
Cape Hatteras National Seashore
Bodie Island Life- Saving Station & Boat House
Historic Structure Report

2005

For

Cultural Resources, Southeast Region

National Park Service

By

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The historic structure report presented here exists in two formats. A traditional, printed version is available for study at the park, the Southeastern Regional Office of the NPS (SERO), and at a variety of other repositories. For more widespread access, the historic structure report also exists in a web-based format through ParkNet, the website of the National Park Service. Please visit www.nps.gov for more information.

**Cultural Resources
Southeast Region
National Park Service
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Atlanta, GA 30303
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2005
Historic Structure Report
Bodie Island Life- Saving Station & Boat House
Cape Hatteras National Seashore
Manteo, NC
LCS#: Life- Saving Station #07243
Boat House #091897

Cover image: Bodie Island Life- Saving Station,
before 1900. (Outer Banks History Center, North
Carolina Division of Archives and History)

**Cape Hatteras National Seashore
Bodie Island Live-Saving Station
Historic Structure Report
2005**

Approved by:  11/8/05

Superintendent, Cape Hatteras National Seashore Date

Recommended by:  11-16-05

Chief, Cultural Resources Division, Southeast Regional Office Date

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Associate Regional Director, Cultural Resource
Stewardship & Partnership, Southeast Regional Office Date

Approved by:  11/21/05

Regional Director, Southeast Regional Office Date

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EXECUTIVE SUMMARY

Travel by sea along the Eastern seaboard of the United States can be especially troublesome, but no section more so than the Outer Banks off North Carolina. The strong currents that allow ships to travel quickly also bring them close to shore. Shifting sands and notoriously rapid changes in weather have wrecked many a ship, thus earning the early moniker “the graveyard of the Atlantic.”

Further north the conditions are not quite so severe, but can be treacherous nonetheless. Near the major ports of Boston, New York, and Philadelphia, private groups formed as early as the 1780s to provide assistance to seafarers in danger. There were many public outcries for a nationally coordinated rescue effort, until in 1848 a New Jersey representative secured from Congress a \$10,000 allocation for a variety of assistance. As a result, eight stations were constructed there under the supervision of the United States Treasury Department; the federal government had officially become involved. Additional allocations followed rapidly, expanding the financial assistance to include states along the lower Atlantic shore as well as the Gulf. Soon, the Life-Saving Service within the Department of Treasury developed a prototype station design. In addition to keeper’s and crew’s quarters, a self-contained boat room for a lifeboat was a standard feature. Improvements were incorporated as new station types evolved, adding an open observation deck to monitor the coastline then replacing it with an enclosed tower in a later type. During the early years, there was a variety of ancillary structures about the site including privies, water tanks and kitchen buildings.

In North Carolina, the first stations built were the 1874 Type. Seven of these com-

plete, two-story Carpenter Gothic style buildings were stretched out along the coast. Then in 1878-79, eleven of the 1876 Type stations were added as infill between the earlier stations, establishing a pattern of five to seven miles between stations. One of the 1876 Type stations is the Bodie Island Life-Saving Station, then known as Tommy’s Hummock Station. It was replaced by the much larger, more modern Chatham Type station built a short distance away in 1925. The new station, the last design type developed by the Life-Saving Service, featured such amenities as indoor plumbing, a self-contained kitchen, and electric lighting. The United States Coast Guard, having absorbed the Life-Saving Service in 1915, was the administering federal agency.

In time, many of these buildings have been lost. A number have been destroyed by storms. Quite a few were sold as government surplus property in the mid-twentieth century, when the initial need of saving the lives of endangered seafarers had been largely eliminated. Of the ones sold to the private sector, some have been relocated. Some have had major modifications. None have provisions to guarantee the retention of their historic character.

Today, in North Carolina just one 1876 Type station remains in the public sector, the one at Bodie Island. There are just two of the Chatham Type stations in the public sector, one of which is at Bodie Island. The buildings are important because they are building types. The open beach setting is important to understanding both the influence of environment on building design, as well as life at a life-saving station. The site location is important because it forms a link in the five-to-seven mile distribution of stations along the coast.

The 1879 Station (1876 Type) at Bodie Island was moved to its current location by the National Park Service in 1955 and remodeled for use as a residence by park personnel. Although in 1991 the kitchen was remodeled, new appliances incorporated, and a new central HVAC system was installed, it retains in large part its 1950s residential appearance and is currently used as office for the park rangers. The investigating team found that a large amount of original and early building fabric remains. Further, the building is well maintained and in good condition.

The adjoining boat house was moved during the same period and was modified for conversion to a garage. In this altered state it, too, was found to be well maintained and in good condition.

The 1925 Chatham Type Station was seriously damaged by a hurricane in 1933 and rebuilt with some modifications on the same site. It has been unoccupied since the 1990s. It has a recently installed roof which does the job of keeping out precipitation, and vented door and window covers add further protection from both weather and vandals. Nonetheless, the harsh ocean-side environment is a constant threat to building materials and systems. The exterior is losing fascia boards and other elements. The lack of adequate paint protection is leaving wood surfaces open to more rapid deterioration and damaging plants and insects. Termites have damaged sections of framing. Interior finishes are suffering from the damp and minimally ventilated conditions. None of the mechanical, electrical or plumbing systems can be expected to be operational. The investigating team also found that when in 1933 the basement was rebuilt with poured-in-place concrete, much of the original millwork was reused. In the two frame levels above, the hurricane damage was apparently much less severe. There-

fore, a large amount of 1925 building material remains.

The encroachment of the ocean is a major threat to the buildings and the site. A move to a location more distant to the coastline is imperative. In anticipation of the impending move, the National Park Service contracted with Joseph K. Oppermann – Architect, P.A. in April, 2005, for the purpose of preparing an historic structure report for the 1879 Station (1876 Type) with boat house and another for the 1925 Chatham Type Station. The study team included Joseph K. Oppermann, FAIA, historical architect; John C. Larson, historian; Jennifer Plocher Wilkins and Barry Seiler, intern architects; and Sarah M. Craig and Mary S. Haywood, office interns.

In the preparation of these historic structure reports, Tommy Jones provided copies of relevant documents from the files of the National Park Service, Southeast Regional Office. He also provided his transcriptions of Tommy's Hummock/Bodie Island Life-Saving Station Journals. Steve Harrison and Doug Stover, Chief of Resource Management and Historian/Cultural Resource Manager, respectively, gathered architectural plans, historic photographs, maps, records and other documents from the files of National Park Service, Outer Banks Group, Manteo, North Carolina. Larson reviewed the historic documents, located other secondary sources, retrieved maps and other iconographic images from the collection of the Museum of Early Southern Decorative Arts, and compiled the historical summaries. Wilkins and Seiler took measurements of the building elements and prepared floor plans and detail drawings of specific elements. Oppermann and Larson investigated the physical building fabric to assess the respective evolutionary histories. No historic fabric was removed. No invasive methods of investigation were employed.

No equipment was tested. Oppermann with the assistance of Wilkins assessed the physical conditions of the buildings; Craig and Haywood assisted in the recording of building data. Photo-documentation of the buildings and site were prepared.

The Cape Hatteras National Seashore General Management Plan (GMP), prepared in 1983, calls for the relocation of the three buildings to Whalebone Junction, a site about six miles north of the original site. The GMP also recommends that the buildings serve as a visitors' center. Since the adoption of this planning document, however, the recommended site for relocation has dramatically changed. The adjoining area has become heavily developed with resort structures and commercial establishments. The intersecting roadways are heavily trafficked. A new visitors' center has been constructed. This relocation breaks the historic pattern of placement of five-to-seven miles between life-saving stations. This site breaks the visual connection of these buildings to the major cultural landmark of the original site – the Bodie Island Lighthouse, as well as to the major natural feature – the ocean. For these reasons it is recommended that the buildings be moved to the site of the Bodie Island Lighthouse. In addition to maintaining an historical proximity of related structures and providing site characteristics that are comparable to the original site, the lighthouse vicinity enhances the visitor's opportunity to understand the interrelationship of navigation and life-saving by experiencing the architecture that enhanced those operations.

Because of the increasing scarcity of the 1876 Type and Chatham Type stations, and because the numerous physical modifications make difficult an understanding of appearance during their respective periods of

greatest significance, restoration is a recommended treatment for all the buildings.

The recommended exterior and interior treatments to the 1879 Station (1876 Type) are restoration to the 1885 period, a time when it still retained original features distinct to the station type and had replaced the interior plaster with beaded board that still remains, though largely covered. The recommended exterior and interior treatments to the boat house are restoration to 1916, the date of rebuilding after a devastating storm. These two buildings, relatively small and containing much early building fabric, are ideal candidates for exterior and interior interpretation of their architecture and its role in the Life-Saving Service.

The recommended treatment of the exterior of the 1925 Chatham Type Station is restoration to 1925, a period when the building was most representative of the last station design produced by the Life-Saving Service. The recommended treatment for the interior is rehabilitation. Though there is much 1925-era building fabric on the interior for interpretation as well as the exterior, the building's larger size and generous room sizes lend themselves well to adaptation for a variety of modern uses with minimal intervention. NPS operations such as gift shop, display areas, ranger and other staff offices, and ancillary spaces could all be accommodated with minor modifications, as well as such essential adaptations as handicapped-accessible public restrooms and or lift. An advantage to placing a gift shop in this building relatively close to the Bodie Island Lighthouse is that some operations currently housed there, such as the gift shop, could be moved, freeing up those buildings for other purposes, perhaps interpretation.

ADMINISTRATIVE DATA

Locational Data

Building Name: Bodie Island Life-Saving Station and Boat House
Building Address: Bodie Island
Nags Head, North Carolina
NPS Orgcode: 5190
Location: Cape Hatteras NS
County: Dare
State: North Carolina

Structure Number: LSS: HS-1B; BH: HS-1D
FMSS Number: 28913

Size Information

Total Floor Area: LSS: 1634 square feet; BH: 548 square feet
First Floor Area: LSS: 817 square feet; BH: 548 square feet
Other Floor Area: LSS: 817 square feet; BH: 0 square feet
Roof Area: LSS: 1205 square feet; BH: 730 square feet
Perimeter Length: LSS: 131 feet; BH: 109 feet
Stories: LSS: 1.5; BH: 1
Rooms: LSS: 8; BH: 1
Bathrooms: LSS: 2; BH: 0

Related Studies

Denver Service Center. *General Management Plan, Cape Hatteras National Seashore.* 1983.

Noblitt, Philip and Mary Ann Peckham. *National Register of Historic Places Inventory: Bodie Island Lifesaving/Coast Guard Station.* March 1977.

Torres, Louis. "Historic Resource Study of Cape Hatteras National Seashore." Unpublished manuscript, Branch of Planning Southeast/Southwest Team, National Park Service, Denver Service Center, n.d.

Cultural Resource Data

National Register Status: Listed
National Register Date: February 1979
Period of Significance: 1879-

Real Property Information

Acquisition Date: October 15, 1953
LCS #: Life-Saving Station (LSS): 07243; Boat House (BH): 091897

Proposed Treatment

Relocation; exterior and interior restoration of the 1879 Life-Saving Station to its 1885 appearance; exterior and interior restoration of the Boat House to its 1916 appearance.

PART I. DEVELOPMENTAL HISTORY

A. HISTORICAL BACKGROUND AND CONTEXT

Forces of Nature

Nowhere along the Atlantic coast of the United States are the forces of nature a more ever-present and defining influence than on the Outer Banks of North Carolina. The winds, water, sand, and storms have continually shaped the landscape and the culture. This isolated spit of land, thirty miles from the mainland, has been buffeted by storms and has challenged navigation along its shore since the first recorded shipwreck of John White's flagship *Tyger* at Ocracoke Inlet in 1585. Since then more than 650 shipwrecks have been identified along this treacherous coastline.¹ In a complex relationship with the sea, the inhabitants of this land have been both threatened and nurtured by this turbulent and often hostile environment.

The formation of the Outer Banks began fifteen thousand years ago when the ocean level was 300 feet lower than it is today, and North Carolina's coastline was fifty to seventy-five miles east of its present location. Winds blowing from the west piled up sediment to create a large dune at the easternmost edge of the continental landmass. As the glaciers melted and the sea level rose, barrier islands paralleling the North Carolina

coastline were formed. Although the sea continues to rise at a rate of one foot per hundred years, the Outer Banks have remained intact because of the unique combination of natural forces including wind, waves, and weather.² The greatest of these forces is the convergence of the warm Gulf Stream from the south and the cold Labrador Current from the north. The clash of these two ocean rivers results in extremely turbulent waters and treacherous shifting sand bars that extend at Diamond Shoals up to twenty miles out into the ocean.³ As the ocean continues to rise, the shoreline of the Outer Banks in the Bodie Island area erodes on the east side at a rate of nine to ten feet per year or upwards of 500 feet per fifty years. In particularly active areas, like Hatteras Island, fifteen and a half feet per year are lost to the ocean.⁴ As the east side erodes, however, the land on the western side builds up gradually causing the island to migrate westward.⁵

¹ David Stick, *The Outer Banks of North Carolina, 1584-1958*. (Chapel Hill: University of North Carolina Press, 1958), 173. Also, *Graveyard of the Atlantic: Shipwrecks of the North Carolina Coast*. (Chapel Hill: University of North Carolina Press, 1989), and Eric Hauser "Graveyard of the Atlantic" <<http://www.coastalguide.com/packet/shipwrecks01.htm>> (19 July 2005).

² Orrin H. Pilkey et al. *The North Carolina Shore and Its Barrier Islands, Restless Ribbons of Sand* (Durham: Duke University Press, 1998) p. 41- 45. Also, Karen Bachman, *The Insiders' Guide to North Carolina's Outer Banks*, 26th edition <<http://www.insiders.com/outerbanks/main-history.htm#tod>> (17 July 2005).

³ Eric Hause, "The Entire NC Coast, Graveyard of the Atlantic, Shipwrecks" <http://www.coastalguide.com/packet/shipwrecks01.htm> (19 July 2005).

⁴ North Carolina Division of Coastal Management, Long Term Average Annual Shoreline Change & Setback Factors, Updated Through 1998 (April 1, 2004) http://dcm2.enr.state.nc.us/Maps/ER_1998/Color_PDF/page_52.pdf (20 July 2005).

⁵ Pilkey, 44-48.



Figure A-1 Detail of “A Map of the Province of Carolina,” 1730, collection of the Museum of Early Southern Decorative Arts, Winston-Salem, North Carolina

By protruding so far out into the Atlantic, the Outer Banks are particularly vulnerable to summer hurricanes from the south and winter nor'easters. These storms continually resculpt the fragile landscape of the Outer Banks. Consequently, historical records dating from 1585 document more than twenty-four different inlets cutting across the Banks. Geographic formations indicate that almost half of the Outer Banks has been covered by inlets at one time or another. Today there are six inlets between Morehead City and the Virginia state line.⁶

By the 18th century, Native Americans no longer had a presence on the Outer Banks. European settlers were sustained by fishing,

grazing stock, and farming. A number of runaways, outlaws, and those marooned from shipwrecks joined those that had migrated down from Virginia. All of these residents profited from the numerous shipwrecks cast up by the sea onto the long shoreline. Shipwrecks were a primary source of lumber as well as other supplies.⁷ By the time North Carolina became a state in 1789 about 1,000 permanent residents lived on the Outer Banks. That they were a self-sufficient and independent-minded people was the result of the rugged and isolated landscape they occupied. Their young men would be called upon to man the Outer Banks Life-Saving Stations.

⁶ Bachman, “Shipping and Settlement into the 1770s” web site *Insider’s Guide to the Outer Banks*.

⁷ Stick, *Outer Banks*, 75-77.

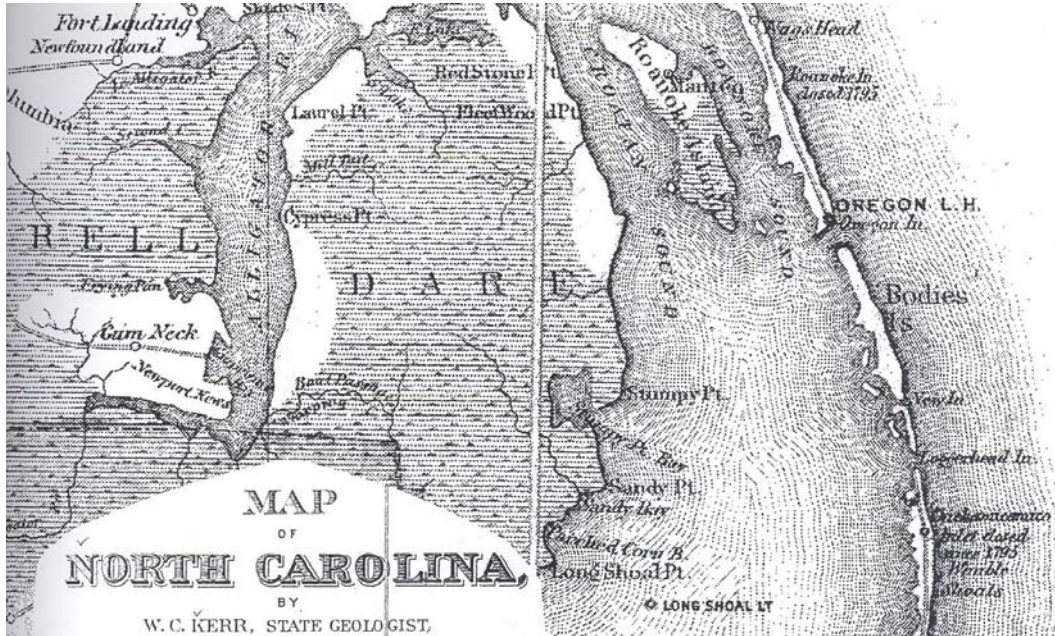


Figure A-2 Detail of “Map of North Carolina,” 1882, collection of the Museum of Early Southern Decorative Arts, Winston-Salem, North Carolina

What’s in a Name? Bodie Island

Bodie Island⁸ has not been an island since Roanoke Inlet closed in approximately 1811, and Oregon Inlet was subsequently opened by the Hurricane of September 7, 1846. Known at various times as Body’s Island, Bodies Island, Body Island, Micher Island, and Cow Island, its land mass in the 1770s extended from Roanoke Inlet at the north end, nine and one-half miles south to Gunt Inlet and contained approximately 1,900 acres. The island was acquired from the Lords Proprietors in 1722 by Matthew Midgett. This section of the Outer Banks is especially susceptible to the opening and closing of inlets. At least six different inlets have been located between the present day Bodie Island Lighthouse and Rodanthe ap-

proximately seventeen miles to the south.⁹ The instability of this landscape has resulted in the reshaping of the size and even the location of Bodie Island over the years.

With the cutting of the Oregon Inlet in 1846, the lower part of the island was severed. The name, however, would linger, straddling the inlet long after the island was gone. When the current lighthouse was completed in 1872 on the north side of Oregon Inlet, it retained the name as the Bodie Island Lighthouse. Two years later, in 1874, when the first Life-Saving Station was established in this area, it was named the Bodie Island Station even though it was located south of Oregon Inlet. In 1883 Bodie Island Station was renamed Oregon Inlet Station, and the Bodie Island designation was given to the 1879 Tommy’s Hummock Station, which was located north of the inlet and nearer to the Bodie Island Lighthouse.¹⁰

⁸ The origins of the Bodie Island name remain unknown. Today, local lore likes to infer that the term relates to the bodies that were washed up on its shores. Jan DeBlieu, *Hatteras Journal* (Winston-Salem: John F. Blair Publisher, 1998), 31. Terrance Zepke, *Coastal North Carolina: Its Enchanting Islands, Towns and Communities* (Sarasota: Pineapple Press, Inc., 2004), 36.

⁹ Stick, *Outer Banks*, 274-79.

¹⁰ *Ibid.*, 280. Also, Sep. 1, 1883 entry Tommy H. Jones, notes transcribed from Tommy’s Hummock/Bodie Island Life-Saving Station Journals in

The Graveyard of the Atlantic

Secretary of the Treasury Alexander Hamilton has been credited with first naming the ocean off the Outer Banks as “The Graveyard of the Atlantic” because of the extraordinary number of ships that were buried in the shoals there.¹¹ The currents that could increase the speed of sailing ships also brought them perilously close to shore along the Outer Banks. A sudden gale or nor’easter could quickly land a vessel on the shifting sand bars. Once grounded and without assistance, the boat would be torn apart by the turbulent waters. Historian David Stick vividly describes the sea conditions “the northbound Gulf Stream and the cold currents coming down from the Arctic run head-on into each other, tossing their spumy spray a hundred feet or better into the air and dropping sand and shells and sea life at the point of impact.”¹²

By the start of the nineteenth century more than a dozen ships a day were navigating the barrier islands with little hope of any organized assistance in the event of trouble. The conditions for mariners were only slightly better along the coastline of New England. There, near the major ports of Boston, New York, and Philadelphia, several private organizations had been established early in the nineteenth century to lobby the government for better navigational aids and provision of assistance for wreck victims. The oldest of these groups was the Massachusetts Humane Society. A volunteer organization formed in 1786, they were the first to be created solely

Record Group 26 National Archives, Atlanta, hereafter cited as Journal.

¹¹ Molly Perkins Harrison, *It Happened on the Outer Banks* (Guilford, CT: Globe Pequot Press, 2005), 10-15. Also, “Under Sea Graveyard along the Outer Banks holds the USS Monitor” 19 July 2005 <<http://www.kittyhawkfreepress.com/atlanticgraveyard.html>> (19 July 2005).

¹²David Stick, *Graveyard of the Atlantic: Shipwrecks of the North Carolina Coast* (Chapel Hill: University of North Carolina Press, 1952), 1. <<http://www.hatteras-nc.com/atlanticgraveyard/>>

for the purpose of saving lives. Initially they built a series of small refuge huts for shipwreck victims. In 1807 they constructed an unmanned lifeboat station at Cohasset, Massachusetts, the first of its kind built in the United States. By 1872 the Society had built seventy-six lifeboat stations and eight huts. Although their work substantially reduced casualties along the Massachusetts coast, it also highlighted the need for a national program.¹³

A National Life-Saving Service

In August of 1848, Representative William A. Newell of New Jersey secured an appropriation of \$10,000 to procure “surfboats, rockets and carronades and other necessary apparatus for the better protection of life and property from shipwrecks on the coast of New Jersey between Sandy Hook and Little Egg Harbor.”¹⁴ The federal government was now involved, and eight stations were constructed using those funds, with the work supervised by the Treasury Department. Numerous appropriations followed during the next six years resulting in the construction of sixteen additional stations and initiated what became a long-term involvement in life-saving services by the Treasury Department.

In 1850 stations were built on Long Island and in Rhode Island, and the first efforts were made to move southward with the placement of twenty-six unmanned lifeboats along the coasts of North and South Carolina, Georgia, Florida, and Texas.¹⁵ Most of the stations constructed during this period were in New England along the coast of Long Island, New Jersey, and Rhode Island. By 1856 there were fifty-six stations be-

¹³Eugene V. York, *The Architecture of the United States Life-Saving Stations* (Master’s Thesis, Boston University, 1983), 1-5, hereafter cited as York.

¹⁴Robert F. Bennett, *Surfboats, Rockets and Carronades* (Washington, D.C: U. S. Government Printing Office, 1976), 5; also, York, 5.

¹⁵ York, 6.

tween Cape May, New Jersey, and Watch Hill, Rhode Island. Combined with stations constructed by the Massachusetts Humane Society, services extended to the New Hampshire border and provided a reasonable measure of protection for the northeastern states.¹⁶

Architecturally the stations were simple vernacular structures. One-and-one-half-story frame buildings, covered initially with shingles and later with siding, they were approximately sixteen to seventeen feet wide and twenty-eight to thirty-six feet long. A large boat room on the first level housed the surfboat and lifesaving apparatus. The second floor was used for storage. Although by 1853 a paid superintendent was assigned to manage each station, these buildings were not occupied, and crews had to be gathered in the event of a shipwreck. Maintenance and management of these stations remained the responsibility of the Revenue Marine Division under the Treasury Department.¹⁷

Even though there were no life-saving stations in North Carolina, the hazard posed by the Outer Banks was recognized. The 90-foot, 1803 Cape Hatteras Lighthouse was raised to 150 feet in 1854, and in 1859 two new lighthouses replaced the ones constructed earlier at Cape Lookout (1812) and at Bodie Island (1848). Another thirteen years would pass, however, before construction of the first Life-Saving Stations began on the Outer Banks.¹⁸

Getting Organized: 1871

In the winter of 1870-71 a number of fatal shipwrecks along the Atlantic coast resulted in a public outcry over the lack of protection. In 1871 Congress began to appropriate funds to pay for the crews to live at the stations, and Sumner I. Kimball (1834-1923), a

thirty-seven-year-old lawyer in the Treasury Department, was appointed to head the Revenue Marine Division. Kimball, more than any other individual, was responsible for the development of the Life-Saving Service. He reorganized the management and standardized the architecture of stations to reflect their basic form and function. He led the organization for the next forty-four years, until it was merged into the U.S. Coast Guard in 1915.¹⁹



Figure A-3 Sumner I. Kimball

After conducting a thorough inspection of existing stations in 1871, Kimball embarked upon a program to expand and promote professionalism within the Service. Working within the Treasury Department, he sought to standardize station design by establishing the simple 1871 Type – often called the 1871 Red House – as the basic pattern for stations to follow. In this type, the first floor

¹⁶ Ibid., 9.

¹⁷ Ibid., 7.

¹⁸ Ibid., 180-193.

¹⁹ U.S. Coast Guard web site: “Sumner Increase Kimball”, <http://www.uscg.mil/hq/g-p/history/faqs/BIO_Sumner_Kimball.html> (19 July 2005).



Figure A-4 1874 Type exhibited at Chicamacomico Life-Saving Station



Figure A-5 1876 Type station at Big Kinnakeet, c. 1890s, North Carolina Collection, University of North Carolina – Chapel Hill, negative no. 83-659

contained two rooms – the boat room and a combination crew kitchen/living area. Up stairs were quarters and storage. All of these stations were built along the coast of New Jersey, New York, Rhode Island, and Massachusetts.

Expanding the Service

In 1873, Congress allocated \$100,000 to extend the life-saving activities into Maine, New Hampshire, Virginia, and North Carolina with twenty-three newly designed stations. The Carpenter Gothic detailing on the

1874 Type that Kimball developed for the stations made it the most ornate of all the life saving station types. Seven of these stations were built in North Carolina.

