

U.S. Coast Guard History Program

Station Manasquan [Squan] Beach, New Jersey

USLSS Station #9, Fourth District
Coast Guard Station #105



Location:	1 mile southeast of Squan Beach; 40-06' 52"N x 74-01' 43"W in 1880; 40-07' 00"N x 74-02' 00"W in 1915; 40-06' 12"N x 74-02' 30"W in 1977.
Date of Conveyance:	1849
Station Built:	1856; 1936
Fate:	Still in operation

Squan Beach (#105) :

More recently known as Manasquan and located at Point Pleasant, New Jersey, this station is believed to have been built in 1856, on property conveyed in 1849, located "one mile southeast of Squan village." In the 1902 Annual Report is that statement that "under a contract entered into during the year, the old station which has become unsuitable for occupancy at Squan Beach is being replaced by a new structure." In 1938, the Work Relief and Public Works Appropriation Act provided funds for a combination boathouse and garage, workshop, and launch way.

History:

In 1846 an investigation into the wreck of the packet ship *John Minturn* at Mantoloking indicated the need for organized lifesaving efforts in the area. By 1849, The Federal Government had established eight lifesaving stations in the area, including one at Chadwick Beach. The volunteer crew of that station justified the service's existence in 1850 when they rescued 201 of 202 people from the Scottish brig *Ayrshire*. Six months earlier a wreck such as the *Ayrshire* would have meant certain death for all aboard. Since that time there has always been a lifesaving station in the northern end of Barnegat Bay.

A gold lifesaving medal was awarded to Captain Robert F. Longstreet "for heroic conduct at Squan Beach, New Jersey," for his efforts to rescue five fishermen from their capsized vessel on June 13, 1903. The heavily—laden vessel was observed to capsize in "heavy breaking surf caused the heavy ground swell and strong southerly wind, following a storm which had just passed along the coast." Observers went to the Squan Beach life—saving station for help, but because it was the inactive season, only Captain Longstreet was present. Nevertheless, he launched a small skiff with the help of a fisherman and rowed out the fishing vessel.

In 1936, the Coast Guard built a new station on the south side of Manasquan Inlet in Point Pleasant Beach, New Jersey. This station replaced the Manasquan, Bay Head, Mantoloking, Chadwick Beach and Toms River Stations because of its ocean access and protected mooring facilities. The only one of those early five stations that remains in service is at Manasquan, where the old station now serves as an Electronics Shop for Coast Guard Group Sandy Hook. In approximately 1939, a boathouse was added in Point Pleasant Beach, and in 1976, an enlisted quarters. On the exterior, Station Manasquan Inlet has retained its 1936 appearance, but once inside one will find that it's equipment has kept up with technological advances important to it's primary missions of search and rescue and law enforcement. Additionally, remodeling projects have kept the living areas modern and comfortable for its inhabitants.

Coast Guard Station Manasquan Inlet is manned by a crew of 30 men and women, and they respond to about 600 search and rescue cases a year. The station's missions are search and rescue, enforcement of laws and treaties, and enforcing recreational boating safety. The station's area of responsibility is from Spring Lake N.J. to Seaside Heights up to 48 miles offshore, and from the Manasquan River entrance to Toms River N.J. and all of Barnegat Bay in that area. The Manasquan Inlet also is the Northern terminus of the Intracoastal Waterway which means that on any summer weekend as many as 1600 boats may pass through it. In addition, The Inlet is home to a fleet of commercial fishing and charter boats that bills itself as the "Fishing Capital of the World."

Manasquan Inlet, through the 1970's, 1980's, and 1990's, had three rescue boats assigned to the station:

- 44 Foot Motor Life Boat 44329 This vessel is a self-righting heavy weather boat designed to operate safely in seas up to 30 feet and winds of 50 knots. It could withstand the power of breaking surf and had the power to tow vessels up to 120 tons. It had a top speed of 12 knots and a crew of 4. It has been in service since 1964.
- 41 Foot Utility Boat (CG 41300): This vessel is a moderate weather boat designed to operate safely in 8 to 10 foot seas. is the work horse of the modern Coast Guard. It's top speed is 26 knots and it is manned by a crew of 3. It is outfitted with the same rescue equipment as the 44 Foot Motor Life Boat. The 4130 is the oldest 41 footer in the Coast Guard, in fact, it was the first one off the drawing board and has been in service since 1974.
- 22 Foot Utility Boat (CG 221543): This vessel is a light weather boat designed to operate safely in 4 foot seas. It is manned by a crew of 2 and equipped with search and rescue, dewatering, and first aid equipment. This boat is primarily used in Barnegat Bay.

Traditionally, each command of the U.S. Coast Guard is authorized to display an emblem symbolic of its origin and mission. Although a design has not been selected, Manasquan Inlet Station's Motto is " DEMONSTRAMUS VIAM " which, when translated is " WE GUIDE THE WAY." Even with the Station's Search and Rescue case load, and it's ever increasing Law Enforcement responsibilities, the crew continues to live up to its motto and proud heritage.

