateague Test Station

Description: 1943; U.S. Coast Guard Archives, Washington D.C.

Title: U.S.G.S. topographic Maps:
1920 U.S. Army Tactical Map; Chincoteague Is.
1942 War Department, U.S. Army; Chincoteague Is.

1943 U.S.G.S. War Department Quad; Chincoteague, VA
1986 U.S.G.S. 7.5 minute quadrangle; Chincoteague East, VA

Description: U.S.G.S. historical and current files

Title: www.assateague.org and www.assateague.com

Description: Information on history, vegetation, wildlife, historic photograph

Title: www.uslife-savingservice.org/chronology.html

Description: Chronology of Early Lifesaving by the U.S. Life-Saving Service Heritage Association

Title: www.wm.edu/geology/virginia/phys_regions.htmlcoastal_plain

Description: Physiographic information