An additional fifty-one stations were authorized in June 1874 for the Atlantic coast and the Great Lakes. Frank Chandler was assigned to work with Kimball in the design of these stations. Chandler retained the basic form of the 1871 Red House and 1874 Type, but moved the design away from the Gothic toward the Stick Style. None of these, known as the 1875 Type, were built in North Carolina. With Chandler's departure, J. L. Parkinson was appointed Assistant Superintendent of Construction for Life-Saving Stations. The Parkinson 1876 Type further simplified the Stick Style detailing. Although called the 1876 Type, most of these were not built until two to three years later. Eleven of the 1876 Type were built in North Carolina; Tommy's Hummock (Bodie Island Station) was one.

Shortly before leaving office, Parkinson developed another design with some significant modifications. The 1882 Type replaced the open observation platform on the roof with an enclosed tower and also incorporated a small lean-to on the long façade at the kitchen end. These two features were added to the Bodie Island Station; the enclosed tower in 1900, and the lean-to as early as October 1879.

Albert B. Bibb, who followed Parkinson, around 1885, probably initiated some alterations to Bodie Island Station. Under his tenure, many of the earlier 1871 Type stations were modified with enclosed towers and dormer windows. His enlarged Shingle Style designs added large lean-tos on both of the long facades.²⁰

Increasingly, the Life-Saving Service archi-

²⁰ York, 41-47.

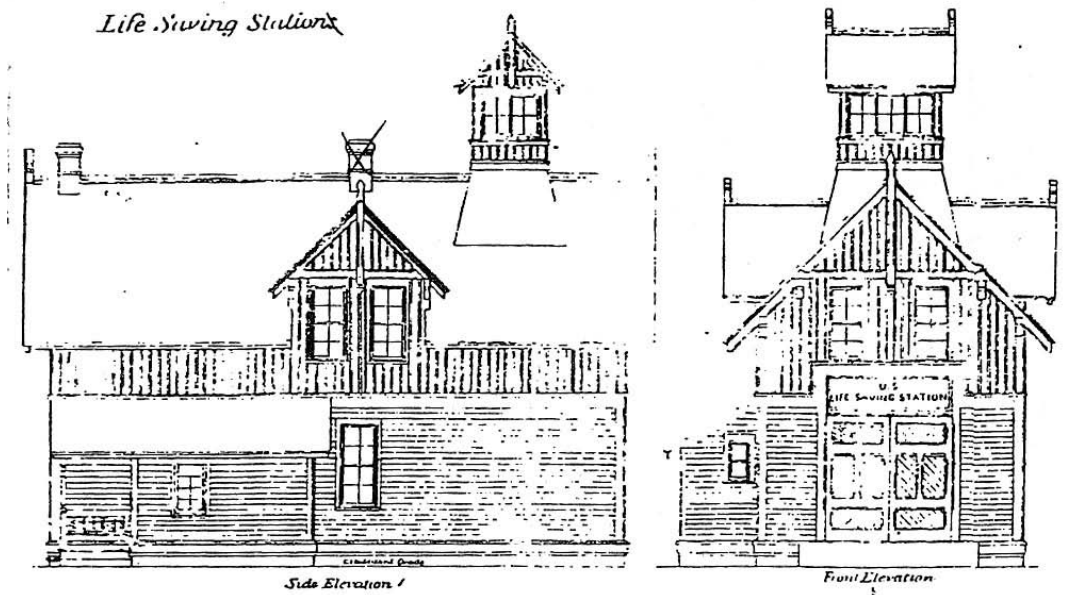


Figure A-6 1882 Type elevations; York

pects were moving away from the simple rectilinear form of the previous types to add office space and bathrooms and to separate the kitchen from the dining area. Larger quarters with private closets were provided the crew as well as the Keeper. Although such elements as a lookout tower and boat room remained constant, the architects that followed Parkinson often added porches and separate entrances to the Keeper's quarters that differentiated the public and private areas and defined the hierarchy of the station through the allocation of its space.

Victor Mendleheff, appointed in 1896, was the service's architect when President Wilson on January 28, 1915, signed the act that merged the Life-Saving Service and the Revenue Cutter Service to form the U.S. Coast Guard. Although Mendleheff remained in the service of the Coast Guard for a number of years after the merger, it was his final design for the Life-Saving Service that continued to be used by the Coast Guard well into the late 1920s. Constructed for the first time in 1914 at Chatham, Massachusetts, this style became known as the Chat

ham Type station; twenty-four of them have been identified.²¹ Seven of these were built in North Carolina by the U.S. Coast Guard. One of these was the 1925 Bodie Island Coast Guard Station that replaced the 1879 Life-Saving Station.

Bodie Island Life-Saving Station

On Wednesday, January 15, 1879, Jesse T. Etheridge made his first journal entry at the Tommy's Hummock Station. Things were less than perfect. The crew was not enlisted; the station was not finished, but the Norwegian schooner *Success*, with a load of rosin, had just wrecked off the coast. Etheridge did not hesitate to respond. With a volunteer crew and two trips in the rescue boat, he was able to bring the ship's nine crewmen and captain safely to shore. The next day he enrolled the first four surfmen of the six-men crew and returned to the *Success* to assist in the salvage operation.

The exact date when Etheridge first learned

²¹ Ibid., 54-60.



Figure A-7 Chatham Type elevations; York

of his appointment to take charge of Tommy's Hummock is not known, but he must have watched with great interest in the fall of 1878 as the construction of his future station proceeded. Tommy's Hummock Station was one of eleven that were being built along North Carolina's Outer Banks during 1878-79. These were placed to fill in the gaps left after the construction of the seven stations in 1874. The new stations established a pattern of a station located every five to seven miles. By 1905 twenty-nine stations line the North Carolina coast from the Virginia state line south to Oak Island and Cape Fear.²²

An Evolving Architectural Landscape

Officially designated as Station #15 within District Six, Tommy's Hummock Station was located on a three-acre parcel of land a little over one mile from the newly con-

structed 1872 Bodie Island Lighthouse and was the first station north of the treacherous Oregon Inlet. Station #14, built in 1874 at Nags Head, was further to the north.

The wooden frame building occupied by Keeper Etheridge and his six-man crew was one-and-one-half stories tall and measured twenty feet wide and forty-five feet long. It was of the 1876 Type. A standardized design attributed to J. L. Parkinson, who was appointed Assistant Superintendent of Construction in July 1875. Three-quarters of the first floor was dedicated to a single large room for storage of the surfboat, dory, Lyle gun, flags, ropes, breeches buoy, and various storm clothes and life-saving apparatus.

The building was aligned north-south so that the large boat room doors faced away from the nor'easters. The remaining quarter of the first floor contained kitchen/living space. Upstairs a large bunkroom for the crew was on the south end and the keeper's room was on the north end; the space in between was for storage. After 1883, with eight men residing in less than 1,800 square feet, it must

²² Richard L. Chenery III, *Old Coast Guard Stations Volume Two North Carolina* (Glen Allen, VA: Station Books, 2000), 10-11.



*Figure A-8 Bodie Island Life-Saving Station, before 1900, unknown photographer;
collection of the Outer Banks History Center, North Carolina Division of Archives & History*

have seemed confining for the months that the station was occupied. Fortunately, much of the living was carried on outside.

The station was supported with a free-standing privy, a water storage tank, flag-pole, and drill pole. Telegraph lines were in place by 1881, with telephone service added by 1887.²³ A key post and a Halfway House were located a distance from the station. These were essential elements in the station's operation marking the territory covered by shore patrols as the midway point between Tommy's Hummock and its neighboring stations.²⁴ An oil house was constructed in 1888 to store their lamp oil. One of the earliest alterations to the building appears to have been the construction of a small six by seventeen foot lean-to on the

west façade at the north corner.²⁵ This small addition may have served as a vestibule during stormy weather.

In 1892 a freestanding kitchen was constructed just to the west of the building. With no designated cook, food preparation remained a shared responsibility, but the removal of cooking from the station must have cooled the building a bit in the summer and given the crew a larger living space. In 1900 the observation platform was replaced with an enclosed lookout. This modification was in keeping with all the stations that were designed after the 1876 Type. It not only sheltered the lookout, but also must have improved the ventilation on the second floor. The last major component for the station was a freestanding boathouse. The date of its first construction at the Bodie Island

²³ Journal, Mar. 15 and 30, 1881; Aug. 9, Sep. 30, 1887.

²⁴ Ibid., Jan. 7-19, 1890.

²⁵ See discussion of lean-to under the development section of Tommy's Hummock.



Figure A-9 1916 Boat House, c. 1955, unknown photographer; archives of the National Park Service, Outer Banks Group

Station is not known but it was in place by 1904.²⁶

By 1915, when the Life-Saving Service merged with the Revenue Cutter Service to form the United States Coast Guard, the Bodie Island Station had been built out and refined. The boathouse was rebuilt in 1916 and the water tank replaced, but the basic architectural presentation of the station had stabilized. The World War I years brought little architectural change to the station, although the Coast Guard crew size increased to a high of twelve. Most visible was the painting of the new Coast Guard designation of “175” on the roof of the boathouse reflecting the rise of aviation. Perhaps as part of the new image that the Coast Guard wished to present, the station was tidied up with the oil house and kitchen relocated and aligned with the north end of the station. This configuration was recorded in April 1923 by M. P. Hite, as the Coast Guard prepared to invest in a major new facility for the Bodie Island Station.²⁷

The new building designed for the station in October 1923 followed a plan developed by

²⁶ Journal, Sep. 12-17, 1904.

²⁷ “U.S. Coast Guard Bodie Island Station, April 6, 1923” by M. P. Hite on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

the last architect of the Life-Saving Service, Victor Mendleheff. First constructed in 1914 at Chatham, Massachusetts, it was henceforth referred to as the Chatham Type. This two-story frame building was a major improvement over the old station, providing additional living and workspace as well as electricity, radiant heat, and indoor plumbing.

Station Life

When Jesse Etheridge took charge of the Bodie Island Life-Saving Station in January 1879, the rescue season, which began September 1, was well under way.²⁸ The paid crew remained on station until the end of April, then reassembled the next September. This eight-month season continued until 1894 when it was extended by two months, with the crew remaining until the end of May and reporting back the first of August.²⁹ It was not until the summer of 1917, under the Coast Guard, that the station was manned all year round.³⁰

The standard size of the crew needed to man the oars of the surfboat was six, with the Keeper at the helm. This crew was supplemented with one or two alternates or temporary surf men to insure that the station was always fully manned in the event of illness, dismissal, or leaves of absence. Keeping the station fully manned, however, was a challenge. For example, in November 1879, the Keeper was sick for two days; later he left when his child became ill and eventually died. One crew member was sent for four days to pay bills in Elizabeth City; another had a death in his family.³¹ Individuals

²⁸ When the first seven stations were established in 1874, they were only fully operational four months of the year: December, January, February and March. Stick, *Outer Banks*, 169-73.

²⁹ Journal, Aug. 23, 1894, and May 31 and August 1, 1895.

³⁰ *Ibid.*, July 12, 1917; also annotation by Tommy H. Jones in Journal transcription.

³¹ *Ibid.*, Nov. 2, 11, 13, 14, 19-23, 29, 1879.

were injured and sent for physical examinations, or sent to assist other stations. Each absence compromised the ability of the station to perform its mission.

In 1883, a seventh man was authorized and added to the crew.³² It was Etheridge's job to submit annually a ranked list of proposed surf men and alternates. They were ranked by skill, with the No.1 Man often serving as second in command, although there seemed not to have been any difference in the pay. When the crew moved into the 1925 Station, however, the No.1 Man had his own private quarters. The Keeper's job was year-round.³³ If a crisis occurred during the off-season, it was his responsibility to gather up a crew as quickly as possible.³⁴ If he had to leave the station, even for just a day, to pick up supplies, go to the post office, or attend to personal business, he had the responsibility of "leaving a good man in his place."³⁵ When Etheridge heard on August 10, 1898, that his house had a fire, he was not able to get away on leave until two days later. In June and July of 1899, he took an extended leave, probably to make the necessary repairs, and left the station in the care of T. H. Baum.³⁶

Training and More Training

The Keeper was responsible for the training of the crew and the efficient operation of the station. Station life consisted of a rigid rou-

³² Stick, *Outer Banks*, 173.

³³ In 1885 the Keeper was paid \$700 per year; Journal, 22 Aug. 1885. In Oct. 1892, the rate was increased to \$900 for the Keeper and \$65 per month for a member of the crew. "Circular, Increase In Compensation of Keepers and Surfmen of Life-Saving Stations and Regulations Thereunder, Treasury Department, Office of the General Superintendent, U. S. Life-Saving Service, Washington, D.C. October 25, 1892."

³⁴ Journal, May 25, 1891.

³⁵ Ibid., Aug. 25, 1883, Aug. 14-17, 1884.

³⁶ Could this be W. H. Baum rather than T.H. Baum? W.H. was on the crew during this period of time.

tine of daily drills and practice training sessions. One important responsibility was signaling or sending out warnings and information to ships. During the first month of the station's establishment, the crew was busy building a rocket frame and lamp stand to signal warnings.³⁷ Prior to the use of radios in the early twentieth century, shore-to-sea communication was done with either flags or lights. Training included the semaphore flag system, which is an alphabet signaling system, based on waving a pair of hand-held flags in various patterns to represent letters. The flags are usually square, red and yellow, divided diagonally with the red portion in the upper hoist. Albert J. Myer of the U.S. Army Signal Corps devised a system in the mid-nineteenth century which used a single flag for "wig-wag" signaling, a form of Morse code based on waving the flag to the right or left.³⁸ This type of signaling was slower than semaphore, but it could be read at a greater distance and was thus employed extensively for ship-to-shore communications.³⁹ At night, occulting light signals were used. All surfmen were trained and tested in each of these methods. Other training included resuscitation and boat drills.

The Rescue

When it came time, however, for the crew to make a rescue there were really only two options. The surfboat could be rowed out to the distressed vessel to transfer the ship's crew to shore, a challenging maneuver in a rough sea. If the ship was close to the shore, a line could be shot out to it from a Lyle Gun. This device was a mainstay in the Life-Saving Service. Although the idea of

³⁷ Journal, Jan. 29, 1879.

³⁸ Joseph McMillan, *Sea Flags* "Signaling at Sea" <http://home.earthlink.net/~mcmillanj/signals/Signals.html#history> (19 July 2005).

³⁹ Lt. A. C. Kidd, USNI *Notes On Naval Communications* (1924). <http://www.gwpda.org/na-val/kiddnc24.htm> (19 July 2005).



*Figure A-10 Bodie Island Coast Guard Station, c. 1925, unknown photographer;
archives of the National Park Service, Outer Banks Group*

shooting tethered projectiles dated back to around 1800, it was not until West Point and M.I.T. graduate David A. Lyle (1845-1937) began his research that a reliable, efficient design was developed. Thus, any line-throwing gun was most often called a "Lyle Gun" regardless of the manufacturer. About thirty companies made these guns from the late 1800s to 1952; best known were American Manufacture, Galbraith, General Ordnance, Naval Co., Sculler, and Steward. Production ceased in 1952 when rockets became favored. Lyle Guns were designed to shoot projectiles weighing approximately fifteen pounds, carrying rope over a thousand feet.¹

The Bodie Island Station probably had more than one Lyle Gun. There was a practice firing on October 12, 1879, that missed the mark by sixty feet. The station received another Lyle Gun on May 8, 1895, along with two Lyle Gun carriages and twelve

projectiles and other accessories. In May of 1915, the station received a new gun to replace the "old Lyle Gun #47 of 1878."² If a successful line connection was made, then an apparatus called a "breeches buoy" could be used to bring each person to shore. This device was basically a lifebuoy with canvas breeches for the legs. This rescue technique was practiced regularly on land by using a drill pole that was erected to simulate a ship's mast. The competence of the crew was based on their speed and accuracy of deployment. The drill pole would remain in the station's landscape at least into the mid-1940s³ as an illustration of the staying power and value of the Lyle Gun in life-saving operations.

¹ Lyle Cannons, <http://www.cannon-mania.com/lyleguns.htm> (19 July 2005).

² Journal, May 8, 1895; May 7, 13, Aug. 6, 1915.

³ "Topographic Survey Showing Present USCG Property at Bodie Island Life Boat Station and Area Proposed to Be Acquired for Future Expansion, August 26, 1944." on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

On Patrol

Training occupied the mornings, and patrols were conducted at night from 6 p.m. to 6 a.m. in four-hour shifts. The schedule was later adjusted to run from sunset to sunrise. One surfman would walk the beach north to the Halfway House where he would meet the surfman coming down from Station 14 at Nags Head. The other surfman would head south toward the Oregon Inlet and meet with the lighthouse station. By December 1885, a clock and key post system had been installed to verify the performance of the patrols. Under this system, the surfman on patrol carried a special clock and at appointed locations there was a post with a key attached. The patrolman inserted the key into the clock, which left a mark on a record sheet indicating the time.⁴ The key post system was particularly useful at the south end where the inlet separated Bodie Island Station from the Oregon Inlet Station.⁵ Although the northern terminus was the site of the Halfway House, there appeared to have been a key post somewhere along that route as well.⁶

The primary responsibility of surfmen on patrol was to watch for ships in distress but items ranging from lumber, mines, and cargo were often encountered. One of the least pleasant aspects was the recovery of bodies. From 1879 until the station was decommissioned in 1937, the station's crew discovered eight bodies.⁷ All but one were unidentifiable, but a coffin was built at the station and each body buried. At least one

⁴ "E. Imhauser's New Watchman's Improved Time Detector" advertisement and instructions provided in Journal transcription.

⁵ Journal, Oct. 28, 1879; Mar. 28, 1889; Feb. 26, 27 1894. Photocopies of patrol schedule supplied in transcription.

⁶ Ibid., Apr. 9, 1889.

⁷ Ibid., May 24, 1881; Nov. 22, 1882; Dec. 3, 1897; Oct. 28, 1905; Apr. 10, 1913; Sep. 20, 1915; Dec. 6, 1927.



DIRECTIONS FOR USE OF THE TIME DETECTOR.

- | | |
|--|---|
| Take the watch out of the leather pouch, open it with the key for the lock. | The keys are fastened at the different stations. |
| Take the nut off the arbor, also the dial, putting on a new dial, as before, setting it to the correct time. | The Carrier inserts the key in the watch, through the pouch and keyhole, turning it around to the right once. |
| Wind up the watch to the right. | The keys mark in different circles and are numbered. |
| Lock the watch and put it in the leather pouch. | The Carrier should not be allowed to take the watch out of the pouch at all. |
| The middle prong of the fork, opposite the handle, represents the hand. | The watches are in first-class running order. |
| The watch has a revolving dial and a stationary indicator, and will run about sixty-five hours. | The Carrier of the watch should be notified to handle it with care. |

Figure A-11 Advertisement for "Watchman's Improved Time Detector," contained with the Journal papers

of the burials was "on the beach,"⁸ but no specific location or graveyard was denoted.

Maintenance

When not engaged in training or on watch for ships in distress, the crew spent considerable time maintaining the station and repairing the damage caused by wind, sand, and water. An immense effort was spent clearing away or trying to control the shifting sand. When too much sand piled up against the privy the crew was forced to relocate it. Shells, stones, and grass were continually gathered to place around the station's footings in an attempt to control the undermining erosion created by wind and water. Just as it had done for hundreds of years, the beach continued to erode. When the station was constructed in 1879, it was placed approximately 303 yards (909 feet)

⁸ Ibid., Oct. 28, 1905.

from the ocean. By 1923 that distance had been reduced to just over 400 feet.⁹ This encroachment caused the Boat House to be relocated several times. There were other problems as well. Storms washed the buildings off their piers and scattered firewood down the beach. The flag, drill, and telephone poles would attract lightning, be blown over or knocked down by storm surges. The flooding and termites raised havoc with the wooden piers and flooring. Most of all, the buildings needed continual painting.

Gallons of white lead paint would be sent to the station to be mixed with various pigments. Contrasting light and dark colors accented the ornamental aspects of the building. Early photographs indicate a light color around the doors, windows, gable trim, and corner trim. The wall shingles, as well as the corner beads, were painted a darker shade. Additional colors were used either on the interior, for signs, or, perhaps, for shutters and doors. In the first major repainting after the initial construction, one pound of vermilion red with a gallon of turpentine was received on January 10, 1885, followed in February with thirty-two gallons of paint and one bushel of lime, and then in October with a keg of white lead. Fifteen pounds of burnt umber was added to the color palette in January of 1890. A pound of Prussian blue along with twenty-five pounds of white lead and five gallons of linseed oil arrived in March of 1896. In 1906 ten gallons of linseed oil, one gallon of turpentine, and 200 pounds of white lead were used. In the ever-continuing paint cycle, a hundred pounds of white lead arrived in 1914, probably for the cookhouse; the following year three gallons of red paint arrived, probably for the interior trim.¹⁰ In

the dressing up of the station after World War I, the colors sent from the Coast Guard were ten gallons of white, five gallons of straw, five gallons of slate, and five gallons of green along with five gallons of linseed oil, two quarts of spar varnish, two gallons of turpentine, and a gallon of Japan drier.¹¹ During World War I the station's number "175" was painted on the Boat House roof. Later references to "painting the background for the figures on the old station building" may indicate that the roofs were painted as well.¹²

The U. S. Coast Guard and Changing Responsibilities

By 1915, when the Bodie Island Station was brought under the command of the Coast Guard, forces were already clearly at play that would change the type of work, if not the mission, of the station's crew. Radio broadcasting, the outboard motor, airplanes, and the automobile would all have a major impact on the daily activities of the station. The mission of the Life-Saving Service was first and foremost focused on ship safety and rescue. Although the surfmen did provide other types of assistance, particularly to support neighboring stations or to help get horses and supplies across the Oregon Inlet, ship assistance was their primary mission. Almost every year from 1879 until 1900, one or more ships required their help. However, between 1900 and 1917, at which time the crew went full-time, less than six assists were noted. After World War I, the station was increasingly called upon to assist land rather than sea travelers, as automobile drivers chose to use the beach to make the run from the paved road near Whalebone Junction down to the Oregon Inlet.

⁹ See note 27.

¹⁰ Journal, Feb. 28, Oct. 30, 1885; Jan 24, 1890; Mar. 21, 1896; Apr. 17, 1906; Jan. 1, 26, 1914; Apr. 26, May, 1915.

¹¹ Ibid., July 25, 1919.

¹² Ibid., July 3, 1916; July 23, 1929.

In 1903 the equipment furnished with the surfboat included an outboard motor,¹³ and in January of 1907, two powerboats participated in assisting a rescue. A new age of transportation brought more mobility and accessibility. In 1904 a “party of 35 or 40 picnic [sic] from Roanoke and get caught in a squall and stayed at the station for a while.”¹⁴ Increasingly this land traffic demanded more attention. By the end of the 1920s, vehicles stuck in the sand or ocean became a common occurrence. The station not only pulled cars out of the inlet and out of the sand, but also often provided mechanical support to get the vehicles running again when they were damaged.¹⁵

With the establishment of the Coast Guard came a shift from strictly a rescue service to a gradual engagement with security and law enforcement. The station was issued a thirty caliber Springfield Model 1903 rifle and later two Colt revolvers.¹⁶ These weapons were used to protect cargo and in the enforcement of prohibition. When the station was brought on line as part of the Coast Guard, the crew size remained at eight including the Keeper. In 1917, when the station’s operations became year round, the crew size increased to ten including a full-time cook.¹⁷ During World War I, the garrison increased slightly to a high of twelve. Duties included watching for German submarines and patrolling the shore for mines.¹⁸ After the war, the crew size settled at ten.

A ten-man garrison continued to operate in the 1925 Station until it was decommissioned twelve years later on July 15, 1937. Coincidentally, the next month on August 17, 1937, Congress authorized Cape Hat-

terras as the first National Seashore, but it would take another sixteen years before the National Park Service would acquire the Bodie Island Station.¹⁹ With the entry of the United States into World War II in December 1941, the station was once again brought into service. It is not known what the crew size was during this reactivation. One can be certain, however, that Bodie Island was well integrated into the armed forces’ coastal defense system for the duration of the war. Subsequently, as part of the LORAN navigational aid system after the war, the Bodie Island Station once again reverted to the role it had had back in 1879 of providing navigational aid and warning off ships from the dangerous coastline of the Outer Banks.

By 1953 the Coast Guard no longer had need for the buildings at the Bodie Island Station, and the Cape Hatteras National Seashore, first authorized in 1937, was finally established on January 12 of that year. The Bodie Island Coast Guard Station was deeded to the National Park Service (NPS) on October 15, 1953. At first the NPS did not perceive the potential historic value of the then seventy-four-year-old 1879 Station or the twenty-eight-year-old 1925 Station, but saw them as structures available for reuse in meeting needs of the park. For the next two decades, major modifications affecting the historic character were made to both the 1879 and 1925 Stations as they were adapted to accommodate changing park uses. In 1979, however, the buildings were listed on the National Register of Historic Places, and by 1984, the General Management Plan called for the exteriors to be restored, albeit as part of relocation to Whalebone Junction for use as a visitor in-

¹³ Ibid., Jan.1, 1903.

¹⁴ Ibid., Aug. 11,1904.

¹⁵ Ibid., Dec. 3, 1927.

¹⁶ Journal, Sep. 30, 1918; Feb.21, 1922.

¹⁷ Ibid., Crew list 1917.

¹⁸ Ibid., Aug., 19, 29, 1918.

¹⁹ William C. Everhart, *The National Park Service* (New York: Praeger Publishers, 1972) 33, 147, 258. Cape Hatteras National Seashore web site, <www.nps.gov/caha/> Jul 24, 2005.

formation center.²⁰ This concept was refined in the 1987 Bodie Island Master Plan.²¹ Further implementation was put on hold, however, to allow the Coast Guard to reoccupy the 1925 Station for three years (1988-91) pending construction of their new station on the north side of the Oregon Inlet.

With the movement of the park's headquarters to Manteo and the vacating of the building by the Coast Guard, the 1925 Station again became vacant. The 1879 Station with Boat House remains in use as a NPS Ranger Station.

²⁰ Cape Hatteras National Seashore, "General Management Plan, Development Plan, Amended Environmental Assessment" January, 1984, p. 35.

²¹ David Heiser, "The Bodie Island Master Plan: A Site Analysis and Design Proposal for Visitor and Park Facilities," December 1, 1987.

B. CHRONOLOGY OF DEVELOPMENT AND USE

hummock (hūm' ək) *n.* Also **ham·mock** (ham'-).

