



Station Fort Macon, North Carolina

Coast Guard Station #191

Location:	Near east end of Bogue Banks, 3/4 mile west of Beaufort Inlet Channel; 34-42' 00"N x 76-40' 50"W
Date of Conveyance:	1903
Station Built:	1904
Fate:	Discontinued in 1963 and reestablished as a Coast Guard Group office.

Remarks:

In 1904, the Treasury Department received permission from the War Department to build a lifesaving station on the Fort Macon Military Reservation. The Lifesaving Service, an organization later combined with the Lighthouse Service to form the Coast Guard as it is known today, started here in Atlantic Beach, NC with one main building, two small shortage sheds and water supply facilities. When the War Department gave up this installation in 1924, by Act of Congress, the Treasury Department received 22.6 acres of land for the lifesaving station and the remainder was given to the State of North Carolina (the area now known as the Fort Macon State Park, with Fort and beach front area).

In 1938, many improvements were made to the station, with construction of a larger main building with watch tower, a boathouse with attached marine railway, equipment building and other associated utilities. Of these, the boathouse (less railway) and the equipment building (Fort Macon Aids to Navigation Team Building) are still in service.

The dock area was built by the Army in 1941 after the start of World War II but was then turned over to the Coast Guard after the war in January 1946. These docks were improved in 1946/47, with the engineering building being constructed in 1948 and the actual designation of this unit as a Coast Guard Base following

shortly afterwards. Again, the "L" shaped structure near the Base docks is the original building used for the Engineering support for the Base. At that time, it included reworking of buoys, a function no longer performed locally. In 1963, a concrete dock was constructed for the Cutter *Chilula* at the end of the Base grounds. The construction was completed in 1965.

Finally, the Lifesaving Station and the Base were combined organizationally into a Station in 1963, then changed back to a Base in 1965, and finally the formation of a Group Office was attached to the Base to coordinate other local North Carolina units. The old station house and main building were replaced by the current 70—man barracks in 1965 and these structures were removed.

COAST GUARD BASE FORT MACON TODAY

Base Fort Macon still occupies the same area of land it started on in 1904, with many of the older buildings still finding use today. The Base serves as a host for 6 other commands which are co—located within its fence, these being the Group Ft. Macon Office, ANT Ft. Macon, CGC *Primrose*, CGC *Conifer*, CGC *Chilula*, and Reserve Base Ft. Macon. While each has its own Commanding Officer, the Base and ANT Ft. Macon (Aids to Navigation Team) are attached to the Group Office. Its responsibilities extend from Hobucken, NC to the north, to the NC/SC border to the south.

Base and Group Fort Macon has many missions it is required to perform, from maintaining a constant ready status to aid the mariner in distress to keeping the various navigational markers in working order. With these comes the responsibility to enforce Federal Laws covering boating safety to drug interdiction. Many hours of training and work goes into these areas so as to be ready when the need arises.

Some of these same missions are also shared with the various boats moored at the Base. The CGC *Chilula*, a 205 foot CC medium endurance cutter, stands ready to assist vessels in distress as well as a law enforcement vessel. The CGC *Conifer*, a 180 foot buoy tender, is primarily concerned with the maintenance and correction of aids to navigation discrepancies with large navigation buoys, similar to those setting near her on the dock. The CCC *Primrose* is a 100 foot construction tender. Her job is to not only work small inland buoys, but to construct day beacons, ranges and other aids to navigation with the many pilings which lay near by. She does this with the pile driver located on the bow. Finally, the 55 foot boat moored at the southeast corner of the boat basin sets up small temporary aids while others are being replaced, keeps the daybeacons running by re— placing batteries and other types of routine maintenance for navigational

aids. At times this same boat has been called upon to perform search and rescue missions, which she does extremely well due to her crane, long endurance and sleeping and eating facilities built on board.

Keepers:

David M. Pugh was appointed keeper on 17 SEP 1904 and was still serving in 1915.

Photography:

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