

WO-356
Isle of Wight Lifesaving Station
Ocean City (site)
Private

1898

The Isle of Wight Lifesaving station was one of four seaside buildings erected along Maryland's coast during the nineteenth century. Built in 1898, the Isle of Wight station stood in the vicinity of 83rd Street and the Ocean until the March 1962 storm severely damaged the structure. It was subsequently destroyed.

United States Lifesaving service records indicate this type of station was referred to as the "Quonochontaug" design since the first station of this type was erected at Quonochontaug, Rhode Island. With its Shingle-style design features, the Isle of Wight station posed an interesting contrast to the other Stick-style Maryland stations. Credited to architect, George Russel Tolman, the story-and-a-half station was distinguished with a north end hip roofed tower. As was common for Shingle-style designs, the tower wall were built as a continuous, organic extension of the main roof. A block cornice, a wraparound porch on the south sides, and gabled dormers comprised the most significant exterior features.

HISTORIC CONTEXT INFORMATION

Resource Name: ISLE OF WIGHT LIFESAVING STATION

MHT Inventory Number: WO-396

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA:

1) Historic Period Theme(s):

ARCHITECTURE
TRANSPORTATION

2) Geographic Orientation:

EASTERN SHORE

3) Chronological/Developmental Period(s):

INDUSTRIAL-URBAN DOMINANCE
(1870-1930)

4) Resource Type(s):

ARCHITECTURAL SITE

Survey No. WO-356

Magi No.

DOE ___yes ___no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic ISLE OF WIGHT LIFESAVING STATION (SITE)

and/or common

2. Location

street & number 83rd Street _____ not for publication

city, town Ocean City _____ vicinity of _____ congressional district First

state Maryland _____ county Worcester

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name

street & number _____ telephone no.:

city, town _____ state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. _____ liber

street & number _____ folio

city, town _____ state

6. Representation in Existing Historical Surveys

title

date _____ federal _____ state _____ county _____ local

pository for survey records

city, town _____ state

7. Description

Survey No. W0-356

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Isle of Wight Life-saving station formerly stood along Atlantic coast in the vicinity of 83rd Street in North Ocean City, Worcester County, Maryland. The story-and-a-half station was built with the tower facing north and the hip roof oriented on a north/south axis.

Built in 1898, the Isle of Wight station was a story-and-a-half frame structure covered with a wood shingled exterior. The steeply pitched hip roof was originally sheathed with wood shingles as well. Rising on the north peak of the hip roof was an enclosed tower that was capped also with a hip roof. Due to the Shingle-style inspiration of the station design the tower walls were built as an organic extension of the main roof. Highlighting the north slope of the hip roof was a large gabled dormer pierced with a pair of sash windows.

The west (bayside) elevation consisted of two large station doors. The adjacent wall surface, pierced by a door and window, was sheltered by a square post porch that continued around to the south side. Marking the west roof slope was a single six-over-six sash gabled dormer with shingled sides. Rising through the center of the station was a narrow brick chimney.

The south side was pierced by a center door and flanking windows under the wraparound porch. The second floor was lighted by a pair of sash windows, and in addition, a single sash window pierced the upper gable. The flush gable end was finished with a molded bargeboard.

The north end was marked by a pair of sash windows on the first floor and the large gabled dormer was centered on the roof slope.

A photograph of the east elevation has not surfaced, nor has any photograph of the interior been found.

8. Significance

Survey No. W0-356

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1898 **Builder/Architect** George Russel Tolman

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Isle of Wight Lifesaving station was one of four coastal buildings erected along Maryland's Atlantic coast during the nineteenth century. Erected in 1898, the Isle of Wight station stood in the vicinity of 83rd Street and the Ocean until the March 1962 storm severely damaged the structure. It was subsequently destroyed.

HISTORY AND SUPPORT

United States Lifesaving service records indicate this type of station was referred to as the "Quonochontaug" design since the first station of this type was erected at Quonochontaug, Rhode Island. With its Shingle-style design, the Isle of Wight station posed an interesting contrast to the other Maryland stations. Credited to to architect, George Russel Tolman, the story-and-a-half station was distinguished with a hip roofed tower with wood shingled sides that were built as a continuous, organic extension of the hip roofed building. A block cornice, a wraparound porch on the south sides, and gabled dormers comprised the most significant exterior features.