1. A low mound or ridge of earth; knoll. 2. A tract of forested land elevated above the level of an adjacent marsh.⁶¹

The site for the life-saving station called Tommy's Hummock was selected on July 17, 1878.⁶² It was located approximately a mile northeast of the 1872 Bodie Island Lighthouse, three miles north of the Oregon Inlet and just south of Stetson's fishery. On July 25, 1878, the approximately three acres of land were transferred under a twenty-year lease to the United States government for the construction of the station.⁶³ Situated on the last elevated spot at the edge of a long series of low flats that extended northward for the next five miles, the Tommy's Hummock Life-Saving Station was a key link in an eventual chain of twenty-nine stations that stretched from the Virginia state line down to Oak Island just below the Cape Fear. Tommy's Hummock was placed to fill a critical gap between the 1874 Nags Head Station to the north and the 1874 Bodie Island Station to the south at Oregon Inlet. In 1883 Tommy's Hummock assumed the name of the Bodie Island Station, probably because it was closer to the lighthouse. The earlier 1874 station was renamed the Oregon Inlet Station, which was a better description of its geographic location.⁶⁴

Construction commenced in the latter half of 1878. Allen A. McCullough of Norfolk,

Virginia, was the builder and was to be paid \$2,240 for completion of the project.⁶⁵ On Wednesday, January 15, 1879, Station Keeper Jesse T. Etheridge commented in his station journal on the "Station not being ready," but he was nonetheless required to collect a crew of volunteers to conduct their first rescue on the wrecked Norwegian schooner the *Success*. The following day, Thursday, January 16, 1879, the first four of what would become a standard crew of six signed the "articles of engagement" and the station was brought on line. Painting, however, continued on the building well into February.

The architectural appearance of the 1879 Station under Etheridge's command resembled a well-established station design first formalized in 1871 as "red houses," so-called because of their color:

They are 42 feet long by 18 wide, and each contains a lower and an attic story. Each story is divided into two apartments. The boats, a wagon, and other heavy apparatus occupy the larger apartment below, while the smaller one is a living-room for the crew, provided with conveniences for cooking, &c. Above, one room is for the small articles of apparatus, and the other is provided with several cot-beds and suitable bedding.⁶⁶

The basic 1871 prototype for a manned life-saving station proved extremely effective in reducing the loss of life along the coast of the New England states. In 1873 an addi-

⁶¹ William Morris, ed., *The American Heritage Dictionary of the English Language* (Boston: Houghton Mifflin Co., 1980).

⁶² Walton and Parker's Report, 1878 (National Archives), copy in the research files of National Park Service, Outer Banks Group, Manteo, NC.

⁶³ Dare County Record of Deeds, Book A, page 226.

⁶⁴ Tommy H. Jones, introduction to transcription. "Tommy's Hummock/Bodie Island Life Saving Station Journals", Record Group 26, National Archives, Atlanta, hereafter cited as Journal.

⁶⁵ Bodie Island Lifesaving/Coast Guard Station National Register Nomination, 1979.

⁶⁶ "Annual Report of the Chief of the Revenue Marine Bureau" (Washington D.C.: U.S. Government Printing Office, 1872), 28.

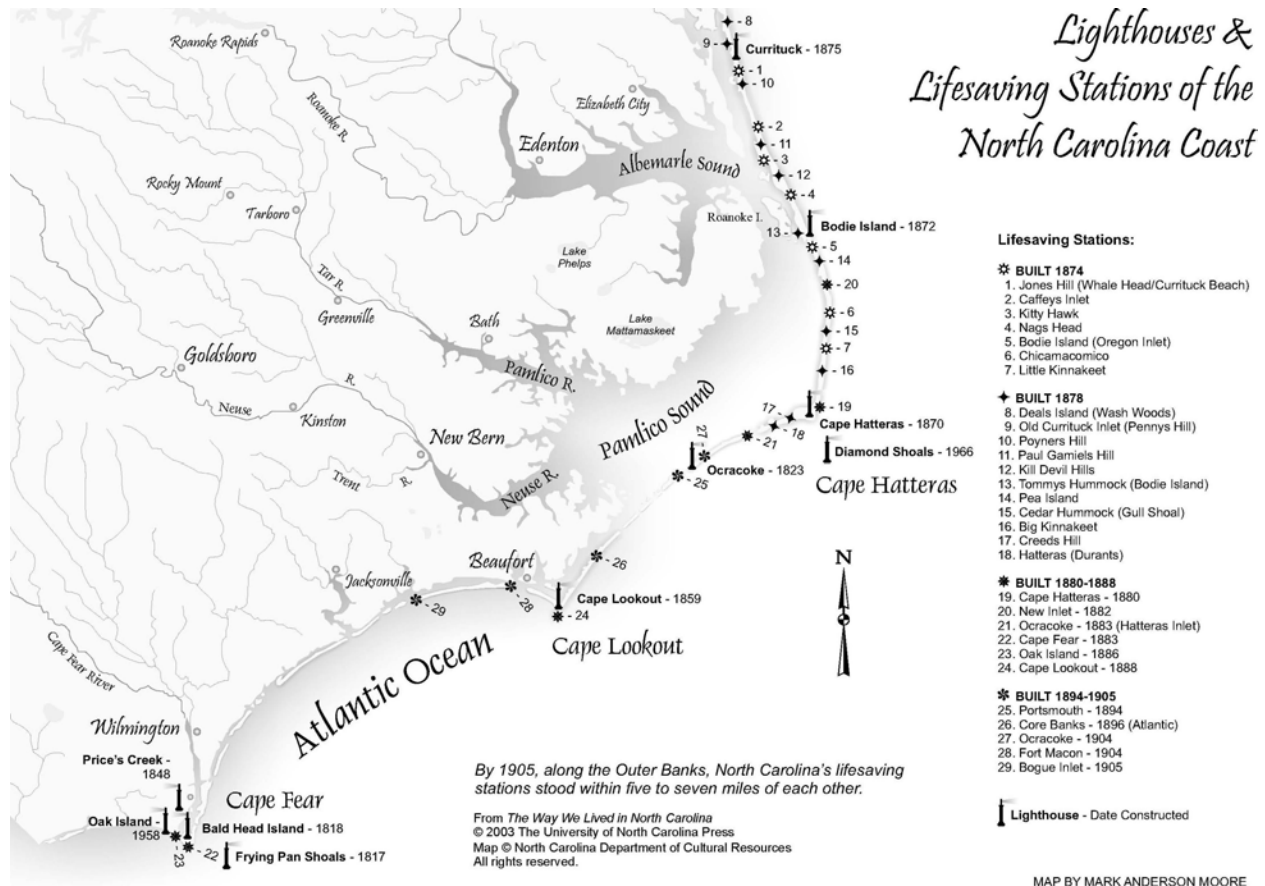


Figure B-1 Map of Lighthouses and Life-Saving Stations of the North Carolina Coast, by the North Carolina Department of Cultural Resources

tional \$100,000 was appropriated by Congress to extend the life-saving stations to the states of Maine, New Hampshire, Virginia, and North Carolina⁶⁷ with the construction of twenty-three newly designed stations. These 1874 Type stations were slightly enlarged to nineteen feet wide and forty-three feet long. The first floor plan was basically unchanged. Upstairs the space was further partitioned to provide three spaces instead of two; the difference being the creation of private quarters for the Keeper. The real difference, however, was an embellished exterior created with predominantly Carpenter Gothic detailing. These buildings, the most ornate of all life-saving stations,

were characterized by board and batten siding, elaborately sawn scroll and pierce work, and turned wooden ornaments. Diagonal crossing boards defined the corners and occasionally buttresses were combined with functional appearing eave and gable brackets to give an open structural appearance to the building. The gable ends were decorated with Gothic hammer beams and arching collar braces trimmed with ornamental turned pendants. Most significantly, from a functional perspective, was the addition of an open observation platform centered on the ridge of the roof. Accessed easily from the interior, this feature provided an ideal viewing point from which to keep watch. In June of 1874, funds were allocated for fifty-one additional stations on the Atlantic coast and Great Lakes. To head this building campaign, Frank W. Chandler was appointed as project architect. Chandler's

⁶⁷ Seven of these 1874 type would be constructed in North Carolina: Little Kinnakeet, Avon; Jones Hill-Currituck Beach, Corolla; Caffey's Inlet, Duck; Kitty Hawk; Nags Head; Oregon Inlet, Rodanthe; and Chicamacomico, Rodanthe. see York, 195-196.

1875 design removed much of the Gothic ornamentation from the building and replaced it with the simpler Stick Style brackets and gable end king post collar beams. Importantly these 1875 Type stations had double observation platforms. One was centered on the roof as had been the 1874 Type, but an additional smaller platform was placed at the boat-room end of the building. These two platforms were connected with a narrow plank walkway. A small set of windows was added under the larger platform and bracketed gable hoods protected the side doors.

This story and a half building largely retained the same floor plan as the 1871 red houses and the 1874 stations. The size ranged from eighteen to twenty feet wide by forty to forty-five feet long. The boat room occupied two-thirds of the ground floor with a large double leaf door on the gable end leading out onto a ramp down to grade. The other third was dedicated for use as a kitchen and general living area. There were three to four rooms upstairs; one end was the Keeper's quarters, the other end the crew quarters, and the middle space was for storage or accommodating shipwreck victims.

In July 1875, J.L. Parkinson took over from Chandler as Assistant Superintendent of Construction and began reporting directly to Kimball. Parkinson's first building type closely resembled the 1874 and Chandler's 1875 stations. Over twenty-five of this 1876 Type were built on the Atlantic coast between 1875 and 1881. Eleven of these were built in North Carolina during 1878-79.⁶⁸ The Bodie Island Station was one of these.

⁶⁸ York, 204-205. Deal's Island (Wash Woods) Corolla; Currituck Inlet (Penny's Hill) Corolla; Poyner's Hill, Corolla; Paul Gamiels Hill, Duck; Kill Devil Hills, Kitty Hawk; Bodie Island, Nags Head; Pea Island, Rodanthe; Cedar Hummock (Gull Shoal), Waves; Big Kinnakeet, Buxton; Creeds Hill, Frisco; Hatteras (Durants), Hatteras.



Figure B-2 Station floor plan, 1879

Original Construction 1879

The 1879 Bodie Island Station conformed to Parkinson's 1876 design, which had evolved from the 1874 design and Chandler's 1875 plan. It was at the larger end of the scale measuring twenty feet wide and forty-five feet long. The gable roof ran parallel with the ocean and had a single observation platform centered over the ridge on the south end.⁶⁹ An interior brick chimney, which serviced the kitchen stove and the Keeper's room above, was centered on the north gable end. A second chimney ran from the floor of the crew's quarters, on the interior wall, and penetrated the ridge approximately eighteen feet from the south end and a few feet north of the observation platform.⁷⁰

Distinctly different siding materials were used at the different levels to accentuate the one-and-a-half story design. The detailing included vertical board and batten siding on the half-story with a decorative sawn 60-degree angled taper terminating in a diamond motif at the bottom of each board. The fenestration on this upper level consisted of two windows at each gable end and a hipped roof dormer centered on each side. These dormers were placed in the vertical plane with the exterior wall with their sills less than two feet above the floor level thus

⁶⁹ The ca. 1898 photographs of the station show a platform on the south end. Photographs on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁷⁰ Journal, Apr. 18, 1779.



Figure B-3 Detail of gable end

breaking the roofline at the building's eaves. The gable ends still provided the decorative signature for the building; however the design of the 1876 Type was streamlined. Removed were all but two of the eave brackets from each façade; the bracket supports under the collars were also eliminated. Reliance was placed on the single king post above the collar and arching supports under the collar, all converging to a single drop pendant as the primary decorative element.

The first story was covered with uniformly sized 5½-inch sawn shingles framed with large beaded corner stiles. A base was formed with three parallel skirt boards. On the southern side, protected from the north-eastern storms, was a pair of large boat room doors. A wide wooden ramp extended from these doors down to grade. On both of the long sides of the station, centered under the dormer, was a double-hung window with four lights in each sash. These provided light for the boat room when the large doors were closed. On the north gable end a four-over-four window on each side of the chimney gave light into the kitchen and living area. All windows were equipped with solid paneled shutters.

The floor plan of the building was consistent with the model developed in 1874. Three quarters of the first floor was given over to the boat room. The remaining ten by nineteen foot room served as a combination

kitchen/living area; the stair to the second floor also landed in this room. On the second level there were three rooms. The northern end was the Keeper's quarters; the southern end was the crew's quarters; and a storage room in between had light provided by the dormers. Because of the dormer on either side, it was possible for the storage room to be partitioned from the stair hall. The walls apparently were plastered originally but this material appears to have been removed in an 1885 renovation.⁷¹

Completing the 1879 Site

The Bodie Island Station, as was the case at all the life-saving stations, had a variety of additional structures and features surrounding it that contributed to the station's operation. Many of these were insubstantial buildings that demanded constant attention for repairs or replacement, but all played an important part in the station's purpose. For example, Keeper Etheridge noted in the journal that they were "Bilding House fer to Light a lamp in when rough,"⁷² which may have been attached to the building (see "The Lean-to" on the following page) or free-standing on the beach. Another similar structure was the privy, which was knocked over by storms, buried in the sand, frequently moved and even caught fire one evening.⁷³ For three days in April of 1888 the crew was employed in the "bilding of oil house," which stored the fuel for the lamps. In 1890 there was reference to a Halfway House north of the station, presumably halfway to the Nags Head station.⁷⁴ An essential part of the station's operational need was the collection and storage of fresh water. This was accomplished with large water tanks, mostly constructed of wood, but occasionally of iron. These were fed by the collection of rain runoff from the roof into the

⁷¹ Ibid., Oct. 20-31, 1885.

⁷² Ibid., Oct. 28, 1879.

⁷³ Ibid., Apr. 4, 1882; Dec. 23, 1885.

⁷⁴ Ibid., Jan. 7, 1890.

station's guttering system. These water storage tanks were located close to the building – usually near the kitchen. In the case of the Bodie Island Station the tank was protected and perhaps cooled by a small board and batten structure with a hipped roof and capped with a gable end ventilator that ran the full length of the ridge.

Also in the landscape were such items as a firewood pile to fuel the stove. This necessity was purchased in quantities of twelve to twenty-four cords at a time.⁷⁵ With the wind and storms, firewood was frequently buried in sand or scattered down the beach. In an effort to control the erosion of the sand from around the station, a great effort was made to collect stones, shells, and grass to place around the building.⁷⁶ A more substantial erosion control effort was noted by Etheridge, February 14, 1882, when he had the “Crew employed Barrying Punchings Round the Station to keep sand blown ought from [sic].”

By 1881 the poles were in place and telegraph lines had been run. These same poles would carry telephone lines by 1887.⁷⁷ Several other poles and posts were quite visible in the landscape. Located some distance away from the station were the key posts, which were used to verify that the surfmen were completing their shore patrol rounds in a consistent and timely manner.⁷⁸ Perhaps the most symbolic and important element of a station was the flagpole, which seemed particularly vulnerable to storms, lighting and floods. There was also the drill pole or practice pole that resembled the mast of a ship and was used as a target in shooting out a rescue line with the Lyle gun.⁷⁹

In the fall of 1892, a significant structure

was built that altered traditional room usage in the 1879 station. Cooking/kitchen activities were separated from the living room space and moved to a freestanding cook house on the inland or western side of the station.⁸⁰ Considerably more substantial than the other support buildings, the cook house took over seven weeks to finish. The sea continually tested all of the buildings, and on August 16, 1899, a category four storm struck Hatteras. Called *San Ciriaco*, this hurricane pounded the Bodie Island Station for three solid days. Keeper J.T. Etheridge wrote in his journal, “sea water all over beach and was so high running all around Station...tore off 3 plank all around station so water could flow through—cook house swept off its blocks—one key post washed away.” Telephone poles and the drill pole also came down.

The Lean-to

Evidence indicates that a lean-to was not part of the original 1879 construction, but probably was one of the station's first significant alterations. This feature does not appear as a common component in the drawings or buildings of the 1874 or 1875 station types, but it would be an easy and logical alteration to make as a station's activities expanded. An extant 1925 lean-to was not retained when the National Park Service moved the building in 1955. Photographs made of the building during that move show not only the original board and battens of the exterior wall that were covered by the lean-to roof, but also show the location of an earlier door.⁸¹ It is certain, however, that this addition was in place by April of 1892, thirteen years after the station opened, when reference was made to oiling the lean-to floors.⁸² The alteration could date as early as the first winter when on October 28,

⁷⁵ Ibid., Dec. 26, 1885; Dec. 19, 1892; Nov. 3, 1922

⁷⁶ Ibid., Feb. 4, 26, Mar. 24, Sep. 4, 1879.

⁷⁷ Ibid., Mar. 15 and 30, 1881; Aug. 9, Sep. 30, 1887.

⁷⁸ Ibid., Dec. 25, 1885; for description of key post system also see Historical Background and Context.

⁷⁹ Ibid., Apr 4, 1889; Nov. 24 and 29, 1890.

⁸⁰ Ibid., Oct. 17-Dec. 6, 1892.

⁸¹ See photograph neg. 55-20 dated A/1/31/55 titled “Supt. Residence being moved” on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁸² Journal, Apr. 21, 1892.

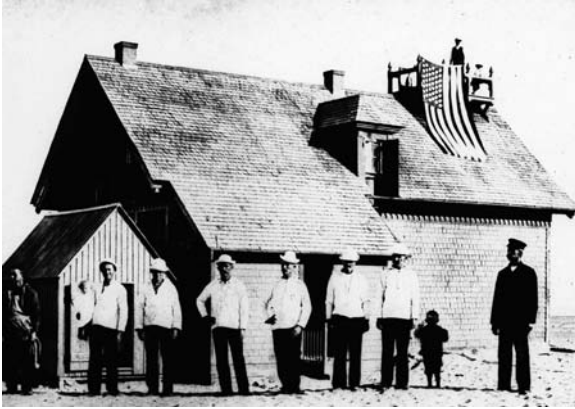


Figure B-4 1876 Type station at Big Kinnakeet; the lean-to and observation deck at the Bodie Island Station were similar. Collection of the OBHC



Figure B-5 Moving the Station, January 31, 1955, photo by Albert Dillahunt, NPS archives, Outer Banks Group, negative number 55-20

1879, it was noted that the crew was “Bilding House fer to Light the lamp in when rough [sic],” or perhaps to the 1885 repairs and improvements contracted to J.H. Coster for several of the stations on the Outer Banks.⁸³ Subsurface investigation of the extant building may provide the answer and make the lean-to assignable as a feature of the Parkinson or Albert B. Bibb period.

A lean-to does appear in earliest photographs of the Bodie Island Station. Its shape

⁸³ National Archives, RG 26, Letters Sent, Vol. 27, 358-59: Letter from S. Kimball dated October 6, 1885.

and size matches those on other Parkinson 1876 Type buildings such as Big Kinnakeet Station in Buxton.⁸⁴ This early lean-to simply extended the roof in a continuous line allowing for a smaller corridor-like room on one side of the building. There was a door on the eastern side and a small one-over-one window at each end. How this space functioned is not clear, other than to provide a vestibule during stormy weather. A drawing made for the renovation of the 1879 Bodie Island Station as part of the plan for the construction of the new Coast Guard Station in 1925 shows the earlier, smaller lean-to measuring approximately six by seventeen feet that was to be replaced by the one that measured nineteen feet wide and fourteen feet long. This larger 1925 lean-to was the one removed in the 1955 relocation of the building. With the smaller lean-to in place, the building would have had an identical appearance to the Big Kinnakeet Station.⁸⁵

The 1900 Lookout Addition

During the very first season, complaints were filed that the “Cubalow leaks around it and wets the plastering.”⁸⁶ This probably refers to the observation deck that straddled the roof of the 1876 Type station. The leakage continued and apparently caused the plaster to be removed in November of 1885 and replaced with boards. Thus, the second major alteration of the 1879 Station commenced in January of 1900 and continued on into the middle of May. It involved the construction of an enclosed lookout tower centered on the roof above the two dormers. This addition of a tower replacing the open observation platform was in keeping with J. L. Parkinson’s design of 1882. Seven stations of this type were constructed in North Carolina and a total twenty-five were built on the Atlantic coast between 1881 and

⁸⁴ York, 88.

⁸⁵ John Hairr, *Images of America: North Carolina Lighthouses and Lifesaving Stations* (Charleston: Arcadia Press, 2004), 120-21.

⁸⁶ Journal, Apr. 30. 1879.



175 (Bodie Island) 7-18-17

7-18-17

Figure B-6 Bodie Island Station, July 18, 1917, NPS archives, Outer Banks Group

1891.⁸⁷ With painted shingled walls, two windows on each side of the tower and a gable roof detailed with the same king post/collar beam construction used on the main roof, the tower addition was a sensitive design and functional alteration. How it was accessed from below has not been determined, but its installation probably impacted the center space between the Keeper's and the crew's quarters with an additional stair or ladder; it probably also improved the up-draft ventilation.

A Free Standing Boat House

During the week of September 12-17, 1904, the Keeper recorded in his station journal

⁸⁷ York, 209. List of North Carolina 1882 type: Cape Hatteras, Buxton; Cape Lookout, off Harkers Island; Cape Fear Smith Island off Fort Caswell; Oak Island, off Southport; Although this tower is late in coming and Albert Bibb used this detail in many of his alterations, it is probably the presence of towers on other Outer Banks stations that was the design source.

that the crew was working on a boat house. Whether this is a new construction or a repair is not clear, but the following year in April and May the crew was busy painting the building. As originally constructed, the 1879 station provided a twenty-foot-wide room to house the boat and other rescue equipment. In the event of a wreck, the surfboat, mounted on a wagon, had to be hauled by hand from the boat room down to the beach to be launched. When the crew measured the site in December of 1880, the distance from the station to the low water mark was 303 yards.⁸⁸ A way to speed up the launching effort and save the crew's strength for the rescue was to keep the boat closer to the water in a freestanding boat house. Because of their exposed location, these had to be sturdy structures, but they were often enhanced with doors and windows. The working end, however, had a large set of doors that faced directly seaward

⁸⁸ Journal, Dec. 13, 1880.

with a wooden ramp to facilitate pulling the boat from the house. The problem along the Outer Banks was that erosion of the beach continually threatened the boat house.

In 1908 it had become necessary to move the boat house farther back from the beach because the “Beach had washed away close to the house.”⁸⁹ Erosion and water presented a continual maintenance challenge. The flooring and ramp needed replacing in 1910; in February of 1912, a blizzard blew the building off its blocks; a week later Etheridge recorded that the crew was prying up the boat house and blocking it up on a new foundation without much damage. In January of 1915, it was again reported that the “boat house was dangerously near the surf.” On February 25, 1915, two men were sent “after Rolers to move the Boat House.” From March 16 to 20 the boat house was relocated and a new ramp constructed. Ironically, just as this work was coming to a close, on April 3 a gale swept in and the station journal noted “The Boat House blown down and badly damaged.” Temporary repairs were made, but on May 7, the assistant inspector for the Seventh District declared the “Boat House for Jersey Boat wrecked beyond repair.”

A New Boat House and Other Improvements Under New Management

On January 28, 1915, the Life-Saving Service was combined with the Revenue Cutter Service to form the United States Coast Guard.⁹⁰ On Sunday, March 28, 1915, Keeper Capt. P. H. Etheridge, who had been on the job for only five months, left and turned the Bodie Island Coast Guard Station over to Surfman E. M. Midgett as acting Keeper. The following Saturday the gale struck the station. Six days later, on Friday April 9, Capt. Robert L. Wescott assumed

command of a station with a wrecked boat house.

A year later, on April 10, 1916, work began on the construction of a new boat house and continued until the season ended May 31. In the fall work picked up again with the building being painted in October and the old boat house demolished.⁹¹ A map drawn of the site seven years later showed how the distance between the 1879 station and the ocean had eroded from 909 feet in 1880 down to 400 feet in 1923.⁹² The new boat house was situated halfway between at 200 feet from the station. In December 1916 the station received a new Beebe McClellan surfboat #1362, which on January 13, 1917, the crew hauled up from the landing and installed in the new boat house. They finally received a secondhand boat wagon in December of 1917 that was only in “fair condition” as a transfer from Station #167.⁹³ After the declaration of war in April of 1917, the U.S. improved its coastal defenses by using aerial surveillance. The station’s number of “175” was painted on the roof of the new boat house to facilitate identification.

In the fall of 1917, attention turned to construction of several other secondary structures. The first was a new water tank with new galvanized gutters to channel water into the reservoir. This tank was probably located on the west side of the building.

In April of 1918, the 1892 kitchen was moved from west of the station to the north

⁹¹ Journal, see months of Apr., May, Aug.- Nov. 1916 as numerous entries reflect the work activities.

⁹² Ibid., Dec. 13, 1880. See map “U.S. Coast Guard Bodie Island Station, April 6, 1923” by M. P. Hite copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹³ #167 was the Penny Hill Station; the second station south of the Virginia state line. Chenery, 10, 14; also the U.S. Coast Guard web site <http://www.uscg.mil/hq/g-cp/history/USLSS%20Station%20List.html> that assigns #166 Wash Woods to the north and #168 Currituck Beach to the south.

⁸⁹ Ibid., Oct. 15, 1908.

⁹⁰ York, 61.



Figure B-7 Bodie Island Station, January 10, 1955, photographer Albert Dillahunt, NPS archives, Outer Banks Group, negative no. 55-17

and placed in alignment with the station. The move required a team of horses and heavy timbers to serve as skids and occurred April 3-6. By April 18, the crew was varnishing the inside.

That same year in May and July, major work commenced on an oil house. It is not clear if this is a new structure or the one that was so badly damaged during the April 1915 storm, but the work stretched out over several days including shingling and installation of a ceiling. In January of 1919, the crew moved what was referred to as the old oil house and continued to improve it with the installation of window screens in June. This moving and repair may have been a delayed response to the April 1915 storm or may have reflected a reorganization of the site after it passed into the hands of the U.S. Coast Guard who now manned the station year round. Clearly the aligning of the oil and storage house, the kitchen and 1879 station along with the new boat house must have presented a renewed and orderly appearance as the station changed over from wartime activities.

Construction of a New Coast Guard Station
After the war, a routine of maintenance and repairs rather than new construction occupied the station crew. An indication of the color palate of the station can be seen in July of 1919 when it received from the Coast

Guard store at 507 Hudson Street in New York: ten gallons white paint, five gallons straw, five gallons slate, five gallons green, five gallons linseed oil, two quarts spar varnish, two gallons turpentine, and one gallon Japan drier.⁹⁴ Other activities included building wooden walkways, installing screening, painting, repairing shingles, replacing the floor in the mess room and oiling the floors. A bit of excitement must have occurred when on June 11, 1921, James Doolittle and a second aviator named Andrews visited Bodie Island Station, while surveying the area for possible landing fields. During the period of June 28-30, the crew helped the “aviators to erect a temporary aviation field near this station.”⁹⁵ How or if this field was ever used is not recorded. On a more practical note, in September 1922, the crew prepared a stable for its government-issued horse. This seems to be the first time they had their own horse at the station, and it would continue to be stabled there until March of 1932 when the animal was sold.