Keepers & OICs:

Early keepers were David S. Hansinger (appointed 1856 for an unknown tenure), E. H. Jackson (an "experienced surfman" appointed at the age of 77 on April 30, 1868, he served until he resigned effective January 16, 1875), William E. Jackson (appointed at the age of 50 on February 22, 1875 for an unknown tenure), Robert Longstreet (appointed August 27, 1879, he served until his resignation for physical reasons on October 23, 1904), Andrew Longstreet

(appointed October 19, 1904, he was in charge until his retirement upon thirty years' service February 15, 1917), Charles W. Cook (acting until his formal appointment as commanding officer on February 11, 1918; he served here until his death on March 2, 1930). He was followed by Chief Boatswains Mate Tracey Truex and then warrant officer Hubert B. Tuttle (reassigned on December 21, 1932 from the New York Division Offices, reassigned to the Long Beach station on December 2, 1935). Finally, Chief Petty Officer J. D. Daisey assumed command in 1935.

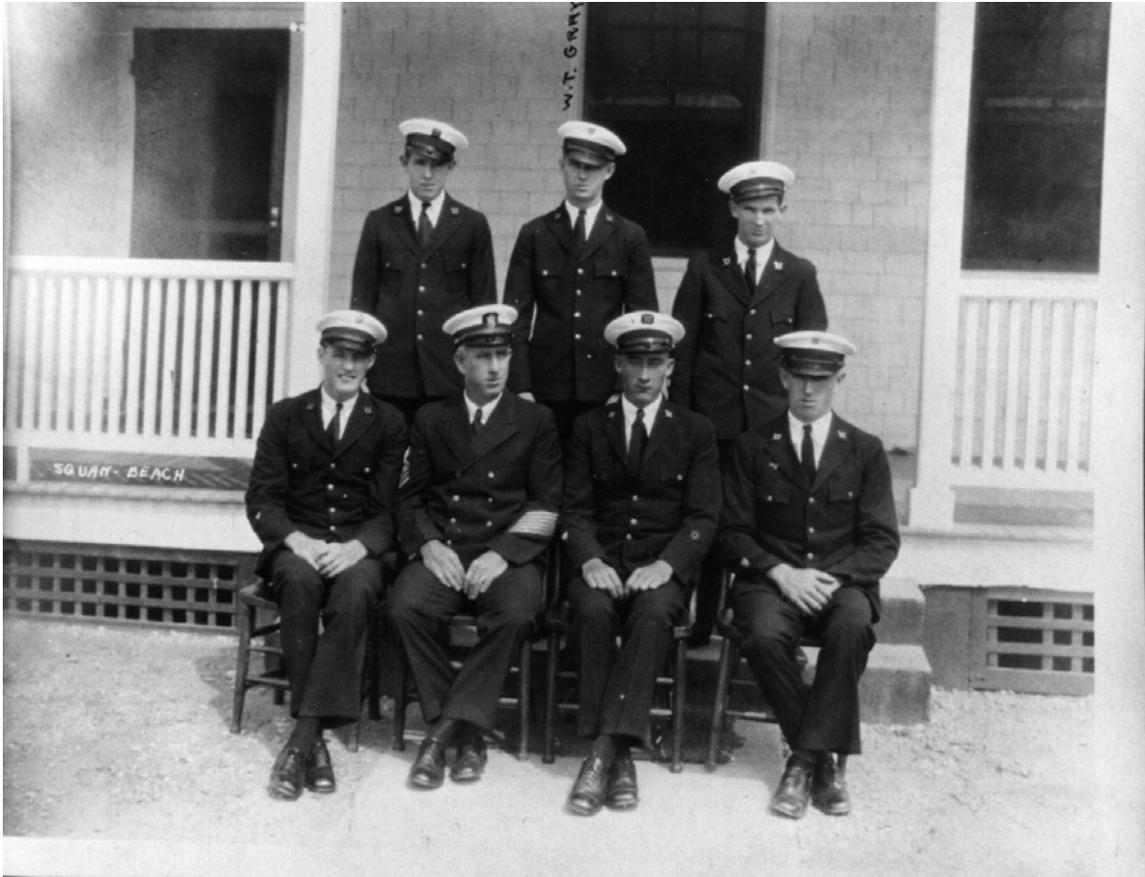
The station is still in operation.

Photographs:



"SQUAN BEACH"; no date/photo number; photographer unknown. Probably 1927.

Courtesy of Van R. Field.



"SQUAN BEACH"; no date/photo number; photographer unknown.

Courtesy of Van R. Field.

Sources:

Station History File, CG Historian's Office

Dennis L. Noble & Michael S. Raynes. "Register of the Stations and Keepers of the U.S. Life-Saving Service." Unpublished manuscript, compiled circa 1977, CG Historian's Office collection.

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U.S. Treasury Department: Coast Guard. *Register of the Commissioned and Warrant Officers and Cadets and Ships and Stations of the United States Coast Guard, July 1, 1941*. Washington, DC: USGPO, 1941.