Increasingly the duties and activities of the station reflected the Coast Guard’s broader mission rather than life saving. The station was armed with at least one rifle and two pistols. During the war, it was part of the coastal defense system watching for submarines and mines that washed up on the beach. After the war, they assisted in the enforcement of prohibition. The crew size had been enlarged from seven to ten full-time members with one designated as the cook. It was clear that the Coast Guard valued this location and planned to remain.

As early as December of 1921, groundwork may have started for the future of the Bodie Island Station. At year’s end the crew was

⁹⁴ Journal, Jul. 25, 1919.

⁹⁵ Ibid., Jun. 11, 1921; Jun. 28-30, 1921. This activity may have been part of the preparation for the July test conducted by Gen. Billy Mitchell to prove the ability of aircraft to sink warships and defend the coastline. See Harrison, pp. 61-65.

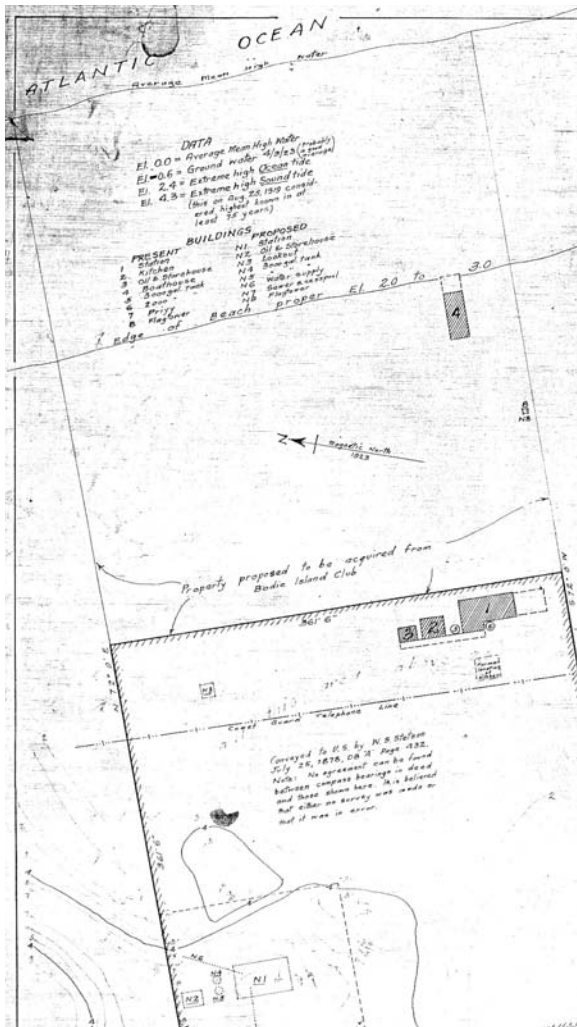


Figure B-8 Detail of site plan from M.P. Hite's 1923 report, NPS archives, Outer Banks Group

sent out to measure all the land and buildings on the site. M.P. Hite, the Superintendent of Construction, visited the following May, and by 1923 it was clear that the intention was to construct a new Coast Guard Station at Bodie Island. On April 3, 1923 the crew helped Hite measure the site, and the map he produced on April 6 showed the proposed location for a new station in the northwestern corner of the original three-acre tract. It also gave an idea of station layout in the 1919-23 period, depicting the location of the 1879 building with two water tanks, the kitchen, and oil and storage house all aligned. The boat house was located 200 feet east toward the ocean, and the privy was

200 feet south of the station and approximately 130 feet beyond the property line.

Construction of the new station occurred in 1924 and 1925 with seemingly little impact on the station's daily operations. On July 16, 1925, the move was made into the new station.⁹⁶

In a Supporting Role 1925-33

With most operational functions transferred to the new station, the 1879 station seemed to function as a storage and support space.⁹⁷ It is probable that the observation tower was removed, since it had become redundant with the construction of the new freestanding tower in 1924. The surfboat and dory were stored in the 1916 boat house, and the old boat room appears to have been maintained as an alternate boat storage area. The small lean-to on the west side of the building was replaced with a nineteen by fourteen foot lean-to that contained a horse stall and storage area.⁹⁸ In 1928 a pound for the horse was built near or around the old station; in January 1932 "the crew [was] employed taking down and taking away pound about old station."⁹⁹ The horse was sold and taken away in March.

On Wednesday night of September 15, 1933, the situation changed radically. Warned of a coming storm, the crew evacuated the Boat House and the boats were brought to the new station for safety.¹⁰⁰ The storm hit that evening. By 6 a.m. Thursday, the waves from the storm surge had so undermined the foundations of the new station that at 8:30 a.m. the decision was made to abandon it and seek refuge in the Bodie Island Lighthouse for safety. The next day, the decision was made to evacuate the new

⁹⁶ Ibid., Jul. 16 and 17, 1925.

⁹⁷ Ibid., Apr. 7, 1931.

⁹⁸ "U.S. Coast Guard Bodie Island Station North Carolina Oct 1923" sheet no. 4.

⁹⁹ Journal, Jan. 3, 1932.

¹⁰⁰ Ibid., Sept. 15-17, 1933.

station entirely and reoccupy the old one. Remarkably the boat house seems to have made it through the storm. Work commenced immediately on the 1879 building to “make it sanitary to live in.”¹⁰¹ There is no indication of how much damage the storm had done to the old station, or how much work was needed simply because it had not been occupied for eight years. If the old observation tower was also a casualty of this storm, it was not specified in all the confusion that ensued. The map drawn by M.P. Hite back in April 1923 perhaps holds the answer as to why the early building had survived. Written in the vicinity of the old station is a notation stating that this area was located approximately twenty feet above sea level – this was Tommy’s Hummock – while the site of the new station was only at eight feet or less.¹⁰²

Work on the old station was continuous for the next three weeks. It is not certain what alterations were made to the structure at this time. Two coal stoves were installed, so the installation of a second chimney to heat the south end of the building apparently was no longer obstructed by the observation tower.¹⁰³

Because the 1892 kitchen, which was moved in 1918 to the north end of the station, would cease to be needed as a kitchen upon completion of the 1925 station, the plans called for its demolition. The oil house just north of the kitchen was to be moved to the new station. Photographs of the site from the 1931-33 period show the oil house gone, but the kitchen building still in place. Since this was the same time that the lean-to was being used to stable the horse, this old kitchen may have been used as a garage for the tractor. It is also possible that the space in the new lean-to beside the horse stall,

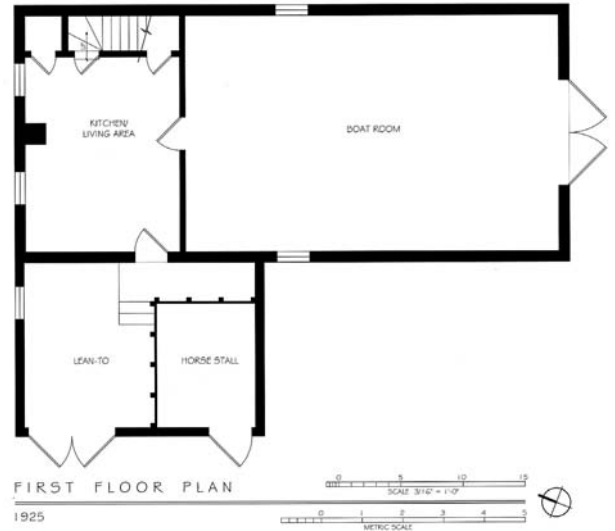


Figure B-9 Station floor plan, 1925

accessed through large double doors, housed the tractor. Nonetheless, on September 27, a decision was made to move the tractor to a private garage, so that the building could be used as a temporary kitchen. By September 29 the crew was repairing the “garage and stable, which are to be used for kitchen.”¹⁰⁴ This may have simply been the lean-to, or possibly the old kitchen and the lean-to.

Despite the damage to the foundation, the 1925 station was not abandoned. On Thursday, August 16, 1934, exactly one year after the storm, the crew moved once again into the new station having “abandoned use of the old station as quarters at 3:30 p.m.”

A map dated “16 April 1935”¹⁰⁵ showed the old kitchen and oil house had been removed and only the single water tank located behind the building remained. Reference is made on October 22, 1934, to the crew “remodeling the old station kitchen which will be used for tractor garage when completed.”¹⁰⁶ The 1933 storm had given the old kitchen a reprieve, but since it was no longer

¹⁰¹ Ibid., Oct. 4, 1933.

¹⁰² M.P. Hite’s April 1923 map suggests leveling the hill to an elevation of 6.3 feet; the October 1923 site plan indicates a modification to eight feet.

¹⁰³ Journal, Oct. 19, 1933.

¹⁰⁴ Ibid., Sept. 27 and 29, 1933.

¹⁰⁵ “U.S. Coast Guard, Site Plan Bodie Island Station, Office of Assoc. Civil Engineer M. P. Hite, C&R, 16 April 1935.” Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹⁰⁶ Journal, Oct. 22, 1934.



Figure B-10 “Bodie Island Station, Looking North, 2 April 1935,” NPS archives, Outer Banks Group

present on a map dated April 16, 1935, an assumption can be made that it was moved and used as a garage.

As for the 1879 station, it was again relegated to use as a storage facility.¹⁰⁷ A photograph dated April 2, 1935, shows an all-white building with a patched roof where the observation tower had been located, and missing were the king post and collar detailing that had decorated the gable ends.¹⁰⁸ The large double doors remain at both the boat room and the lean-to. Surprisingly only four years after the massive repairs were made to the 1925 station, the Bodie Island Coast Guard Station was decommissioned at sunset on July 15, 1937.¹⁰⁹

World War II Renovations

Whether the station was mothballed or simply placed in the hands of a caretaker during the period between its decommissioning and the commencement of World War II is not known. However, as the German U-boats posed an increasing threat to American coastal shipping, the station certainly took on increased importance.¹¹⁰ A June 1943

¹⁰⁷ Ibid., Sept. 17 and 19, Oct. 19 and 22, 1934.

¹⁰⁸ “Bodie Island Old Station, Looking North, 2 April 1935” on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹⁰⁹ Journal, Jul. 15, 1937.

¹¹⁰ Little information has been found on the wartime activities of the station. These records may be con-

plan¹¹¹ depicts a site similar to the plan drawn by Hite in 1935. The 1916 boat house remained situated 200 feet from the ocean. The 1879 station had been converted to a galley and mess hall. The kitchen and oil/storage house had been removed from the north end of the building. The tall metal 1931 flag/signal tower sat between the galley and the 1924 lookout tower with the drill pole to the front of the tower. The large water tank remained to the rear of the mess hall, but the one on the north side was gone.

The conversion of the old station into a mess hall required little alteration. The open boat room became the dining hall, with sinks placed on the western wall close to the water tank. The large double door was replaced with a pedestrian door. The living area reverted to its original use as the galley with an oil-fired stove, hot water tank, and butcher block. The stair to the second level, however, no longer exited directly into the kitchen, but ran straight down along the east wall into a former closet in the northeast corner. This became a vestibule with one door into the kitchen and a new door opening through the east wall to exit the building. This modification segregated the living area upstairs from the kitchen and dining area below. The lean-to’s large service doors were walled up and replaced with a standard three-foot wide door. The retention of the pedestrian door on the west wall of the lean-to confirmed the presence of a wall separating the utility room from an entry hall that led into the mess room. Most of the lean-to was used as a storage and utility room for the generator, battery rack, water pump and storage.¹¹² At this point there were three

tained in the archives of the US Coast Guard or perhaps US Navy since the Coast Guard Service was attached to Navy during World Wars I and II.

¹¹¹ “Bodie Island Lifeboat Station, Plot Plan, United States Coast Guard Civil Engineering, Norfolk Dist. June 11, 1943.” copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹¹² “Bodie Island Galley and Mess Bldg., Layout of Existing Floor Plan, United States Coast Guard Civil

chimneys: the original north gable end that serviced the kitchen and the room above, one that vented a stove in the old crew quarters, and one servicing a stove in the mess hall on the exterior of the east wall.

As the end of the war neared in Europe, the Coast Guard renewed its commitment to the Bodie Island Station to continue operations there after the war. The old 1879 building had a major renovation, but continued to be used as a galley and mess hall. The open mess room was partitioned to create a separate officer's mess in the southwest corner. The northern end of the old boat room was partitioned to create a pantry. Two four-over-four windows were added on both of the long walls. A new walk-in refrigerator was installed in the lean-to, with the compression located outside between the doors on the western side.

Most of the work appeared to upgrade the utilities. Two 8,000-gallon water tanks were installed – one to the seaside and one beside of the existing 2,000 gallon tank on the west side of the building. They appear also to have provided water for the 1925 station and were supplied in part by wells. Electricity was brought in the building with improved lighting and outlets, when the old generator and battery system were removed.¹¹³ These improvements were part of a plan to incorporate the Bodie Island Station into the LORAN navigational system, which assured the use of the station well into the Cold War period.¹¹⁴

Engineering, Norfolk Dist. Norfolk, VA, Jan. 30 1945” copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹¹³ Unit No. 334, Bodie Island NC, Alterations to Present Dwelling, United States Coast Guard Civil Engineering Norfolk District, Norfolk VA, 6 April, 1945” on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹¹⁴ LORAN stands for **L**ong **R**ange **A**id to **N**avigation and is explained fully in the chapter examining the history of the 1925 station.



Figure B-11 Station floor plan, 1945

1953 and the National Park Service

On October 15, 1953, the Coast Guard turned the property over to the National Park Service.¹¹⁵ Because the 1916 Boat House and 1879 Station were threatened by beach erosion, plans were formulated the following year to relocate them approximately 700 feet northwest and convert them into a residence and garage. The only significant change to the 1916 Boat House was to rotate it to face inland, and to replace the double doors with an overhead garage door. The changes to the 1879 Station, however, were much more profound.

The 1925 lean-to was removed, as were the interior and exterior chimneys. The three water tanks were left behind. The building's original north-south alignment was retained, but the location of the boat room doors was filled with a set of side-by-side double-hung windows. Similar window sets were installed on the west façade where the door

¹¹⁵ *Bodie Island Life Saving/Coast Guard Station National Register Nomination*. March 1, 1977, page 2. This appears to be the same transaction that transfers the lands around the Lighthouse to the NPS. *Historic Structure Report, Bodie Island Lighthouse & Oil House*, 15.



Figure B-12 Detail of aerial photo, July 14, 1944,
NPS archives, Outer Banks Group

way connecting the lean-to and the kitchen had been and also in the enlarged original window opening under the east dormer.

On the north elevation, the original eastern window was filled in, and the western window became the site of an exterior chimney to serve a new fireplace. On the east façade, a side-by-side window set was installed at the location of the 1879 window, and the northernmost of the windows installed in 1945 was converted into a doorway that led in the residential kitchen. Upon completion of the project, not a single original 1879 window remained in place on the first floor. A new rear porch was added to connect the 1916 Boat House, now a garage, with the 1879 building, now a residence.

The first floor interior was also significantly modified. A living room was created in the old kitchen, and half of the original wall between the boat room and the living room was removed. The stair was reworked again by removing the wall, vestibule, and doorway that had separated it from the kitchen. All the 1945 dining hall partitions for the officer's mess and the pantry were removed. A new partition eleven feet north of the south wall created a bedroom with a full bath to the north, along the west wall. In the northeast corner of the old boat room was a kitchen/laundry room.

On the second floor, a long closet was constructed against the entire eastern wall of the old crew quarters. A pre-fabricated flue was installed to vent the furnace located in a first floor closet below. Closets built on the north wall of the old crew quarters hid this flue pipe. The National Park Service used this building as a Superintendent's residence.

In 1984 the Cape Hatteras National Seashore General Development Plan called for moving the Coast Guard Station to Whalebone Junction where the exterior of the buildings would be restored and the interiors adapted for use as a visitor center.¹¹⁶ It was believed that the buildings were under threat from the ocean. In response to this plan, David Heiser, North Carolina State University, refined the concept in 1987 by proposing the specific location of a site just south of the Hwys. 12 and 64/264 intersection.¹¹⁷ The proposal suggested that the 1925 Coast Guard Station be used as a visitor center, the Boat House for the storage of maintenance equipment, and the 1879 station be restored to its original appearance and used to interpret the Life-Saving Service. As of 2005, after eighteen years, this plan is still considered by many within the National Park Service as a viable alternative for the long-term preservation of the Bodie Island Station complex.

In January of 1991, based on a comprehensive building inspection report of August 1989,¹¹⁸ the NPS began a \$76,000 renova-

¹¹⁶ Cape Hatteras National Seashore/North Carolina, "General Management Plan, Development Concept Plan, Amended Environmental Assessment" Jan. 1984. 35.

¹¹⁷ David Heiser, *The Bodie Island Master Plan: A Site Analysis and Design Proposal for Visitor Center and Park Facilities*, December 1, 1987. II-9, II-10. copy in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹¹⁸ "Report of Building Inspection, Several Buildings, Cape Hatteras National Seashore, August 21, 1989" conducted by A.D. Energy Engineers Limited. VIP Residence section, no page numbers. Copy in the

tion of the 1879 building. The work involved an electrical upgrade with new breaker box, some additional receptacles and rewiring, plus replacement of the HVAC system to provide air conditioning and heat with a heat pump system. The old oil furnace was removed and the 1955 chimney vent with it. All new kitchen cabinets, fixtures, and appliances were installed along with new water and waste lines. The structure's interior was reworked with partial new drywall, mostly on the ceilings.

On the exterior, carpentry repairs included repair and/or replacement of the board and batten gable ends, brackets, barge boards, gable ornaments, and sidewall skirt boards. Also, random-width sidewall shingles were removed and replaced with uniform 5½ inch wide pre-primed shingles to match the remaining original shingles on the north and east elevations. Windows, doors, jambs, thresholds, sash weights were also repaired. Finally, the building was to be stripped and repainted.¹¹⁹ This work revealed the need to repair the foundation pilings. That follow-

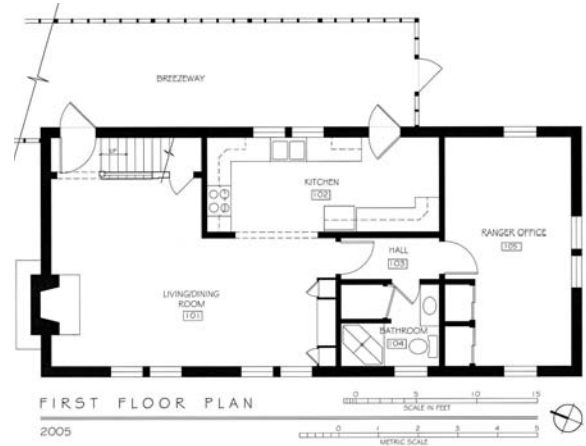


Figure B-13 Station floor plan, 2005

up project occurred in January and February of 1997.¹²⁰

By 2005, the 1879 station building had ceased to be used for residential purposes but functioned as an office for the Bodie Island Ranger staff. Well-painted and maintained, the building remains today a distinctive architectural and cultural feature in a landscape otherwise dominated by natural beauty.

offices of Doug Stover, National Park Service, Outer Banks Group, Manteo, NC.

¹¹⁹ "Rehabilitation of VIP House – Quarters 100" Description of work, schedule and budget; also "Weekly Field Reports - Bodie Island VIP Quarters #100" #1-15 on file in Building 100 file I George Perrot office, National Park Service, Outer Banks Group, Manteo, NC.

¹²⁰ George Perrot, "Bodie Island Lifesaving Station. Foundation Repair and Replacement. Completion Report" March 16, 1999. National Park Service, Outer Banks Group, Manteo, NC.

Timeline

- 1850 Twenty-six lifeboats placed along the coast of North and South Carolina, Georgia, Florida, and Texas.¹²¹
- 1871 Sumner Kimball initiates reorganization of the Life-Saving Service.
- 1873 \$100,000 appropriated to extend life-saving activities into North Carolina.¹²²
- 1874 Bodie Island Station (half a mile south of Oregon Inlet) established as one of seven stations constructed along North Carolina coast.¹²³
- 1875 July J. L. Parkinson appointed Assistant Superintendent of Construction.¹²⁴
- 1878 June 18 U. S. Life-Saving Service established as agency of the Treasury. Department under the supervision of Sumner I. Kimball.¹²⁵
July 17 Site of Tommy's Hummock Station selected.¹²⁶
July 25 Land conveyed to U.S. for construction of the station.¹²⁷
Fall-Winter Construction of station by Allen A. McCullough of Norfolk, Virginia.¹²⁸
- 1879 Jan. 15 Jesse T. Etheridge was first Keeper of the station.¹²⁹
Jan. 16 First crew hired; Tommy's Hummock Station established as Station #14, District 6.
Feb. Station was being painted.
Apr. 18 Chimneys were failing.
Apr. 30 Reference to a leak around the "Cubalow" (watch station?) and wet plaster. First season ends.
Sept. 1 Second season commenced.
- 1880 Jan. 23-28 Masons repaired chimneys.
Dec. 31 Station platted as 303 yards from the low watermark, 1 mile "to breast of light house."
- 1881 by Mar. Telegraph lines were operational.

¹²¹ Eugene V. York, *The Architecture of the United State Life Saving Stations*, (Master's Thesis, Boston University, 1983) p. 6.

¹²² *Ibid.*, p.15.

¹²³ *Ibid.*, pp. 195-196, Caffey's Inlet, Duck; Kitty Hawk; Nags Head; Oregon Inlet, Rodanthe; Chicamacomico, Rodanthe; Little Kinnakeet, Avon. Also <http://www.beachbum.homestead.com/Life-SavingStations/OregonInlet.html> (March 27, 2005)

¹²⁴ *Ibid.*, p. 29.

¹²⁵ 20 Stat. L 163.

¹²⁶ Walton and Parker's Report [National Archives].

¹²⁷ Dare County Record of Deeds, Book A, page 226 indicates 20-year lease, page 423 indicates a sale from by W.S. Stetson. [National Register Nomination]

¹²⁸ National Register of Historic Places Nomination: Bodie Island Lifesaving/Coast Guard Station. North Carolina Department of Archives and History; Raleigh 1979.

¹²⁹ Unless noted otherwise all entries are drawn from Tommy's Hummock/Bodie Island Life Saving Station Journals.

- 1882 Apr. 2 Privy was moved “on account of sand and sanding of.”
- 1883 Tommy’s Hummock renamed Bodie Island Life-Saving Station, as old Bodie Island Station became the Oregon Inlet Station.¹³⁰ A seventh crew member was authorized.
- 1885 Mar. 30 -
April 25 Total repainting of the station.
Oct. 20 –
Nov. 14 Plaster was removed from station and boat room “lumbered up.”
- 1887 Telephone service was available at station, supplementing telegraph.¹³¹
- 1888 Apr. 28-30 Oil House was constructed.
- 1889 Apr. 7 Nor’easter; oil house and privy were washed off blocks, “tide all around station.”
Oct. Replacement of the sill under boat room platform.
- 1890 Jan. 6-10 Moved telephone/telegraph poles back from beach approximately 400 yards. Mention of “Halfway House” north of station.
Nov. 14 New drill pole.
Nov. 19 New flag pole.
- 1892 Apr. 21 “Hard oiling” floor in part of lean-to.
Oct. 7-
Dec. 1 Construction of a freestanding cook house behind the station.¹³²
- 1893 Apr.10-24 Painted station, cook house, and water tank house.
Aug. 23 Gale blew down flagpole and thirty poles north of station; water “all around the station.”
Oct. 24 Rebuilt water tank house for an iron cistern, covered with a house.
- 1896 Oct. 11 Water tank house destroyed; tank settled four feet into sand; boat room platform undermined, dill pole down.
- 1897 Nov. 9 Put in a breakwater to stop water from running around building.
1899 Aug. 17 Gale: water flowed through station; cook house was swept off blocks.
- 1900 Jan. 17-
May 12 Construction of an enclosed lookout on the main building.
- 1904 Sept. 12-17 Crew worked on boat house.

¹³⁰ Tommy H. Jones, introduction to Journal transcription.

¹³¹ Authorization for all stations to have a telephone: National Archives, RG 26, Letters Sent Vol.27, 358-59: Letter from S. Kimball dated October 6, 1885.

¹³² See photograph “175 (Bodie Island) 7-18-17 7th Dist” also map “U.S Coast Guard Bodie Island Station, April 6, 1923” by M. P. Hite on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

- 1905 Apr. 3 &
May 2 Crew painted boat house.
- 1907 Dec. 11 Lumber gathered to build a watch house at station.
- 1908 Oct. 15 Boat house moved back from beach for protection.
- 1909 Nov. 13-
1910 May 24 Improvements made to the boat room floor and ceiling of mess room.
Dec. 2 Received copper screens for windows and doors, beginning a process of screening doors and windows.
- 1913 Apr. 9 New flooring installed in cook house.
May 2-26 Painted station, cook house, boat house, and water closet.
- 1914 Jan. 3 Worked on watch house, "keeping it from washing down."
Jan. 31 Flagpole blown down in squall.
Mar. 7 Received a "wind vain for steel storm warning tower."
May 7 Prepared to put up storm tower.
May 19 New flag pole.
Oct. 27 Jesse T. Etheridge, Keeper, departed.
Oct. 28 New Keeper, P.H. Etheridge, arrived.
- 1915 Jan. 28 President Wilson signed 38 Stat L 800 combining the Life-Saving Service with the Revenue Cutter Service to form the United States Coast Guard.¹³³
Mar. 16 Boat house moved back for protection.
Apr. 3 Storm: boat house blown down and badly damaged; watch house damaged but could be saved; key post washed down. Consequently, during May the boat room in the station was put into shape.
Apr. 9 Robert L. Wescott arrives as acting Keeper.
May 7 Boat house for Jersey Boat declared damaged beyond repair, as was the store or oil house by 7th District Assistant Inspector.
Pre-Sept. Designated as Station #175 in U.S. Coast Guard District #7.
Sinking of the Lusitania.
Nov. 8 Robert L. Wescott appointed Keeper.
- 1916 Apr. 10-
May 30 Construction of a new boat house. This work was renewed in August and on into November.
Oct. 28 Demolition of old boat house commenced. Lumber was saved for a new storage building.
- 1917 Jan. 13 Installed new Beebe McClellan surfboat into the new boathouse.
Apr. 6 *U.S. declares war on Germany.*
Jul. 12-

¹³³ York, 61.

- Oct. 19 Construction of a new water tank.
- 1918 Jan. Galvanized gutters installed at station.
Apr. 3-6 Moved the kitchen from the west side to the north end of station.
May-Jun. Crew worked on an oil house.
July 3 Put station numbers [175] on the roof of boat house¹³⁴ and July 17-18 built a platform for station numbers.
Nov. 11 *Armistice declared.*
- 1919 Jan. 20 Old oil house moved.¹³⁵
July 25 Received paints in the following colors: 10 gal of white, 5 gal of straw, 5 gal slate, 5 gal green, 5 gal of linseed oil.
Sept. 11 Created fire pump stand, paneled and covered.
- 1920 Jan. 16 *18th Amendment: Prohibition enacted.*
Sept. 24-
Nov. 1 Renovation and repairs made to cook house: paint, shingles, chimney work.
- 1922 Sept. 12 Created a stable for a government horse.
- 1923 Apr. Site plan by M.P. Hite to acquire property, locate proposed station, water tanks, oil/store house and lookout tower.¹³⁶
Oct. Plans prepared for new U.S. Coast Guard, Bodie Island Station.¹³⁷
- 1924 Construction of the new Coast Guard Station.¹³⁸
- 1925 July 16-17 Moved into new station.
- 1930 Oct. 22 Steel flag tower delivered.
- 1932 Jan. 31 "Take away pound about old station."
Mar. 7 J. N. Baum put in charge of Bodie Station replacing H.C. Smith.
Mar. 12 L. A. Hobbs took possession of the government horse. No record of a horse at the station after that.
- 1933 Sept. 15 Force 12 storm hit; oil house was washed down; "water undermined station causing it to settle leaving it in a very poor condition and not safe to live in."

¹³⁴ See undated photograph of site from the north mounted on linen; numbers "175" painted on roof of boat house on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹³⁵ Also map "U.S Coast Guard Bodie Island Station, April 6, 1923" by M. P. Hite on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹³⁶ *Ibid.*

¹³⁷ "U.S Coast Guard Bodie Island Station, North Carolina, Oct 1923" Five sheets of drawings are on file in archives of National Park Service, Outer Banks Group. No architect is recorded on the drawings, however according to Eugene York in *The Architecture of the United State Life Saving Stations* the Chatham Plan may be attributed to Victor Mendleheff, 60.

¹³⁸ During the period of September 1924 to February 1925, Superintendent of Construction M. P. Hite makes monthly site visits.

- Sept. 17 1925 station was evacuated and crew reoccupied 1879 station.
Nov. Plans drawn by M. P. Hite to renovate the 1925 station.¹³⁹
- 1934 Aug. 16 Reoccupied the new station.
Oct. 22 Remodeled old station kitchen to be used as a tractor garage.
- 1937 July 15 Station prepared to be decommissioned at sunset.¹⁴⁰
- 1941 Dec. 7 *Pearl Harbor attacked.*
- 1944 1879 Station was serving as a galley and mess hall.¹⁴¹
- 1945 May 8 *VE Day.*
Renovation of the 1925 station and additional land acquired to the south.
New electrical service to the site allows removal of the generators and batteries.¹⁴²
Two new 8,000-gallon water tanks constructed at the 1879 Station.¹⁴³
- 1953 Oct. 15 Cape Hatteras National Seashore Recreation Area established.
The Bodie Island Coast Guard Station turned over to the National Park Service.¹⁴⁴
- 1954 Mar. 30 1925 building was vacant.¹⁴⁵
May NPS making renovations for use as headquarters.
- 1955 Relocation of the 1879 Station and the 1916 Boat House to their present location.¹⁴⁶ Lean-to and chimneys removed. Breezeway constructed to link the buildings.
- Pre- 1962 Park Service had assigned numbers to the buildings: 1879 Station – Bldg. 100; 1916 Boat House – Bldg. 100A, 1925 Station – Bldg. 102; Lookout Tower – Bldg. 103.
- 1978 Feb. 6 Collapse of the 1925 Lookout Tower.¹⁴⁷

¹³⁹ Two sheets of drawings by M. P. Hite on file in NPS Archives, Outer Banks Group, Manteo, NC.

¹⁴⁰ Last entry in Tommy's Hummock/Bodie Island Life-Saving Station Journals, Record Group 26, National Archives Atlanta and edited transcription provide to the author by Tommy Jones, National Park Service, Atlanta.

¹⁴¹ "Bodie Island Galley and Mess Bldg., Layout of Existing Floor Plan, United States Coast Guard Civil Engineering, Norfolk Dist. Norfolk, VA, Jan. 30 1945" copy on file in NPS Archives, Outer Banks Group, Manteo, NC.

¹⁴² "Unit No. 334, Bodie Island NC, Alterations to Present Dwelling, United States Coast Guard Civil Engineering Norfolk District, Norfolk VA, 6 April, 1945" on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹⁴³ Ibid., "Alterations to Mess Hall and Galley."

¹⁴⁴ *Bodie Island Life Saving/Coast Guard Station National Register Nomination*. Item Number 8, Page 2 prepared March 1, 1977. This appears to be the same transaction that transfers the lands around the Lighthouse to the Park Service.

¹⁴⁵ See J.C. McCabe photographs, dated March 30, 1954, NPS Archives, Outer Banks Group, Manteo, NC.

¹⁴⁶ See building and photograph files on Building #100 (1879 Station), Building #100A (1916 Boat House), NPS Archives, Outer Banks Group, Manteo, NC.

¹⁴⁷ Fredrick E. Kelly, "Cape Hatteras National Seashore, Building Number 103, Bodie Island C.G Observation Tower, Historic Structure HS-1C, Review of the Situation Leading Up to the Loss of the Structure" N.D. There are

- 1979 Feb. 9 1879 Life-Saving Station, 1925 CG Station, and boat house placed on the National Register of Historic Places.
Jun. Lightning strike damages south end of 1879 roof.¹⁴⁸
- 1984 Jan. Cape Hatteras National Seashore General Management Plan called for re-location of buildings.
- 1987 Whalebone Junction, Cape Hatteras National Seashore, Master Plan prepared for moving of the buildings to become a welcome center.¹⁴⁹
- 1988 1925 building used by Coast Guard as barracks while the new Oregon Inlet Station was being built.¹⁵⁰
- 1991 Apr. Comprehensive renovations to the 1879 Station, including installation of kitchen cabinets and appliances, electrical, HVAC, plumbing.
- 1997 Jan. 6-
Feb. 20 Replacement of all deteriorated pilings under 1879 station (residence) and boat house (garage).¹⁵¹

extensive files on this building including photographs and measured drawings in the Blg.103 file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹⁴⁸ Contact sheet of photographs by N. Howell Subject: Bodie Island LSS- Roof Damaged by Lightning Strike Date: June '79. located in the building files of George Perrot National Park Service, Outer Banks Group, Manteo, NC.

¹⁴⁹ David Heiser, *The Bodie Island Master Plan: A Site Analysis and Design Proposal for Visitor Center and Park Facilities, December 1, 1987*, pp. II-9, II-10. copy in NPS Archives, Outer Banks Group, Manteo, NC.

¹⁵⁰ Chenery III, *Old Coast Guard Stations*, pp. 35-36.

¹⁵¹ George Perrot, "Bodie Island Lifesaving Station. Foundation Repair and Replacement. Completion Report" March 16, 1999.

C. PHYSICAL DESCRIPTION

General Description: The Station and Boat House in 2005

As one drives south on North Carolina Highway 12 from Nags Head, the 1879 Bodie Island Life-Saving Station and 1916 Boat House are visible to the east, about six miles south of Whalebone Junction and about one half mile north of the entrance to the Bodie Island Lighthouse. A paved drive leads to a small parking area and the boat house, now used as a garage. Wooden steps from a concrete platform lead to a screened breezeway connecting the station and boat house; the primary entrance door to the station is in the breezeway. Both buildings are well-maintained, and in their current configuration, appear much like a residence to the passing Outer Banks vacationers.

The 1879 Station is a finely detailed structure, originating from the standard 1876 Type design for a life-saving station. The simple rectangular structure is covered with painted wood shingles at the first floor level, and painted vertical board-and-batten siding at the upper half story. Boards feature a decoratively sawn angled taper terminating in a diamond motif at the bottom. A large 1½" diameter bead at the intersection of each corner trim board further accentuates the vertical dimension. Decorative brackets under the eaves at each corner visually support the wide overhangs, and the fascia boards on the gable ends feature a curving sawn detail at the eaves. Additional detailing and decorated cross bracing in the gable ends, however, has been removed.

The west elevation, facing Highway 12, has two paired double-hung windows to the north, and two additional double-hung windows to the south. A central dormer window with hipped roof lights the second floor



*Figure C-1 Station and boat house
from the northwest*



Figure C-2 Bracket and fascia detail

with a double-hung window. On all elevations, the exterior window casings consist of flat boards that meet in pyramidal corner blocks, with a subtly peaked casing above the head of the windows. The simple, block-cut sills of all windows are wood.

The north elevation houses two original double-hung windows in the gable end, with a small louver in the peak of the gable. A painted brick chimney projects from the wall near the west corner, with a sloping



Figure C-3 Station and boat house from the southeast



Figure C-4 South gable of the station

shoulder on its east edge, to clear the window above and continue through the roof. The screened breezeway intersects the north elevation near its east corner.

The east elevation, facing the sea, is mostly sheltered by the breezeway with its primary entrance door near the north corner. An additional entrance door is just south of center on the east elevation. The terminus of the breezeway is directly south of this second-

dary door. A paired double-hung window is located in the breezeway between these two doors, with a single double-hung exposed toward the south corner. A central dormer window on the second floor is identical to and symmetrical with that of the west elevation.

The south elevation has a paired double-hung window in the center of the first floor, where the original boat room doors were located. Two double-hung windows on the second floor are symmetrical with those on the north elevation.

The boat house is approximately fifteen feet from and oriented perpendicular to the station. It is also a rectangular structure with painted board and batten siding. An overhead garage door fills its original boat door opening, now facing west. Boat or vehicle access is provided into the building by a sloping wooden ramp.

The north elevation of the boat house features a central double-hung window and a four-panel door near the east corner. The east elevation contains a central double-hung window, with an additional window in the gable end above, providing light to the attic. The south elevation has a central double-hung window and a four-panel door near the west corner.

A one-story breezeway of screen on exposed wood studs extends along the east elevation of the station and connects to the south side of the boat house near its west end.

Construction Characteristics: Original 1879 Station

Structural Systems

Foundation and Cross Walls: The wall plates of the 1879 Station are 1'-0" to 1'-6"

above grade, resting on three rows of square and round pilings, roughly 8" diameter, round and square, spaced at 4'-0" on center, running north-south at the east and west elevations and down the center. A small crawl space area, accessed through a panel adjacent to the west elevation, provides an opening for visual observation of this area.

Exterior Walls: The walls of the station are frame. No access to the framing pieces allowed for their precise measurement, but they are roughly 2x4. The station's walls are sheathed on the exterior with diagonal boards, visible from within the attic, then covered with wood shingles at first floor, and board and batten siding above. The original wood shingles are split, 1/2" thick, 5 1/2" wide, with 6" exposure. Replacement shingles, located on the north elevation, have a sawn face, are 3/8" thick and widths of 5", 5 1/4", and 5 1/2".

Floor Framing: First floor joists are 1 3/4" x 9 1/2", running east-west, at 16" on center. Second floor joists are inaccessible. The ceiling joists of the second floor, visible in the attic, are 2" x 5 1/2" circular-sawn pine set at 20" on center.

Roof Framing: The gable roof of the station is framed with 1 7/8" x 6" circular-sawn pine rafters spaced at 20" on center. Rafters are joined at the peak by a 2" x 6" ridge board; at the center of the building, where a lookout tower was previously located, the framing boards measure 2" x 5". The deck boards over the majority of the roof are circular sawn, in random widths of 8" to 10 1/2". At the roof patch over the center portion where the lookout tower once stood, the deck boards are 12" wide. The roof and attic framing reveal the positions of an earlier interior chimney at the north gable, the enclosed lookout tower at the center of the attic, and the open lookout tower near the south gable.



Figure C-5 Attic of the station



Figure C-6 Detail of north gable end and chimney

Exterior Features

Roof & Rainwater Drainage: The roof of the station is wood shingle, with a 5 1/4" to 5 1/2" exposure. The station does not currently have gutters or downspouts, though historic photos show that it did have half-round, hung gutters.

Chimney: The chimney on the north elevation of the station dates to 1955, when the building was moved to its current location. The bricks are machine-made, laid in common bond, with a simple two-course corbel at its top.

Roof Cornice: At the gable ends on the north and south elevations, the large rake boards are chamfered and embellished with a bead and large cove molding meeting the



Figure C-7 Detail of fascia and rake boards



Figure C-8 Detail of north gable, showing wood shingles and board and batten siding

wood shingle roof. At the east and west elevations of the station, a cove molding accentuates the intersection of wood shingle roof and fascia board.

Walls: The intricately textured wall surfaces of the 1879 Station stem from the Stick Style design of the standard 1876

Type life-saving station. The square-end, wood shingles on the first floor elevations and diamond-pattern, board-and-batten siding on the second floor elevations serve to decorate and pattern the wall surfaces, a typical Stick Style characteristic. Early photographs show how this texture was originally further accentuated with contrasting paint colors; the board and batten siding was a dark color against a lighter board dividing the two levels. The wood shingles were also a dark color, with light-colored corner boards highlighted with a darker vertical corner bead. Window trim, fascia boards, and the original gable end decorative elements were also of contrasting color intensities.

A 1917 photo of the station shows continuation of the contrasting shades, while a 1935 photo appears to show the building painted entirely white or a very light color. Photos of the 1955 relocation of the building exposed the original color scheme where the lean-to was removed, but the building has been painted white ever since.

Doorways: Both entrances to the station are on the east elevation, sheltered by the modern breezeway. Both were added quite late; the current primary entrance, a sash door, was installed near the north corner sometime between 1923 and 1945. The kitchen entrance, also a sash door, was added in 1955.

Windows: The windows of both levels of the station are four-over-four double-hung wood sash, measuring 2'-8" x 6'-6", except in the kitchen where the windows are half the length. Only on the second level, in the gable ends and dormers, are the window openings original. Of these, the two dormer windows and the easternmost window of the north elevation contain original sash, Type S-1, which contain both vertical and horizontal muntins of Type M-1. The remain-

ing windows of the second level exhibit combinations of window sash types, including all three types of muntins found at the station. At the dormer window accessed above the breezeway, mortises in the casing for earlier shutter hinges are visible. All windows on the first floor are modifications. Most of these windows were installed in 1955, upon the relocation and rehabilitation of the building; the others were installed in 1945. All first floor window sashes are Type S-3, which feature a horizontal Type M-1 muntin and vertical Type M-3 muntin.

Porches: A one-story breezeway of screens on exposed wood studs, constructed when the buildings were relocated in 1955, extends along the east elevation of the station and connects to the south side of the boat house. Two screen doors provide access to the breezeway; one is located on the west elevation adjacent to the parking area, and the other is on the south elevation.

The walls of the breezeway are formed with conventional framing of 2x4s at 16" on center, every third stud a 4x4. Screens are attached to the exterior surfaces of the framing under trim boards. Flooring is formed of unfinished 1x deck boards. The breezeway roof is a shed roof sloping toward the east, supported with 2x6 rafters at 16" on center and covered with built-up roofing.

Interior Features

Room 101: This is a large L-shaped room created in the 1955 rehabilitation, 22'-1" x 19'-0" in the long dimensions. Now occupied by several ranger's desks, it served as a living/dining area when the station was used as a residence. The primary entrance to the station is in this room, on the east wall near the north corner. Adjacent to this door is the stair to the second floor. Though in its original location, the stair was modified from its original enclosed configuration



Figure C-9 Detail of dormer window with shutter hinge mark



Figure C-10 Breezeway interior

with winders at the base, to an open straight-run stair in the 1955 rehabilitation. The portion of the room's south wall that is adjacent to the stair and kitchen, and the wall enclosing the closet under the stairs are the only original interior wall locations remaining on the first floor.

- *Flooring:* The 3 1/8" wide varnished pine flooring, probably dating to the 1955 remodeling, runs east-to-west, on top of the



Figure C-11 Room 101



Figure C-12 Staircase in Room 101

earlier flooring. A section of the earlier 2¼" wide, painted oak flooring of unknown date running north-to-south is visible in the closet beneath the stairs.

- **Walls:** A 1955-era, varnished knotty pine wood paneling covers the walls in the Room 101. Painted ¼" plywood constitutes the wall surfaces inside the under-stair closet.
- **Doors:** In the main entrance created in 1945 on the east wall, there is a sash door, presumably of the same period. It is varnished on the interior face and painted facing the exterior breezeway. The casing is comprised of planks measuring 5⅜" x ¾". A doorway on the south wall opens into Room 103, the hall, and a 6'-10½" wide cased opening on the east wall leads to Room 102, the kitchen. The casing on both sides is made of 4" x ¾" planks. These casings, like all other window and door casings in the station, meet with square ends at the corners.
- **Windows:** Four 1955-era four-over-four double-hung windows are located on the west wall of the room in pairs of two. They are framed with 4" x ¾" square-edge, plank board casings. All sashes are Type S-3. The modern exterior storm windows are enclosed in an aluminum metal frame, while the modern interior wood storm windows are made of tempered glass with a varnished wood frame. Both date to 1991, when a new HVAC and plumbing system was installed and other repair work was completed. Interior storm windows throughout the station are secured in their openings by several small blocks of wood screwed directly into the jambs and head.
- **Ceiling:** Gypsum board was installed in the 1955 remodeling, and replaced in the 1991 HVAC installation. In addition, a varnished crown molding, 1955-vintage, separates the gypsum board ceiling from the wood paneled walls. Modern fluorescent tubes provide lighting to the room.

- *Baseboards:* A 1955-era varnished wood baseboard, Type B-1, extends around the perimeter of the room.
- *Finishes:* The floors, baseboards, doors and casements, window sash and casements, crown molding, stair elements, brick mantel and hearth are varnished, as is the paneled wood of the walls. The gypsum board ceiling is painted.
- *Other Features:* A set of stairs installed in 1955 leading to the second level of the building lies immediately to the left as one enters the front door. The newel post, balusters, and handrail appear to be late-nineteenth century in design and may be salvaged from another building. The turned newel post is varnished walnut, measuring 5 $\frac{3}{4}$ " x 5 $\frac{3}{4}$ " x 3'-6 $\frac{5}{8}$ ", as are the handrail and 1 $\frac{1}{2}$ " diameter turned balusters. The 9"-tall pine risers lead up to a landing with 2 $\frac{1}{4}$ " varnished pine tongue-and-groove flooring. Rubber safety strips cover the 10"-deep pine treads. Underneath the stairs, a closet provides storage. Random width painted tongue-and-groove boards compose the underside of the stair carriage, visible in the closet.

On the north wall of the room is a 1955-era fireplace, made with modern, machine-made 3 $\frac{3}{8}$ " x 11 $\frac{3}{4}$ " x 1 $\frac{5}{8}$ " varnished Roman bricks and finished with a 5'-2 $\frac{3}{4}$ " x 9" x 3" varnished pine shelf mantel. The firebox is made of firebrick, while the hearth is made of 7 $\frac{3}{4}$ " x 3 $\frac{1}{2}$ " brown brick.

On the south wall of the room, a varnished, pine-paneled bookcase separates a pair of varnished, pine-paneled cabinets. All of these built-in units are sheathed with the same boards as the wall and date to 1955.

Hard-wired smoke and motion detectors are present, and security system contacts are installed at the front door. Additionally, there is a hand-held fire extinguisher at the



Figure C-13 Paneling detail in Room 101



Figure C-14 Fireplace in Room 101

bottom of the staircase, BLH, Inc., Outer Banks ABC type #5.

Room 102: This kitchen was created in the 1955 rehabilitation and measures 19'-3" x 7'-10 $\frac{1}{2}$ ".

- *Flooring:* Sheet vinyl flooring is in



Figure C-15 Room 102

place in the kitchen.

- *Walls:* Modern painted gypsum board walls enclose the kitchen area.
- *Doors:* The door, positioned on the east wall of the room leading to the breezeway, is a 1955-era sash door, varnished on its interior side and painted on the exterior. A 6'-10 1/2" wide cased opening on the west wall leads to Room 101. Both casings are made of 4" x 3/4" planks.
- *Windows:* A pair of 1955-era double-hung windows are over the sink on the east side of the room. They are cased with 4" x 3/4" planks.
- *Ceiling:* Painted gypsum board was installed in 1991, when the ceiling height was dropped in order to accommodate ductwork. Modern fluorescent tubes provide lighting to the room.

- *Baseboards:* None are present.
- *Finishes:* The door and cabinet trim are varnished, and the gypsum board ceiling and window sashes are painted.
- *Other Features:* The laminated base and wall cabinets, dating to 1991, are trimmed with varnished, golden oak. There is an electric stove on the north wall of the room. A double bowl, stainless steel kitchen sink is on the east wall, and a refrigerator is on the west wall. Hard-wired smoke and motion detectors are present, and security system contacts are installed at the door. Though inaccessible, it is assumed that the building's hot-water heater is located in the base cabinet in the southwest corner of the room.

Room 103: This hallway provides access to a restroom and bedroom, now used as a ranger's office. Created in the 1955 rehabilitation, this room measures 8'-2" x 3'-5 1/2".

- *Flooring:* The 1955-vintage 3/8" varnished, pine flooring runs east-to-west throughout the room.
- *Walls:* Painted gypsum board covers the walls.
- *Doors:* A varnished, hollow-core slab door, 1955-vintage, provide access from Room 101, the living/dining room. This doorway, the one to the south to Room 105, and to the west to Room 104, are all cased with plank boards.
- *Windows:* None are present.
- *Ceiling:* A 1991-vintage light fixture is installed on the painted gypsum board ceiling.

- *Baseboards:* A 1955-era varnished wood baseboard, Type B-1, extends around the perimeter of the room.
- *Finishes:* Doors and baseboards are varnished, and the gypsum board walls and ceiling are painted.
- *Other Features:* Hard-wired smoke and motion detectors are installed.

Room 104: This room is a residential-type bathroom, installed in the 1955 rehabilitation and redone in 1991. L-shaped and measuring 8'-2" x 6'-10" in the long dimensions, it contains a mechanical closet which protrudes 3'-10" x 3'-3" from the room's northeast corner, and is accessed from this room.

- *Flooring:* Modern sheet vinyl flooring covers the bathroom floor.
- *Walls:* The walls are painted plywood and date from the 1955 renovations.
- *Doors:* A varnished hollow-core, 1955-era slab door provides access from the hall, Room 103. Another opens from the mechanical closet located in this room. Both doorways are cased with plank boards measuring 4" x ¾".
- *Windows:* One four-over-four double-hung 1945-era window, sash Type S-3, opens to the west. The casing is made of plank boards, 4" x ¾". The window has an aluminum exterior storm window and a varnished wood interior storm window. Water damage exists on the two sides of the window casing.
- *Ceiling:* A heat lamp/light, 1991-vintage, is installed in the painted gypsum board ceiling.

- *Baseboards:* None are present.
- *Finishes:* The walls and ceiling are painted.
- *Other Features:* A 1'-7" deep by 3'-5¾" long countertop sink and cabinet is on the south wall of the room, at the east corner. Adjacent on the south wall is a toilet. A 3'-7" square angled tub occupies the northwest corner, next to the mechanical closet. All date to 1991.

Room 105: This room measures 10'-5½" x 19'-0", and was created in the 1955 rehabilitation. Now used as a ranger's office, it served as a bedroom when the station was used as a residence. Two closets with sliding doors are on the north wall, in the northeast corner.

- *Flooring:* The 1955-vintage 3⅛" varnished, pine flooring runs east-to-west throughout the room. The early 2¼" golden oak flooring is exposed in the closets and runs north-to-south.
- *Walls:* Painted gypsum board walls dating to 1955 are present everywhere except the closet's perimeter, where varnished pine panels of the same period sheath the walls.
- *Doors:* A varnished hollow-core, 1955-era slab door on the north wall of the room provides access from the hall, Room 103. The casing is made of plank boards, 4" x ¾". A 1955-era pair of varnished hollow-core, slab sliding doors are used to close the closets.
- *Windows:* Two 1945-era four-over-four double-hung windows, sash Type S-3, are paired in the middle of the south wall, where the boat room opening once was. One 1945-era four-over-four double-hung window, sash Type S-3, is near the center of both the west and east walls, opposite one



Figure C-16 Window muntins in Room 201

another. All the window openings are cased with plank boards, 4" x 3/4". Water damage exists on the painted casing above the south windows, as well as on the west window. All windows have modern aluminum exterior storm windows and modern varnished wood interior storm windows, installed in 1991.

- *Ceiling:* Gypsum board was installed in 1955, and replaced in the 1991 HVAC installation. In addition, a varnished crown molding, 1955-vintage, separates the gypsum board ceiling from the gypsum board walls. Modern fluorescent tubes provide lighting to the room.
- *Baseboards:* Varnished wood baseboards, Type B-1 dating to 1955, extend around the perimeter of the room.
- *Finishes:* Wood paneled walls are varnished; gypsum board wall and ceiling surfaces are painted.

- *Other Features:* Hard wired smoke and motion detectors are present, as is a hand-held fire extinguisher, BLH, Inc. Outer Banks ABC type #12.

Room 201: This room is largely in its original configuration; it was first used as the Keeper's quarters and now functions as a ranger's office. Measuring 12'-5 1/2" x 15'-8 3/4", it has a closet in the northeast corner, tucked under the gable roof.

- *Flooring:* The flooring in this room, probably dating to 1955, is 3/4" wide varnished golden oak, running east-to-west. It is atop an earlier, probably original, painted pine tongue-and-groove plank floor in random widths of 4"-5 1/2" running north-to-south. The pine floor is exposed in the closet.

- *Walls:* Varnished knotty pine boards of 1955-vintage are arranged vertically to panel all walls; the pattern continues on the sloped underside of the roof on the east and west sides of the room. In the closet, however, 1885-era painted beaded boards, in random widths of 2"-3 1/2" with a 1/8" bead, are arranged horizontally to cover the walls.

- *Doors:* Hollow-core slab doors of 1955-vintage with five-knuckle, 3" brass hinges, serve both the closet and Room 202, the stair hall. The casings for both doorways are of the same era and are made of 4" x 3/4" pine plank.

- *Windows:* Two 1879 four-over-four double-hung windows are in their original locations on the gable end of the north wall. The easternmost window has a Type S-1 top sash and a Type S-3 bottom sash. The sashes of the westernmost window are both Type S-1. The casings are pine plank, measuring 4" x 3/4". Both windows have modern aluminum exterior storm windows

and modern varnished wood interior storm windows, installed in 1991.

- *Ceiling:* Gypsum board was installed in 1955 and replaced in the 1991 HVAC installation. Modern fluorescent tubes provide lighting to the room.
- *Baseboards:* Varnished pine baseboards of 1955-vintage, Type B-2, created from sections of the paneling with cove detail, line the room.
- *Finishes:* Walls, flooring, baseboards, and doors are varnished, while the ceiling is painted.
- *Other Features:* Hard-wired smoke and motion detectors are installed.



Figure C-17 Room 202

Room 202: This room, the stair hall, provides direct access to the stairs to the first floor and entry into all rooms of the second floor. It measures 10'-5½" x 8'-1½".

- *Flooring:* The flooring, probably dating to 1955, is 3¼" varnished golden oak, running east-to-west, over an earlier floor. The flooring of the stair landing is 2½" varnished pine.
- *Walls:* Varnished knotty pine boards of 1955-vintage are set vertically to panel the vertical as well as sloping wall surfaces.
- *Doors:* The doors to Rooms 201, 203, and 204A have identical casings made of 4" x ¾" plank boards.
- *Windows:* One 1879 four-over-four double-hung window in the east dormer has Type S-1 sash and also serves as a fire escape onto the breezeway roof. A varnished interior storm window is in place, somewhat negating its function as an emergency exit.
- *Ceiling:* Gypsum board was installed in

1955, and replaced in the 1991 HVAC installation. A 1991-era incandescent lighting fixture is in place.

- *Baseboards:* Varnished pine baseboards of 1955-vintage, Type B-2, created from sections of the paneling with cove detail, line the room.
- *Finishes:* Walls, flooring, baseboards, windows, doors, casings, and trim are varnished; the ceiling is painted.
- *Other Features:* Hard-wired smoke and motion detectors are installed. A turned balustrade with handrail extends from the east wall to a turned newel post to form the top terminus of the staircase; this section may be an original 1879 feature.

Room 203: This room, the bathroom, occupies the west half of the center portion of the second floor, opposite the hall. It measures 10'-5½" x 10'-5½".



Figure C-18 Closet in Room 204A, showing early flooring and beaded wall board

- **Flooring:** Modern sheet vinyl flooring is in the bathroom.
- **Walls:** Varnished, knotty pine boards were installed vertically to panel the vertical as well as sloping walls in 1955.
- **Doors:** A hollow-core slab door opens from Room 202, the stair hall. The doorway casing is 4" x 3/4" plank boards. The door and the casing date to 1955. A pair of small double doors constructed of the wall paneling provides access to a built-in cabinet along the west wall; these doors do not extend to the floor.
- **Windows:** One 1879 four-over-four double hung window is present in the west dormer of the bathroom. It has Type S-1 sash. The window casing, installed in 1955, is comprised of 4" x 3/4" plank boards. A modern aluminum exterior storm window and a modern varnished wood interior storm window were installed in 1991.

- **Ceiling:** A modern heat lamp/light of 1991-vintage is installed into the gypsum board ceiling. Additionally, a small square access panel to the attic is above the bathtub/shower unit. At this panel it is evident that the original woos 2 1/2" x 3/4" tongue and groove ceiling board is still in place under the gypsum board and a layer of 1/4" plywood.

- **Baseboards:** Varnished pine baseboards, 1955-vintage, Type B-2 created from sections of the paneling with cove detail, line the room.

- **Finishes:** Walls, baseboards, door, window, casing, cabinet, and trim are varnished; the ceiling is painted.

- **Other Features:** A modern standard bathtub/shower unit is located along the east wall. Adjoining it on the south wall are a 1'-10" x 2'-6 1/2" countertop sink with cabinet and a toilet. These features date to 1991.

Room 204A: This room, now a ranger's office, is carved from a room originally used as the crew's quarters. A portion of the original room was walled off along the entire east wall to create a long attic, Room 204B, and two small closets along the north wall, apparently during the 1955 remodeling. The room remaining now measures 16'-9 1/2" x 14'-7".

- **Flooring:** The floor has 3 1/4" wide varnished golden oak boards, running east-to-west, over an earlier probably original floor. The closets have the earlier, probably original, painted pine tongue and groove flooring exposed, in random widths of 4" to 5 1/2" running north-to-south.

- **Walls:** Varnished knotty pine boards, 1955-vintage, are installed vertically to sheath both vertical and sloping walls. In

the closets, however, early painted beaded board, in random widths of 2" to 4" with 1/8" bead, is set horizontally to sheath the walls.

- *Doors:* A hollow-core slab door leads from Room 202, the stair hall; the doorway is cased with plank boards, measuring 4" x 3/4". Board and batten doors open from the two closets in the north wall; the west closet door measures 2'-4 3/4" x 5'-11 1/4" x 3/4", while the east closet door measures 2'-0 1/4" x 6'-2 1/2" x 3/4". Two additional board and batten doors on the east wall lead to the attic room. The closet and attic doors have 1955-era cabinet latches.

- *Windows:* Two 1879 four-over-four double-hung windows are on the south wall, in the gable end. Both sashes of the easternmost window are Type S-2. The westernmost window has a Type S-2 top sash and a Type S-3 bottom sash. Both window casings were installed in 1955 and consist of plank boards, measuring 4" x 3/4". Both windows have modern aluminum exterior storm windows and modern varnished wood interior storm windows, which were installed in 1991.

- *Ceiling:* Painted gypsum board was installed in 1955 and replaced in the 1991 HVAC installation. Modern fluorescent tubes provide lighting to the room.

- *Baseboard:* Varnished pine baseboards, 1955-vintage Type B-2, created from sections of the paneling with cove detail, line the room. Inside the closets, the 1885 painted baseboard, Type B-3, still remains.

- *Finishes:* The floor, walls, baseboards, doors, windows, casings, and trim in this room are varnished. The gypsum board ceiling is painted. The two closets in this room have painted floors, walls, and baseboards.

- *Other Features:* Hard-wired smoke and



Figure C-19 Window muntins in Room 204A

motion detectors are installed.

Room 204B: This attic room, created in the 1955 rehabilitation, measures 19'-3" x 4'-0".

- *Flooring:* Painted tongue-and-groove pine boards in random widths of 4" to 5 1/2", probably original, run north-to south.

- *Walls:* Painted beaded board, in random widths of 2" to 3 1/2" with 1/8" bead, dating to 1885 are aligned horizontally to cover the north, east, and south walls. The west wall, a 1955 addition, is covered with gypsum board.

- *Doors:* Two 1955-vintage board and batten doors, measuring 2'-4 3/4" x 6'-4" x 3/4", provide entrance to this room from Room



Figure C-20 View into Room 204B from Room 204A

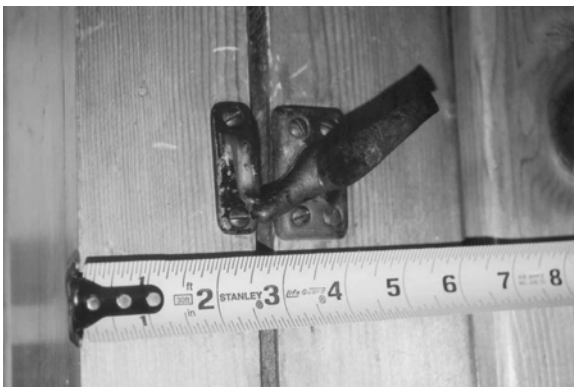


Figure C-21 1955-vintage door hardware

204A. The doors have 1955-vintage, cast “Colonial” style latches and hinges.

- *Windows:* None are present.
- *Ceiling:* Painted beaded board, in random widths of 2”-3½” with ⅛” bead, dating to 1885, covers the sloping ceiling.
- *Baseboards:* Baseboards, Type B-3

from the 1885 installation, are in place on the north, east, and south walls.

- *Finishes:* All floors, walls, and baseboards are painted, as is the ceiling.
- *Other Features:* Modern, built-in wood shelves are located along the north and south walls.

Construction Characteristics: 1916 Boat House

Structural Systems

Foundation: The boat house is supported primarily on 8” square treated pilings, with two 9”-10” diameter round, creosoted piles at the west end of the north wall. Two interior rows of 8” piles and girders support the floor joists at third points of their north-south span. The space under the boat house is open. Notching at the center of the east and west sill plates indicates that a center girder initially spanned east-west.

Floor & Wall Framing: The boat house floor consists of 5½” x 5½” older joists at 24” on center, resting on approximately 8” square wall plates. At the east end, newer 1¾” x 10½” joists are sistered onto the early joists to provide additional support. A girder, now missing, originally provided support to the floor joists at center span; two girders, probably dating to the 1955 relocation, now provide support at the one-third points in the span. The walls are frame construction but actual dimensions of the framing members could not be accessed.

Roof Framing: The gable roof of the boat house is framed with 2” x 4” circular-sawn rafters spaced at 20” on center, with no ridge board. At every other rafter a 2” x 6” collar beam is nailed into position. Roof deck boards are ¾” thick and alternate between widths of 3” and 11½”.

Exterior Features

Roof & Rainwater Collection/Dispersal:

The roof is wood shingle, with a 5¼” to 5½” exposure; the building currently does not have gutters or downspouts.

Roof Cornice: The fascia and rake boards of the boat house feature a quarter-round molding at the intersection of the wood shingle roof.

Walls: The boat house has board and batten siding, much simpler in detail than that of the station. Plain plank board vertical battens approximately 10” wide are covered at the seams by 2” diameter half-round battens. The earliest photos of this building, circa 1955, show it painted white or a similar light color, with a contrasting boat door. This paint scheme has continued.

Doorways: The door into the boat house from the breezeway, on its south elevation, is a four-panel door with flat board surrounds and pyramidal corner blocks. An additional pedestrian door is on the north elevation, near the east side. Both doors were probably salvaged from the boat house that collapsed in the 1915 storm.

Windows: A single six-over-six double-hung window is located in the center of the north and south elevations. A third six-over-six window is near the center of the east elevation. All have exterior casings similar to the station, with flat boards, pyramidal corner blocks, and a shallow peak on the head casing. All three windows appear to date to the 1916 period of construction. These three windows also have modern aluminum exterior storm windows. A modern window on the east elevation in the gable end provides light to the attic. It has a more simplified, plank board surround.



Figure C-22 Foundation and floor structure of the boat house, looking west



Figure C-23 Attic of boat house



Figure C-24 Fascia and wall of boat house



Figure C-25 Door on south elevation of boat house



Figure C-26 Windows on east elevation of boat house

Interior Features

Room 101: The boat house consists of one large room, originally containing the surf boats and rescue apparatus. This room measures 15'-3½" x 37'-3". The first 29'-5" from the west elevation's overhead garage door features sloping transition walls where both the north and south walls meet the ceiling, roughly 2' wide at a 45° angle. At the remaining 9'-10" rear portion of the room, a trim board spans north to south across the ceiling, visually separating this area where the walls and ceiling meet at right angles.

- **Flooring:** The flooring is modern wood, 1955 vintage, with plank boards running east to west on top of the lower flooring to create two raised areas on which vehicle tires can rest. These raised sections extend from the garage door to the cased area at the rear. There is no subfloor.

- **Walls:** The walls are covered with 3½" tongue and groove wood boards, each board with two ¼" beads, one at the edge and one in the center. The boards are unpainted.

- **Doors:** The main pedestrian entrance to the boat house is on the south wall, sheltered by the breezeway which connects to the station. The west wall of the boat house contains a large overhead garage door, fitted with a modern opening system. A little-used pedestrian door is on the north wall, near the rear of the room.

- **Windows:** Three early, six-over-six double-hung windows are located in the boat house. A modern fourth window in the east gable end provides light in the attic.

- **Ceiling:** The ceiling is covered with the 3½", tongue and groove wood boards, matching those of the walls.

- **Baseboards:** None are present.

- *Finishes:* There are no painted or varnished finishes in this room.
- *Other Features:* An access opening to the attic is located at the east wall to which a wooden ladder is permanently affixed.

Summary of Conditions

Both the 1879 Station and the 1916 Boat House have been well-maintained and are in good condition. Both are in active use by National Park Service staff.

The Boat House does not have mechanical and plumbing systems, but it does have electrical power, which is operational.

The 1879 Station has electrical power for lighting, a security system, a heat pump



Figure C-27 View of boat house Room 101, looking northeast

cooling and heating system, two fully functional bathrooms, and a kitchen.

The only observed evidence of deterioration was a few areas of water infiltration at windows and exterior siding. They are very minor problems that can be easily remedied.

PART II: TREATMENT & USE

A. INTRODUCTION

When the federal government officially assumed maritime life-saving responsibilities at mid-nineteenth century, the Treasury Department coordinated these activities through its Life-Saving Service division. Quite soon the advantages of having standardized designs for the life-saving stations were recognized. Over the next half-century, until the Coast Guard took over these maritime responsibilities in 1915, Treasury Department architects prepared several basic design types.

First was the 1871 Type, named for the year in which it was conceived. All of the facilities with this design were built in New England. Simple and efficient, it established a pattern of room configuration that continued in later design types.

The 1874 Type, also called the Chandler Type for its architect, used the established spatial layout, but its ornate exterior was detailed in the Carpenter Gothic style. Seven stations of this design were built in North Carolina. The 1875 Type, which followed, took the same basic form as the previous two designs but was executed in the Stick Style. No 1875 Type stations were built in North Carolina.

The 1876 Type was much the same as the previous design except that the Stick Style details were simplified. Eleven stations of this design were built in North Carolina during 1878-79. In this group was Tommy's Hummock Life-Saving Station, which opened in January 1879 and was later renamed Bodie Island Station.

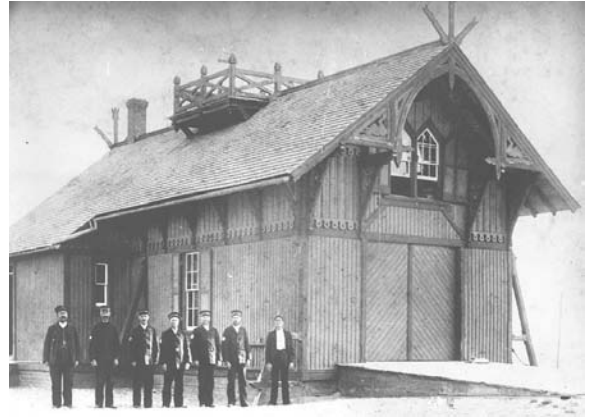


Figure A-1 1874 Type at Little Kinnakeet, c. 1890s
(North Carolina State Museum of Natural Sciences)

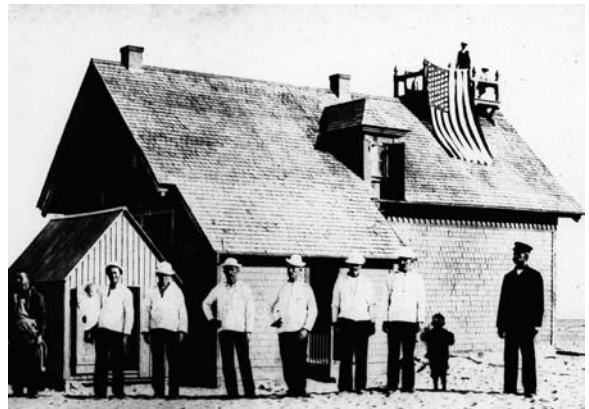


Figure A-2 1876 Type at Big Kinnakeet, unknown date
(Outer Banks History Center)

The next version, the 1882 Type, retained the basic form of the previous design but replaced the open observation platform with an enclosed tower and added a lean-to at the entrance on the long façade. That these were useful improvements was confirmed by the decision to add both features to the recently constructed Bodie Island Station.



Figure A-3 1882 Type at Cape Lookout, c. 1893
(Cape Lookout National Seashore Collection)



Figure A-4 Southern Pattern Type at Little Kinnekeet, 1935
(US Coast Guard)



Figure A-5 Chatham Type at Cape Lookout, 1917
(Cape Lookout National Seashore Collection)

The lean-to was added soon after initial construction, and modifications for an enclosed lookout tower were made to the station in 1900. Seven 1882 Type stations were constructed in North Carolina.

The next generations of station types departed from the basic form of the first designs. Quonochontaug, Chicamacomico, and Southern Pattern type stations were built in North Carolina between 1894 and 1913. Of the thirteen of these three types built in North Carolina, two are now owned by the National Park Service, a third by a private historical association, and another by Dare County; each of the three station types is represented in this group.

The last design of the Life-Saving Service before merging with the Revenue Cutter Service to form the U.S. Coast Guard in 1915 was the Chatham Type, first built in 1914 in Chatham, Massachusetts. It was a greatly enlarged and improved design, reflecting decades of evolving responses to a persistent need. Among the improvements were indoor plumbing, radiant heat, electrical lighting, and a kitchen. This design continued to be implemented by the Coast Guard until the late 1920s. Seven of the Chatham Type of life-saving stations were built in North Carolina. One of these was the Bodie Island Coast Guard Station which opened in 1925, a short distance from the 1879 Life-Saving Station of the 1876 Type which it replaced and 1916 Boat House.

Coast Guard staff operated out of the 1879 Station until the larger and more accommodating 1925 Station was finished. They also returned to the 1879 Station when a 1933 hurricane severely damaged the new Chatham Type station, forcing it to close for repairs. The following year, the staff moved back into the partially rebuilt Chatham Type station. The 1879 Station and the Boat House once again served in various ancillary

roles to the main operations housed in the 1925 Station.

These two Coast Guard stations, located about one mile north of the Bodie Island Lighthouse, are both listed on the National Register of Historic Places, and contribute

greatly to the maritime heritage of what is now Cape Hatteras National Seashore. The following sections will address recommendations and alternatives for treatment and use, in order to maximize the interpretive value of these stations in the context of the park and the Outer Banks as a whole.

B. ULTIMATE TREATMENT AND USE

The two station buildings at Bodie Island, an 1876 Type station completed in 1879 and a Chatham Type station completed in 1925, are tangible records of the evolving response of the Life-Saving Service to a then-urgent public need: rescuing the survivors of shipwrecks. Though each building was later adapted for other uses, the original purpose for each building established its period of greatest significance.

Both of these station types are now rare. This scarcity adds to their interpretive value and adds urgency to the need to preserve and restore each building.

Site

The well-being of the 1879 Life Saving Station (1876 Type) /1916 Boat House and the 1925 Chatham Type Station at Bodie Island is especially precarious. Beach erosion has been a problem since the earliest days of the Life-Saving Service. Attempts at hardening the shorelines to slow or reverse the process have been unsuccessful, and current National Park Service policy and North Carolina state law forbid the practice. These buildings, now very close to the rapidly advancing ocean, are, to quote one park official, “just one hurricane away from being lost.” Relocation appears to be the only option for saving these buildings from imminent destruction.

The 1984 Cape Hatteras National Seashore General Management Plan (GMP) recommended relocation of the buildings to the north entrance of the park, along the west side of North Carolina 12, near Whalebone Junction. This parcel is about six miles north of the current site. The plan further recommended using the structures as a visitor center complex. No action was taken,

and finally a new visitor center was constructed on the site. In addition, that area has undergone extensive development in the intervening twenty years. This setting is now distinctly urban, and traffic is very heavy.

Of paramount concern in considering a site for relocation of an historic structure, is the need to replicate site characteristics similar to those present during the structure’s period of significance. In the case of these structures, the predominant characteristic has always been the openness of the undeveloped coast line.

Orientation and visual relationships to major area features, which are also important in site selection, are especially critical for these station buildings. A natural feature, the ocean, is the sole purpose for their being. As for man-made features, the Bodie Island Lighthouse is the only historical structure that dominated the original landscape.

In the broader context of location, it is important to remember that these stations were originally placed at regular intervals along the coastline; therefore, placement in close proximity to their historical location is also important.

Once visual relationships are honored and a specific site is chosen, directional orientation to reproduce sun angles, wind directions, and other conditions is important. Again, for these station buildings that were specifically designed with such conditions in mind, orientation is paramount. In addition, orientation and proximity of the stations to one another are considerations that are vital.

Given these considerations, it is recommended, regardless of the chosen treatment to the buildings themselves, that the build-

ings be relocated at the entrance to the Bodie Island Lighthouse. This site would have the following advantages:

- Continues the open, undeveloped, coastal setting consistent with the historical periods;
- Continues the same orientation and visual relationship to the major natural feature, the ocean;
- Continues the same orientation and visual relationship to the major man-made site feature of the historical period, the Bodie Island Lighthouse;
- Continues the historical pattern of placement of stations at four- to five-mile intervals along the coastline;
- Reestablishes the historic directional orientations of the relocated buildings;
- Establishes a more historically accurate proximity of the buildings to one another;
- Places major tourism destinations (the life-saving stations and the lighthouse) in close proximity to one another, thus encouraging visitation to both;
- Provides additional opportunities for interpreting the Bodie Island Lighthouse by providing auxiliary space nearby for administrative activities;
- Provides opportunity to view a variety of historic building types (1876 Type Life-Saving Station, Lighthouse, Light Keeper's Residence, Boat House, and Chatham Type Station) in proximity to a modern building type (United States Coast Guard Station at Oregon Inlet), all con-

structed as responses to evolving maritime needs;

- Avoids nearby sensitive marshlands;
- Utilizes electricity and water lines that already are established on site;
- Utilizes an access road already in place.

There are possible disadvantages, as well:

- Placing the stations in closer proximity to the lighthouse could detract from the historical setting of both;
- Creates additional traffic loads at the entrance to the Bodie Island Lighthouse;
- Requires installation of a septic/drain field;
- Requires paved parking area.

Station Buildings

Bodie Island's 1879 Life-Saving Station (1876 Type)/ 1916 Boat House and 1925 Chatham Type Coast Guard Station are links in a chain of responses by the federal government to a persistent public need – life-saving assistance for navigators of treacherous waters off the North Carolina Outer Banks. The two stations, sequentially, were the center of this life saving effort on Bodie Island. During a brief period after a 1933 hurricane rendered the newer Chatham Type Station unusable, the 1879 Station was re-occupied. However, upon completion of repairs, the staff returned to the larger, more sophisticated station. The two stations, then, are tangible artifacts of specific and separate epochs of this federal effort on Bodie Island. Their importance is formally recognized by

their inclusion on the National Register of Historic Places.

Both retain considerable amounts of physical building fabric from their respective early periods. Also, these stations in their earliest years are well-documented, including iconographic information. After they were decommissioned in 1937, there is a gap in documentation, corresponding to the World War II years when the stations were used in a then-classified network of LORAN navigational sites. The abundance of both physical evidence and contemporary documentation for the early periods, can be supplemented with additional investigation using paint and finish analyses and selective demolition to uncover more data, in order to accomplish credible restorations of the exteriors and interiors to their early periods, the respective eras of greatest significance for these buildings.

As building types, their value is enhanced by their increasing rarity in North Carolina, most pronounced for the 1876 Type station. Of the eleven stations built on the Outer Banks, at least seven have been destroyed. Less threatened but worthy of notice is the dwindling number of Chatham Type stations. Three of the seven built have been lost.

It is important to note that most of the remaining stations of these two types have moved out of the public domain into private ownership. Thus, there are no guarantees for continued stewardship or protection of their historic character. Of the four 1876 Type stations believed to exist, three are privately owned. Two are retail shops or offices; the third cannot be located, underlining another potential risk in private ownership – removal to another location. The one remaining 1876 Type station in public ownership is the one at Bodie Island, adapted in 1955 by the National Park Service for a residence and currently used as a ranger station.

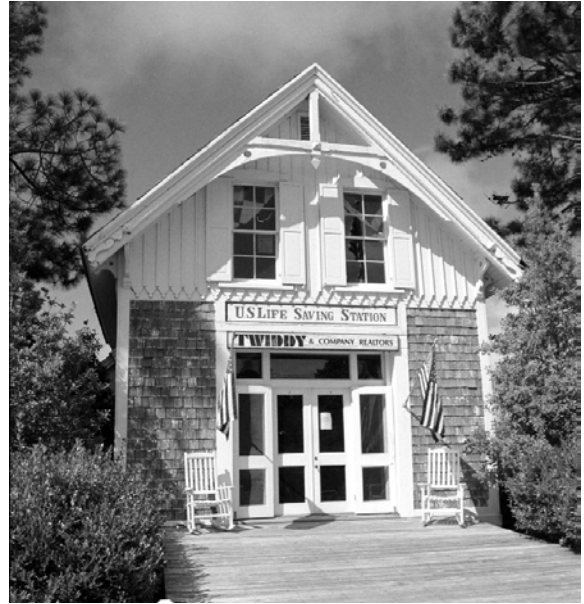


Figure B-1 Privately owned 1876 Type station in Corolla, now a real estate office (John Larson, September 2005)



Figure B-2 Privately owned Chatham Type station at Creed's Hill, Frisco, now a residence (© Stephen Wilmoth, October 2004)

Of the four Chatham Type stations that survive, two are privately owned. The other two in the public sector are owned by the National Park Service. The one at Cape Lookout is an early version of the Chatham Type station (1916) and, under a special use permit, houses the Cape Lookout Studies program for environmental education, research, and conservation. The program is administered by the North Carolina Mari-



Figure B-3 Chatham Type station at Cape Lookout
(Cape Lookout Studies website)



Figure B-4 Quonochontaug Type Station at Portsmouth Village (Portsmouth Village website, CALO)



Figure B-5 1874 Type station at Little Kinnakeet
(© Stephen Wilmoth, October 2004)

time Museum, a state agency, and the non-profit Friends of the North Carolina Maritime Museum. NPS maintains the buildings and site. The other Chatham Type station is

a later version of the design and remains at Bodie Island. This station has been vacant since 1991, and though mothballed, is in a deteriorated state.

Of these three stations that remain in the public sector, none is restored to reflect the important chapter in Outer Banks maritime history in which it served. The early Chatham Type station at Cape Lookout best maintains its original character. This 1916 building is largely intact and retains its distinctive enclosed observation deck atop its roof. The later 1925 Chatham Type station at Bodie Island used a free-standing observation tower, now gone, instead of an attached observation deck. This station and the sole remaining 1876 Type station in the public domain, also at Bodie Island, have both been so altered over the years that the public cannot readily discern the important early elements of these historical building-artifacts.

Presently interpreting Life-Saving Service activities is a Quonochontaug Type Station built in 1894 and maintained by the National Park Service as part of Portsmouth Village. It is open to the public, although Portsmouth Island is not an easily accessible site. NPS is also planning to move and restore the 1882 Type station with its 1920s boat house at Cape Lookout. At Little Kinnakeet, NPS has an 1874 Type Stick style station and a larger Southern Pattern Type station, constructed in 1874 and 1904 respectively. Both apparently retain a large amount of their original architectural character, though they are not restored. Placed together, they are visible behind a chain link fence.

Among private-sector groups, the Chicamacomico Historical Association, a non-profit 501(c)3 organization, owns and maintains two restored stations, an 1874 Chandler Type and a Chicamacomico Type constructed in 1911.

With these limited opportunities to experience the history of maritime life-saving in mind, the recommended Ultimate Treatment includes the exterior and interior restoration of the 1879 Life-Saving Station (1876 Type) to its 1885 appearance and the Boat House to its 1916 appearance, and the exterior restoration of the 1925 Coast Guard Station (Chatham Type) to its 1925 appearance with rehabilitation of its interior.

It should be noted that the limited space of the Bodie Island Lighthouse relocation site and budgetary constraints probably will preclude precise replication of the space between the stations and boat house or reconstruction of the full complement of ancillary buildings that normally would be found. In actuality stations, boat houses, and the many ancillary buildings of the late-nineteenth century were frequently flooded, washed off their short piers, or blown down. They were frequently rebuilt, put back on piers, or moved. This was an accepted fact of beach life. The purpose of the new site, then, is to provide an appropriately open beach setting, not to attempt a recreation of the site at a particular point in time.

This approach would have the following advantages:

- Re-establishes the historical directional orientations of the buildings;
- Approximates the historical placement of the buildings on the site and the spacing of the structures between one another;
- Preserves and restores character-defining exterior elements of the 1879 Station (1876 Type) /1916 Boat House and 1925 Station (Chatham Type) to their respective periods of greatest significance;



Figure B-6 Chicamacomico Type station at Chicamacomico (New England Lighthouse Lovers website)



Figure B-7 c. 1885 appearance of Bodie Island Life-Saving Station, unknown date (Outer Banks History Center)

- Preserves and restores character-defining interior elements of the 1879 Station (1876 Type) /1916 Boat House to allow a more complete understanding of the buildings as building type artifacts and of the activities of the staff who occupied them;
- Preserves and restores the exterior of one of only two surviving Chatham Type stations in North Carolina in the public sector and the only late version of this type, thus providing groundwork for its continued preservation in its prime historical appearance;



Figure B-8 1925 appearance of Bodie Island Coast Guard Station, c. 1925

- Illustrates the importance of building design in facilitating the professional duties of a station staff, and enhances the visitor’s understanding by tangible experience;
- Enhances understanding of the constant influence of the ocean on the activities of the station staff by experiencing the open observation deck on the 1879 Station;
- Increases energy efficiency of the 1879 Station by utilizing the lean-to as an airlock;
- Rehabilitates the interior of the 1925 Chatham Type Station to house NPS

management, interpretation, and support activities. The basement can be easily modified to provide wheelchair access, handicapped accessible public restrooms, an elevator or lift, mechanical/electrical rooms, and storage areas. The first floor can accommodate interpretive display areas, a gift shop, storage rooms and other ancillary spaces. The second floor can accommodate offices, staff restrooms, break room, storage areas and other ancillary spaces.

- Allows an opportunity to interpret later uses of the buildings, for which there is less documentation and less significance, through photographs, models, and narratives that will not sacrifice interpretation of the period of greatest significance.

There would be disadvantages to this restoration approach as well:

- Diminishes, depending upon design of the adaptive-use scheme, the public’s opportunity to understand the daily experiences of the 1925 Chatham Type Station staff through personal experience of the interior spaces.

C. REQUIREMENTS FOR TREATMENT

The 1879 Life-Saving Station (1876 Type)/ 1916 Boat House and 1925 Chatham Type Coast Guard Station are addressed as a single complex in the park's General Management Plan of 1984.

The National Park Service Cultural Resources Management Guideline (DO-28) requires planning for the protection of cultural resources on park property.

In addition, Section 106 of the National Historic Preservation Act (NHPA) mandates that federal agencies, including the National Park Service, take into account the effects of their actions on properties

listed or eligible for listing in the National Register of Historic Places and give the Advisory Council on Historic Preservation a reasonable opportunity to comment.

Treatment of the building and site are to be guided by *The Secretary of Interior's Standards for Historic Preservation Projects*, the Americans with Disability Act, and the International Building Code. Threats to public life, safety, and welfare are to be addressed; however, because this is an historic building, alternatives to full legislative and code compliance are recommended where compliance would needlessly compromise the integrity of the historic building.

D. ALTERNATIVES FOR TREATMENT

In addition to the Ultimate Treatment discussed in Section II.B above, two other alternatives are discussed below:

Alternative # 1: Restore the exteriors and interiors of the 1879 Life-Saving Station (1876 Type)/1916 Boat House and the 1925 Chatham Type Coast Guard Station to their appearances in 1953.

The year 1953 is the last year that the buildings were administered by the United States Coast Guard, the successor agency to the United States Life-Saving Service. This later period of use reflects a new mission of the Coast Guard in relation to national security, as technological advances made the original life-saving goal obsolete.

This approach would have the following advantages:

- Restores the physical characteristics of each building to the era when last officially under the administration of the United States Coast Guard;
- Presents each building in its evolved state of use with all its physical additions and deletions at that point in time.

There would be disadvantages to these treatments as well:

- Restores the interior and exterior appearances of the buildings to a period of lesser importance;
- Restores the buildings to a period for which there is the least available documentation;

- Presents a conglomeration of physical parts that are confusing without reliance on a substantial amount of secondary devices of photographs, models, and narratives to explain the history of each building;
- Presents each building in an era for which there is very little available information about the crews, their daily activities, their organization and use of the spaces;
- Relies upon secondary devices of photographs, models, and narratives to interpret the most important periods;
- By reducing the opportunities to experience the early spaces of the stations, reduces to some degree the public's opportunity to understand the daily experiences of the staffs during the respective periods of greatest significance;
- Reduces to some degree the opportunity for the public to experience the interior spaces of the 1879 Station, and thus understand that the design of the building was predicated by its function and relationship with the natural setting;
- Misses the opportunity to restore the 1879 Station to its early design as the only example of the type in the public sector in the Outer Banks.

Alternative # 2: Restore the exteriors and interiors of the 1879 Life-Saving Station (1876 Type)/1916 Boat House and the 1925 Chatham Type Coast Guard Station to their appearances in 1925.

The Chatham Type station was the last type designed for the Life-Saving Service and provided major improvements affecting the daily lives of the staff. At this point, the previous station became excess space. It retained many of its original 1876 Type design characteristics, while undergoing some major changes as well. It became storage space for tractors and a stable for the government horse when the new station was opened.

This approach would have the following advantages:

- Preserves and restores character-defining exterior and interior elements of the 1925 Chatham Type Station for its period of greatest significance;
- Increases energy efficiency of the 1879 Station by utilizing the lean-to, which was modified and enlarged in 1923, as an air lock and foyer;
- Provides the public opportunity to understand the daily activities of the 1925 Station's staff by experiencing

the same configuration of physical spaces;

- Increases public's understanding of the evolution of the 1879 Station as it met changing needs;
- Enhances the public's opportunity to understand that the 1879 Station design was predicated by its function and relationship with the natural setting.

This treatment approach would have the following disadvantages:

- Preserves and restores character-defining exterior and interior elements of the 1879 Station at a less significant period of service;
- Preserves and restores character-defining exterior and interior elements of the 1879 Station in a form that more closely resembles the 1882 Type station design already represented by another surviving station in the public sector at Cape Lookout;
- Sacrifices efficiency of function and underutilizes some interior spaces of the 1925 Station where the interpretive value is minimal;
- Misses an opportunity to restore the 1879 Station to its early design as the only example of its type in the public sector on the Outer Banks.

E. RECOMMENDATIONS

General

It is recommended that a new site possess the same qualities that the original site had during the buildings' periods of importance – open beach terrain close to the ocean and largely free of major urbanization. It is also important that the new site be close to the original site in order to maintain the historic pattern of stations placed at regular intervals along the coastline. It is advisable to maintain the buildings' historic visual connection to the major natural feature of the area – the ocean – and to the major man-made feature of the area – the Bodie Island Lighthouse.

At the new site, it is recommended that the buildings be placed with the same directional orientation as they had originally, and be oriented to one another and to the major natural and cultural features as they were historically.

It is recommended that the buildings be viewed as an inseparable group. They all respond to the common need for maritime life-saving services. While each building is a component of the group, each is an artifact with original elements and layers of accretions, not all of which are of equal historical and cultural value.

It is recommended that the educational function of historical interpretation be balanced with the practical need for cost-effective housing for other park functions.

Whatever the chosen treatment(s) for the buildings themselves, it is recommended that prior to the relocation, the complex be fully documented in accordance with Historic American Building Survey (HABS) and Historic American Landscape Survey (HALS) standards. It is further recommended that a Historic Paint and Finish

Analysis be completed for each building both to document the finishes before they incur any additional damage during the move and to guide the further restoration and interpretive efforts.

Specific Recommendations

Site

It is recommended that the buildings be relocated as a group at the entrance to the Bodie Island Light Station, the property that appears to have the greatest number of desirable site characteristics.

The 1879 Station (1876 Type) - Exterior Restoration to 1885

Soon after construction the station acquired a significant addition – a one-story, lean-to extending over the main pedestrian entrance. This feature provided several improvements. The roof shielded the entry from damaging rain, a significant maintenance concern. The enclosure created an air lock that served as a buffer against extreme outside weather conditions. Functioning as a sort of foyer, the lean-to allowed the crew to change gear before reentering the station during inclement weather.

This modification was a standard feature in the next generation of station designs, the 1882 Type station. Otherwise, the 1879 Station retained its distinctive 1876 Type building form until 1900, when its open observation platform was replaced with an enclosed tower.

Actions to be taken include:

- Remove the 1955-vintage breezeway connecting the Station and the Boat House;
- At first floor, west side of north elevation, remove the 1955-vintage exterior chimney, its mantel and fire-box; install double-hung sash window unit to match original (removed in 1955); patch exterior with board-and-batten and wood shingle siding matching the original;
- At first floor, east side of north elevation, re-open original window opening; install double-hung sash window unit to match original (removed in 1955);
- Remove mismatched, 1955-vintage, wood shingle siding first floor, east side, north elevation (excess area around original window unit removed in 1955) and replace with wood shingles matching original;
- Reconstruct interior chimney and associated elements of the original design;
- Remove three paired and three single window units installed in 1955, first floor, east and west elevations; label and store on site (attic?); install double-hung sash window unit to match original in earliest location on east and west elevations; install wood shingle siding matching the original over closed fenestration;
- Remove one paired window unit installed in 1955, first floor, center of south elevation; label and store on site (attic?); enlarge opening and install double-door unit for rescue boat to match original removed between 1935 and 1945;
- Reconstruct and install entrance boat ramp at south elevation to match original removed between 1935 and 1945;
- Remove two door units at first floor, east elevation, one installed in 1955 and the other between 1935 and 1945; label and store on site (attic?); install wood shingle siding matching the original over closed openings;
- Reproduce and install exposed framing members in the gables;
- Reconstruct lean-to on west elevation and reopen original doorway into station;
- Reconstruct open observation tower;
- Install wood shingle roofing matching evidence of original design;
- Return window sash and other window elements to original locations as determined by Historic Paint and Finish Analysis;
- Apply finishes as determined by Historic Paint and Finish Analysis.

The 1879 Station (1876 Type) – Interior Restoration to 1885

In 1885 the plaster was removed from the interior wall and ceiling surfaces and replaced with beaded boards. The beaded boards are still exposed in the closets and are beneath at least some of the 1955-vintage paneling and drywall installed by NPS. A restoration date of 1885 allows re-exposure of this earliest extant historic interior wall and ceiling surface material. Also with an 1885 restoration date, the building

retains its 1876 Type floor plan with the addition of the lean-to.

Actions to be taken include:

- Remove at first floor the 1955-vintage partition walls that form the south and west walls of the kitchen and the north, east, and south walls of the bathroom; remove associated 1991-vintage cabinets, shelving, counter tops, fixtures, and appliances;
- Remove at first floor the 1991-vintage gypsum board from all ceilings and 1955-vintage pine paneling, baseboards, and trim from all remaining wall surfaces to expose 1885-vintage beaded board finish surface; patch-in matching replacement boarding where missing;
- Remove 1955-vintage staircase between first and second floor;
- Remove at first floor the modern sheet vinyl flooring of the bathroom and kitchen; expose original flooring;
- Remove at first floor the 1955-vintage pine flooring; expose original flooring;
- Reconstruct wall at first floor subdividing the space into two large rooms according to original plans; install doorway between the two rooms according to original plans and uncovered physical evidence;
- Reconstruct doorway at first floor of west wall leading to reconstructed lean-to in accordance with original plans and uncovered physical evidence;
- Reconstruct original stairway between first floor and second floor according to original plan and any physical evidence; reconstruct partition wall enclosing stairs at first floor; reconstruct first-floor doorway leading to stairs;
- Remove at second floor, south room, the 1955-vintage partition walls that form the attic on the east side and closets on the north side;
- Remove at second floor, middle room, west side, the 1991-vintage bathroom fixtures and associated cabinets and shelving;
- Remove at major rooms of second floor the 1991-vintage gypsum board from the ceilings and 1955-vintage pine paneling, baseboards, and trim from wall surfaces to expose 1885-vintage beaded board finish surface; patch-in matching replacement boarding where missing;
- Remove at second floor the modern sheet vinyl flooring of the bathroom; expose original pine flooring;
- Remove at second floor the modern sheet oak flooring of the major rooms; expose original pine flooring;
- Repair original pine flooring found in second floor closets;
- Reconstruct doors and casing appropriate to the original design and install at the second floor in each major room and the closet of the north room;
- Reconstruct interior access to observation tower according to original plan and uncovered physical evidence;

- Remove elements of modern mechanical, electrical, and plumbing systems;
- Apply finishes as determined by Paint and Finish Analysis.

The Boat House – Exterior Restoration

Actions to be taken include:

- Remove modern garage door and associated modifications; reconstruct original boat entrance doorway;
- Reconstruct boat ramp;
- Remove electrical wiring and fixtures;
- Apply finishes as determined by Paint and Finish Analysis.

The Boat House – Interior Restoration

Actions to be taken include:

- Remove electrical wiring and fixtures;
- Patch-in beaded board material where missing and mismatched;
- Apply finishes as determined by Paint and Finish Analysis.

The 1925 Chatham Type Station – Exterior Restoration to 1925

After a devastating hurricane in 1933, the basement level foundation was recon-

structed, again using formed concrete. The replacement foundation design had several modifications including a reduction in the number of perimeter window openings, installation of a second-floor window unit for an added bathroom, and creation of an attached west-side stair tower connecting the exterior grade with the basement to replace a direct connection between interior and exterior at grade. Otherwise, the rebuilt exterior appeared very much as it did in 1925. In fact, door and window units were probably reused at all three levels of the rebuilt 1933 building, not just at the first- and second-floor wood frame portions.

The Chatham Type station represents the last architectural design from the Life-Saving Service (1914) before transfer of those activities in 1915 to the Coast Guard. Also, when adapting the facility for modern uses, it is noteworthy that the 1925 exterior configuration offers some distinct advantages in ingress/egress over the 1933 design.

It is probably not feasible to retain portions of the 1933-era concrete foundation and basement level flooring. Rather, this historic feature will likely need to be reconstructed at the new site. The frame and weatherboard structure of the first- and second-floor levels with attic above can be moved, as a single unit or in sections.

Actions to be taken include:

- Reconstruct concrete foundation and basement floor to match original 1925 construction; repair and reuse existing fenestration elements;
- Install ramp for the handicapped at west elevation basement doorway;
- Remove 1962 addition of basement restrooms and first-floor office; return first-floor door to window;

- Remove 1933 stair tower; reconstruct missing section of west side porch;
- Return west side, first floor doorway, 1956-62 vintage, to window;
- Remove enclosures of south porch section; reinstall window sash in two existing window openings; repair open porches;
- Reconstruct original main entrance door and portico on east elevation;
- Remove temporary cover where 1962 addition on east side of the first floor was removed; reinstall two window units; install weatherboard to match original;
- Remove 1933 window on second floor of west elevation; patch with weatherboard siding to match original;
- Reinstall original window sash in two gable ends of attic;
- Install shingle roof comparable in appearance to original asbestos-cement shingle;
- Apply finishes as determined by Paint and Finish Analysis.

The 1925 Chatham Type Station – Interior Rehabilitation

The floor plans of the first and second floors are largely intact from the 1925 era. The configuration of ancillary rooms of the basement was simplified in 1933. The floor plans at all three levels can be sensitively adapted to house new functions unobtrusively.

Actions to be taken include:

- Remove modern kitchen cabinets and associated fixtures from basement;
- Remove modern bathroom fixtures and associated cabinets from first and second floors;
- Remove, after recording, modern water heater and exhaust fan from basement; retain for interpretation or reuse the 1925-era, cast-iron, wall and ceiling radiators of the basement, and floor radiators of the first and second floors; after testing, consider reuse or interpretation of associated equipment;
- Replace entire electrical system to accommodate new building uses; retain disconnected portions of system at all levels for documentation and, in some locations, interpretation;
- Construct new basement partition walls to accommodate public access to the building, a handicapped-accessible elevator or lift, and handicapped-accessible public restrooms; also, to accommodate mechanical, electrical, and plumbing systems and storage areas;
- Retain basic room layouts of the first and second floors; use ancillary spaces or create additional ancillary spaces for locating an elevator or lift with access to the first floor, or to the first and second floors; also use ancillary spaces or create additional ancillary spaces for mechanical, electrical, and plumbing system chases;
- Retain and repair 1933-era wall and ceiling material (plaster board?) of

- the first- and second-floor levels; remove and replace later materials such as modern acoustical tiles and wood-veneer wall panels;
- Retain and repair 1925-era wood flooring of the first and second floors; remove modern flooring materials of carpet and sheet vinyl;
 - Remove modern electrical fixtures; install period lighting appropriate to the 1925-era as evidence dictates and supplement with modern fixtures as needed for modern functions;
 - Place gift shop, interpretive display rooms, and support areas on the first floor;
 - Place administrative and ranger offices, staff break room, staff rest-rooms, copy room, and other staff support areas on the second floor;
- Utilize attic for mechanical equipment;
 - Install insulation in attic and between floor joists of first floor;
 - For interior spaces that may contain UV-sensitive materials, install UV-filtering film or other screening devices at windows;
 - Install fire and security systems;
 - Consider using results of Paint and Finish Analysis to return window and door units to their 1925 locations;
 - Consider applying finishes according to Paint and Finish Analysis.

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p/history/faqs/BIO_Sumner_Kimball.ht
ml](http://www.uscg.mil/hq/g-cp/history/faqs/BIO_Sumner_Kimball.html)> and Bodie Island Station,
<[www.uscg.mil/hq/g-cp/history/
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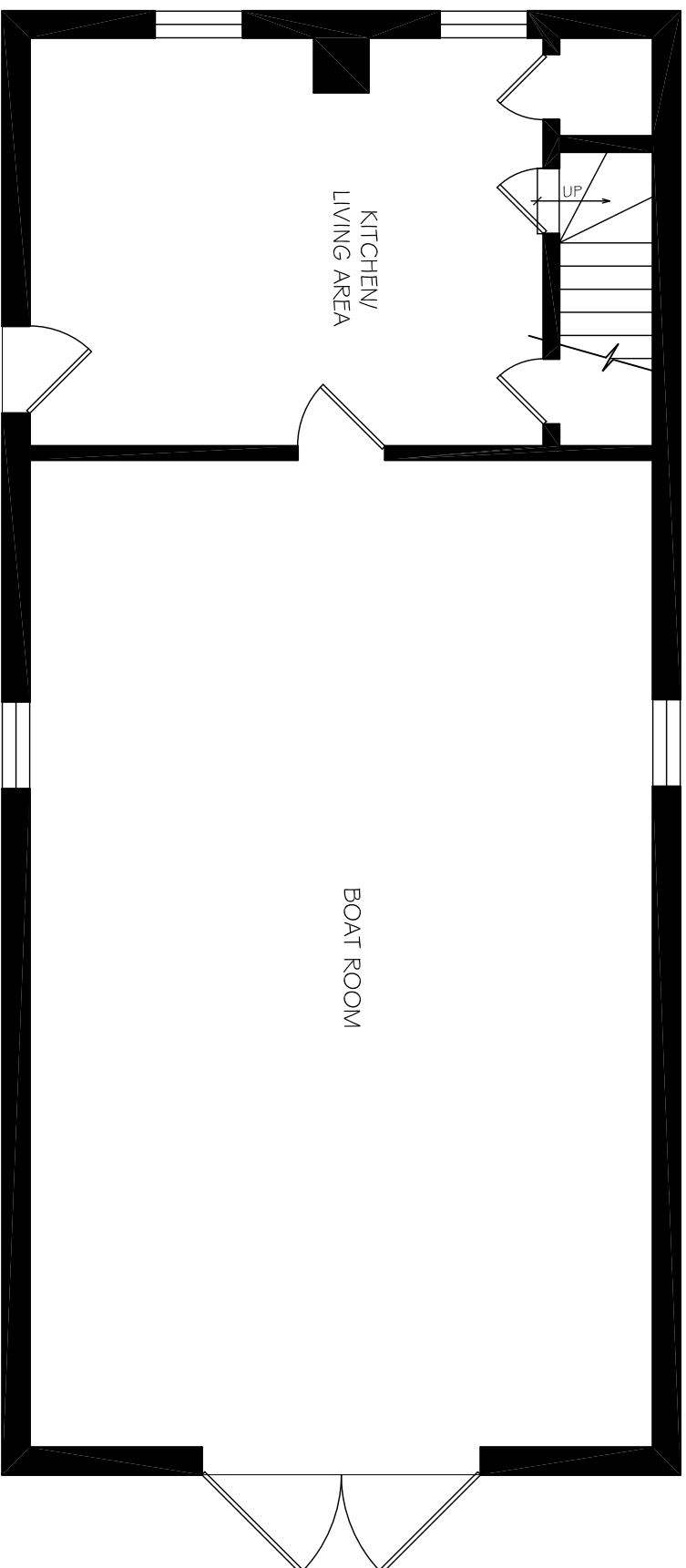
N. Howell Subject: Bodie Island LSS- Roof Damaged by Lightning Strike Date: June '79.

APPENDIX A

1879: Probable Floor Plans

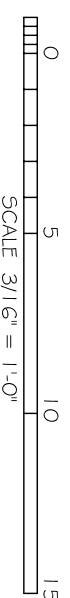
A.1 First Floor Plan

A.2 Second Floor Plan



FIRST FLOOR PLAN

1879



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WINSTON-SALEM, NORTH CAROLINA

BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #: 0503

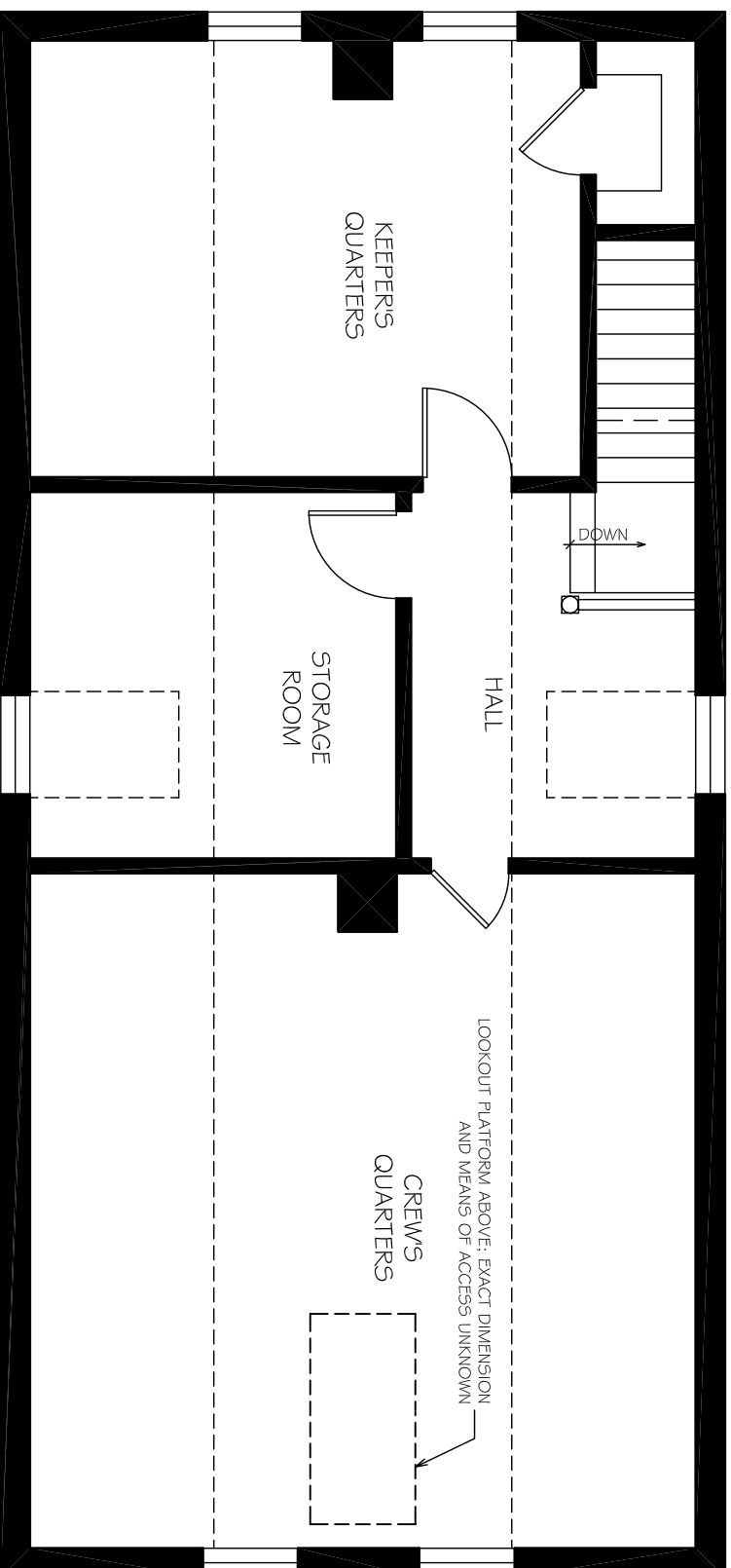
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REVISIONS:

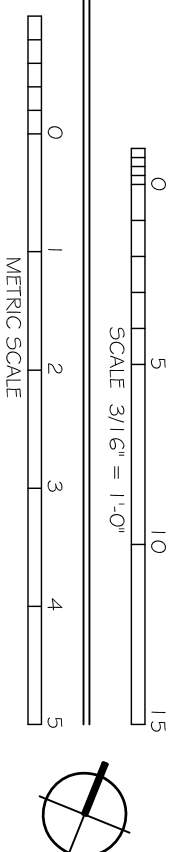
SHEET #:

A.1



SECOND FLOOR PLAN

1879



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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
DRAWN BY:	JLPW
REVISIONS:	
SHEET #:	

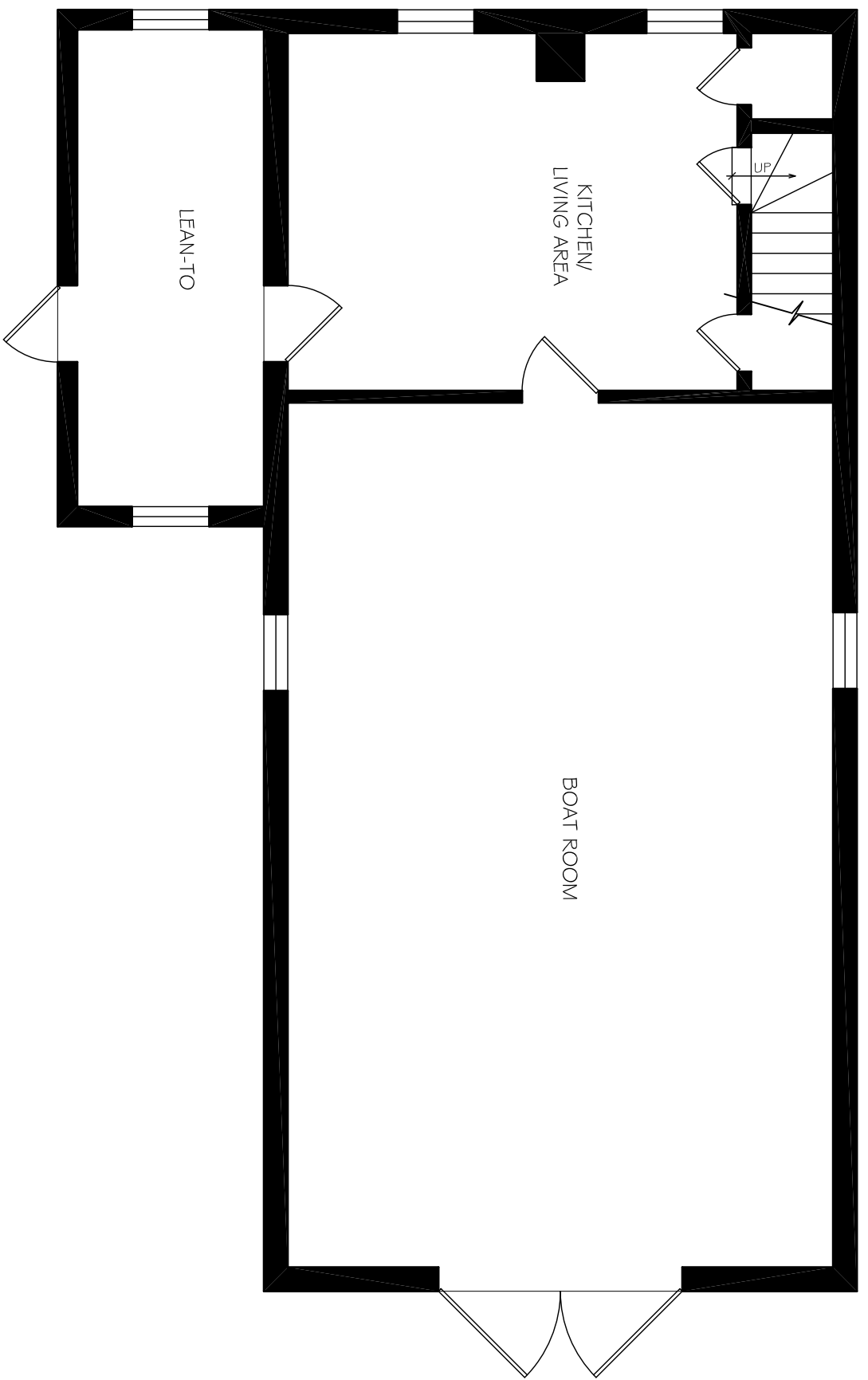
A.2

APPENDIX B

1900: Probable Station Floor Plans

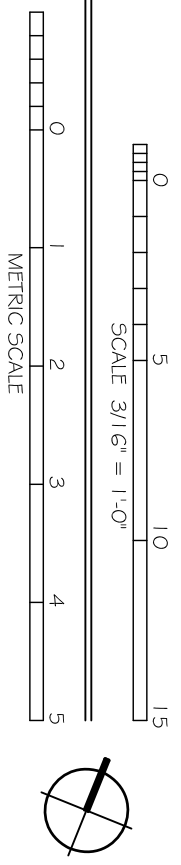
B.1 First Floor Plan

B.2 Second Floor Plan



FIRST FLOOR PLAN

1900

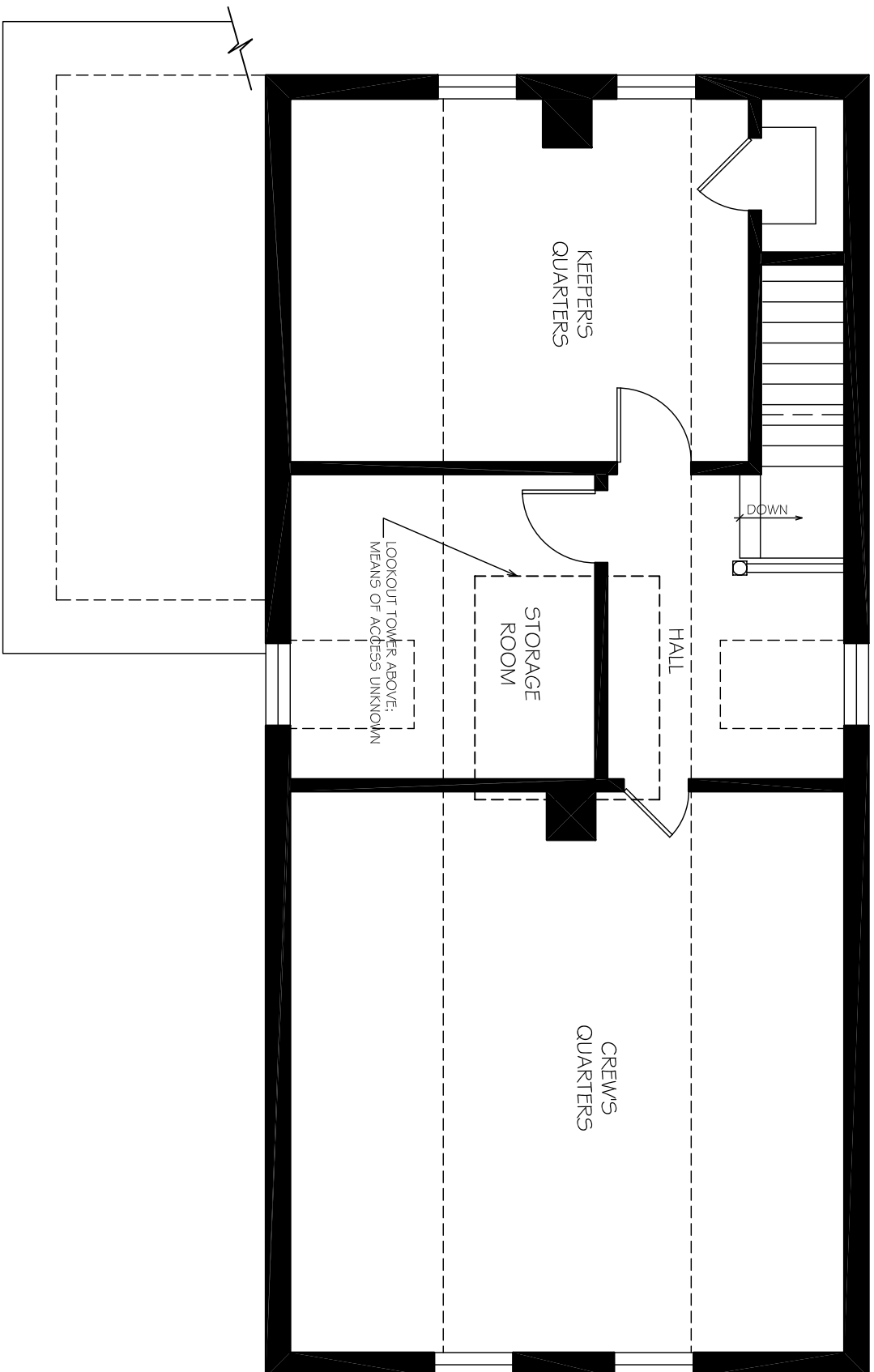


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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

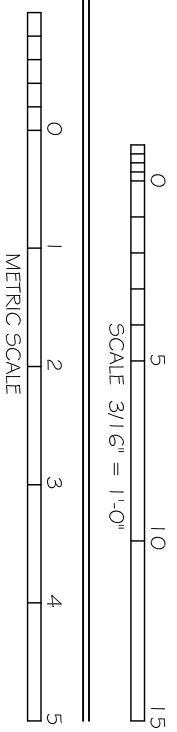
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DATE:	07-29-2005
DRAWN BY:	JLPW
REVISIONS:	
SHEET #:	

B.1



SECOND FLOOR PLAN

1900



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BODIE ISLAND
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JOB #: 0503

DATE: 07-29-2005

DRAWN BY: JLPW

REVISIONS:

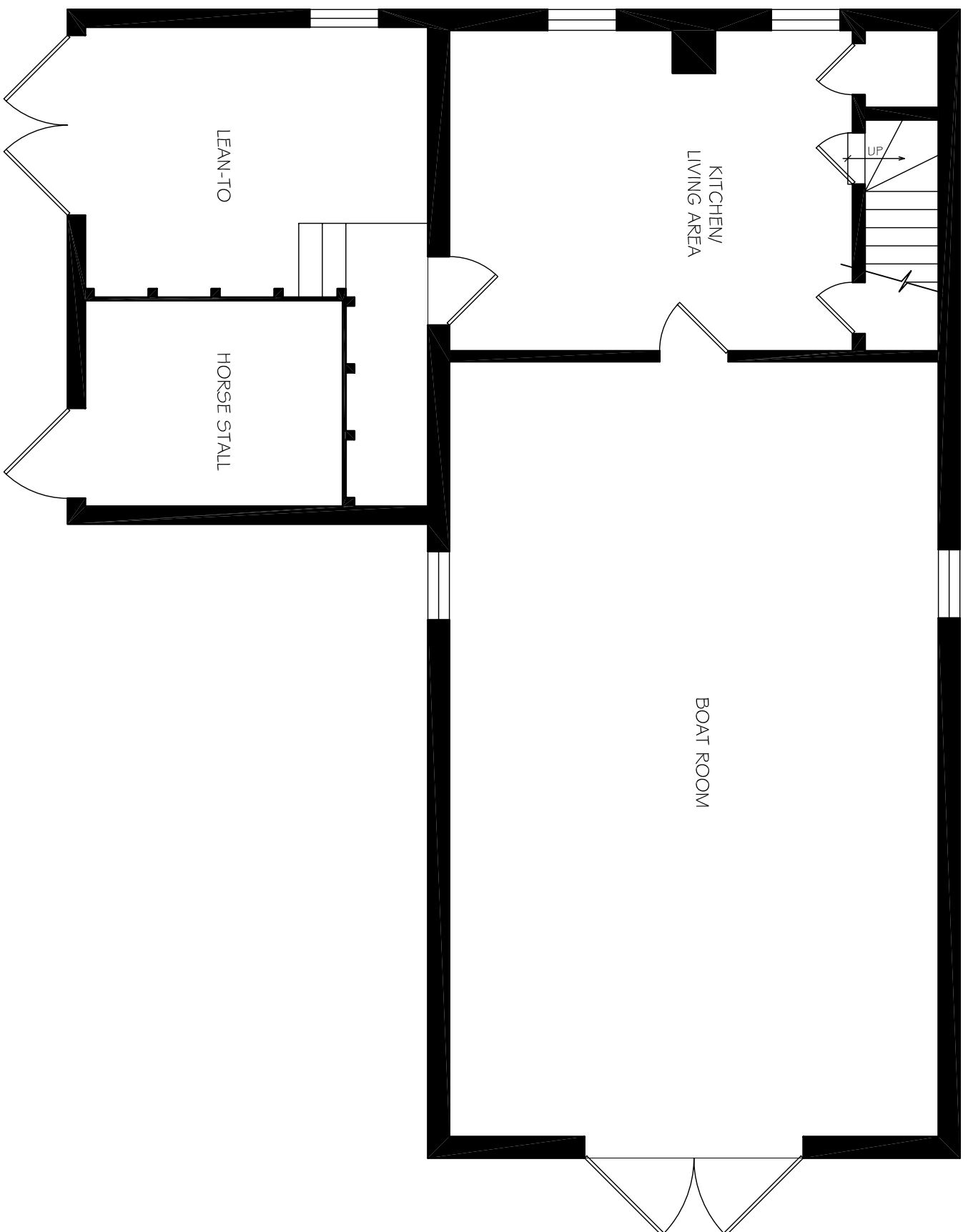
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B.2

APPENDIX C

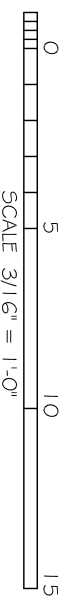
1925: Probable Station Floor Plans

C.1 First Floor Plan



FIRST FLOOR PLAN

1925



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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
DRAWN BY:	JLPW
REVISIONS:	
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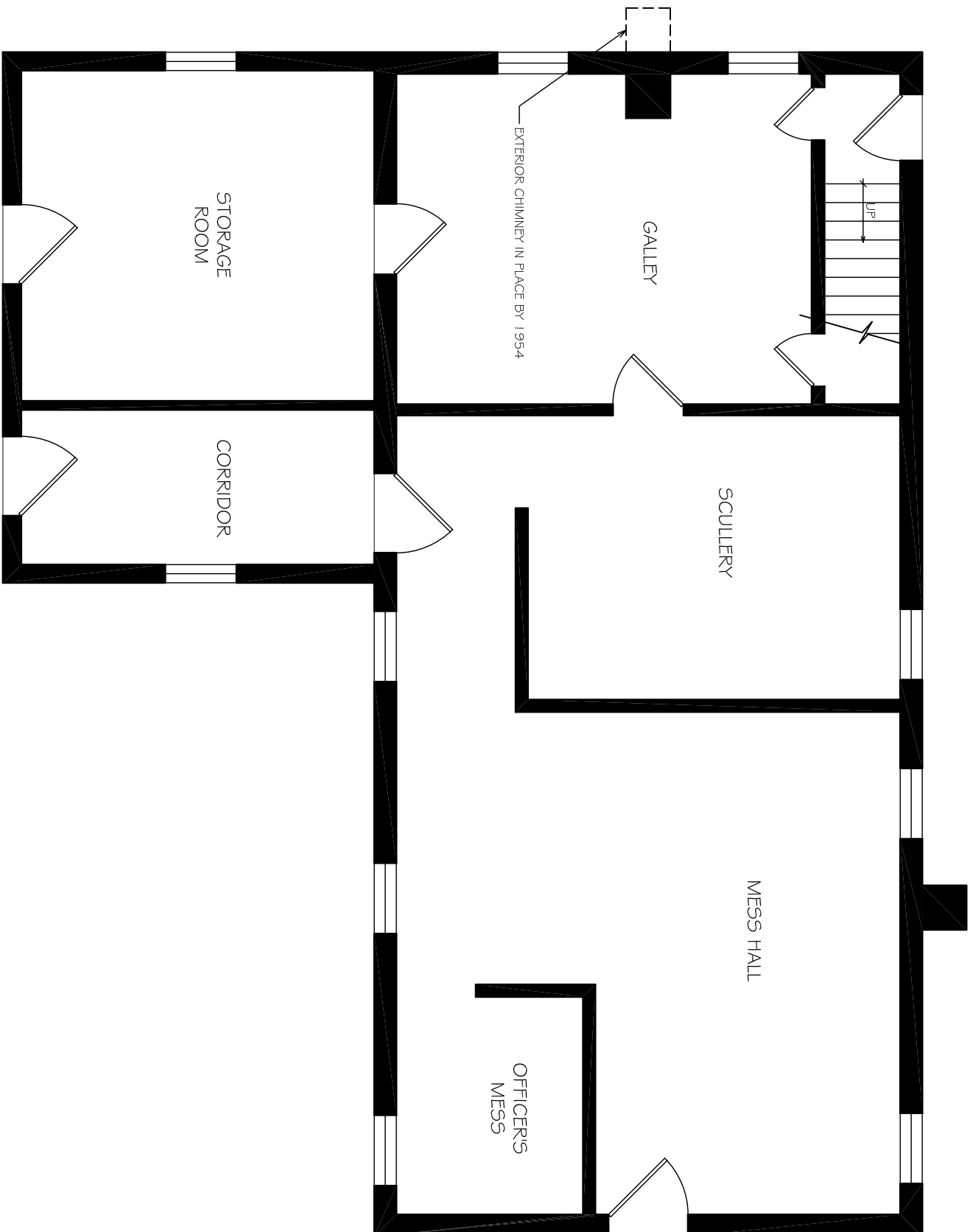
C.1

APPENDIX D

1945: Probable Station Floor Plans

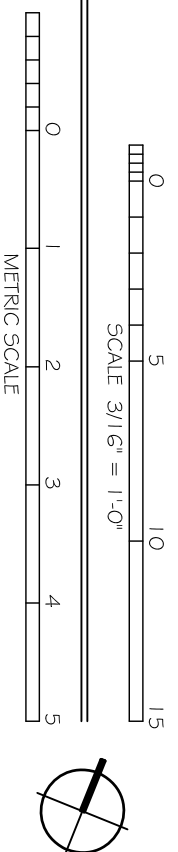
D.1 First Floor Plan

D.2 Second Floor Plan



FIRST FLOOR PLAN

1945



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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #: 0503

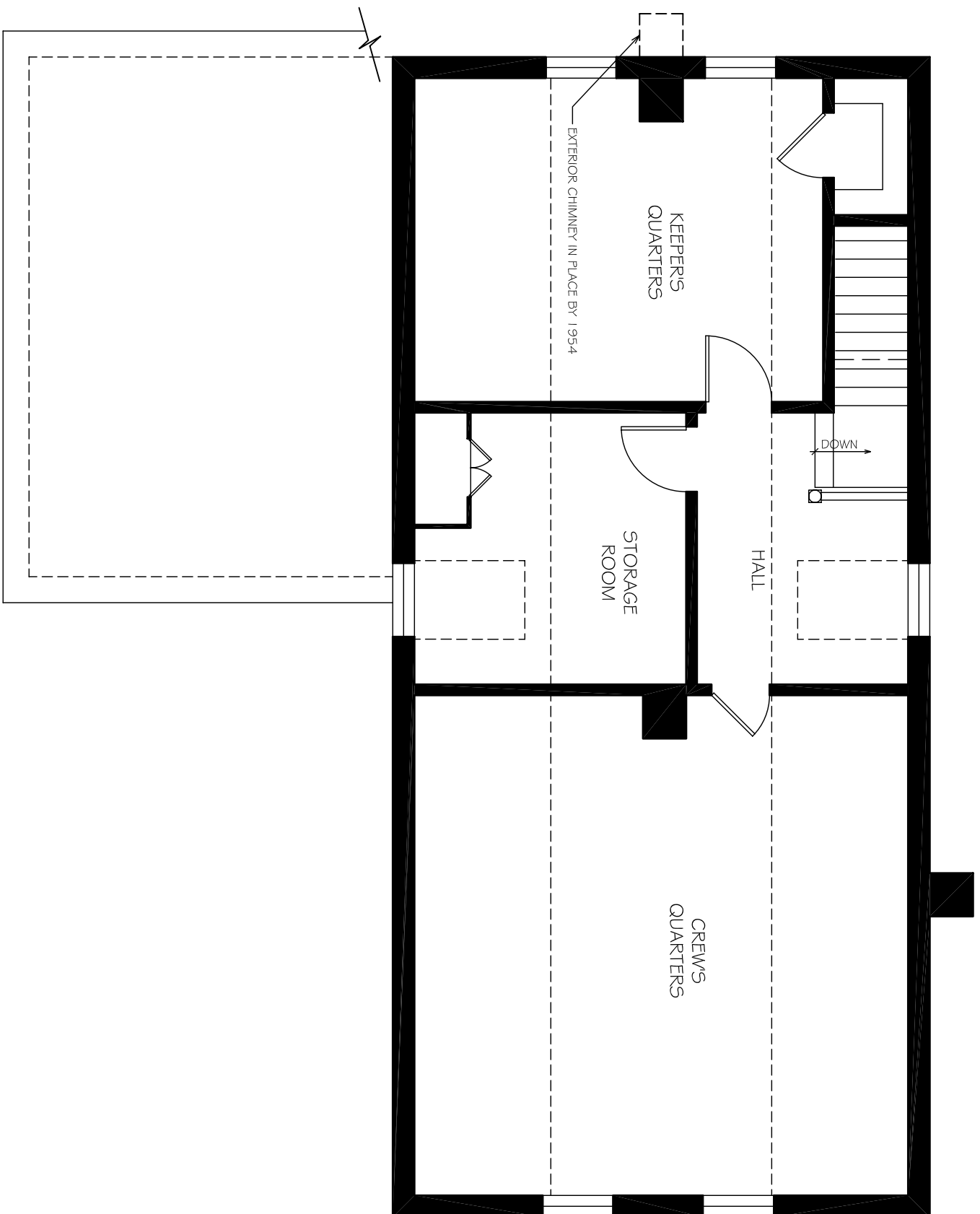
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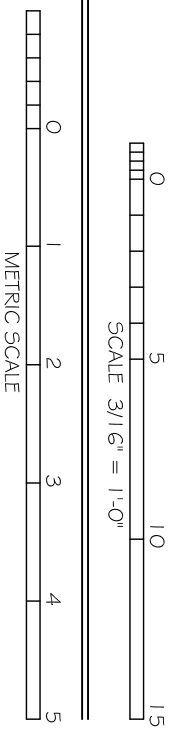
SHEET #:

D.1



SECOND FLOOR PLAN

1945



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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

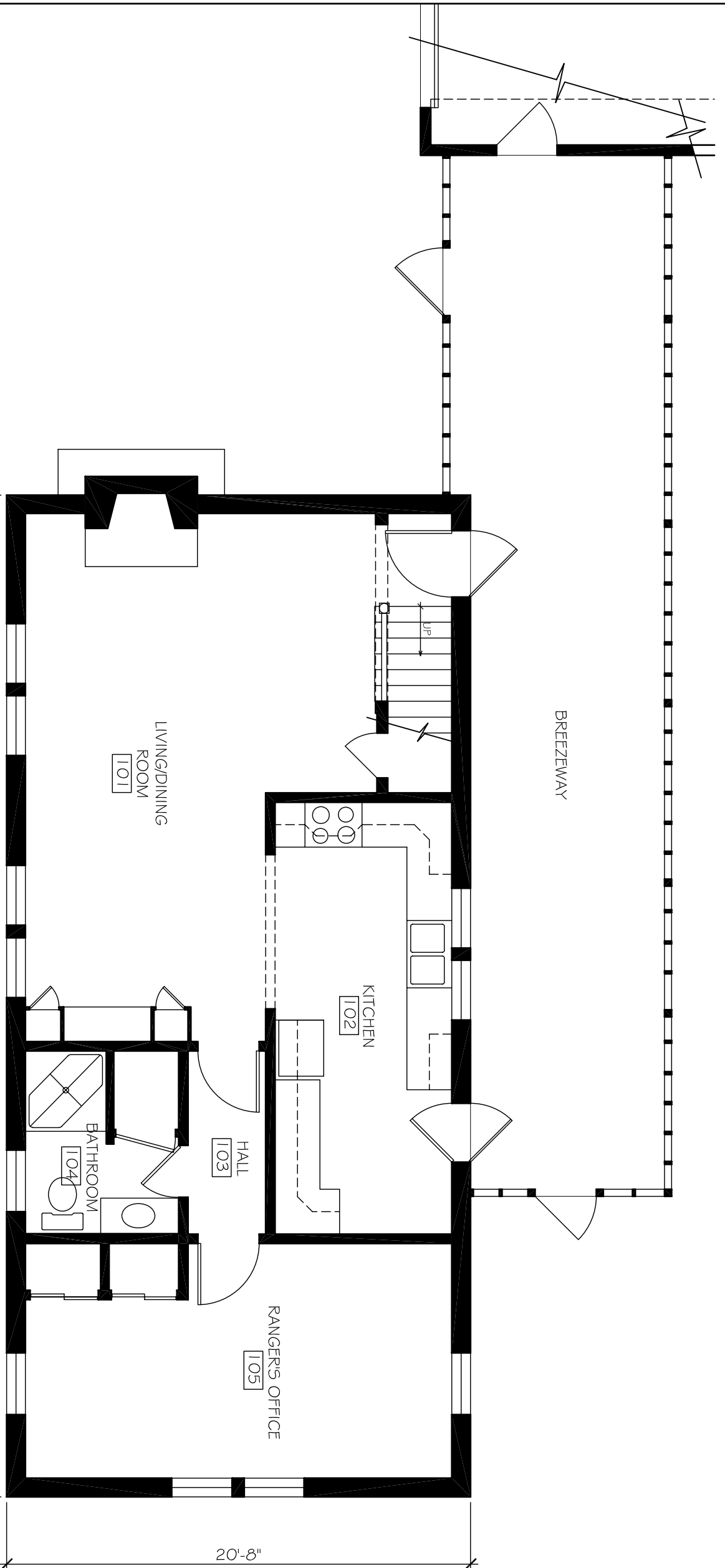
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REVISIONS:	
SHEET #:	

D.2

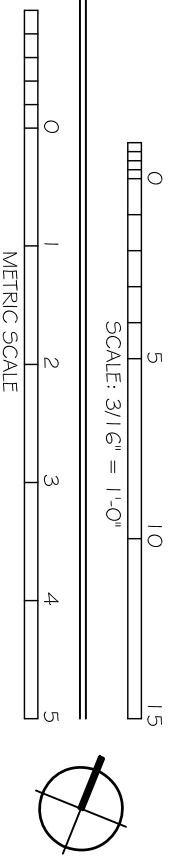
APPENDIX E

2005: As-found Measured Drawings of Station

- E.1 First Floor Plan
- E.2 Second Floor Plan
- E.3 Attic Floor Plan
- E.4 Baseboard Profiles
- E.5 Wall Paneling Profiles
- E.6 Muntin Profiles and Sash Types
- E.7 Exterior Details



FIRST FLOOR PLAN
2005

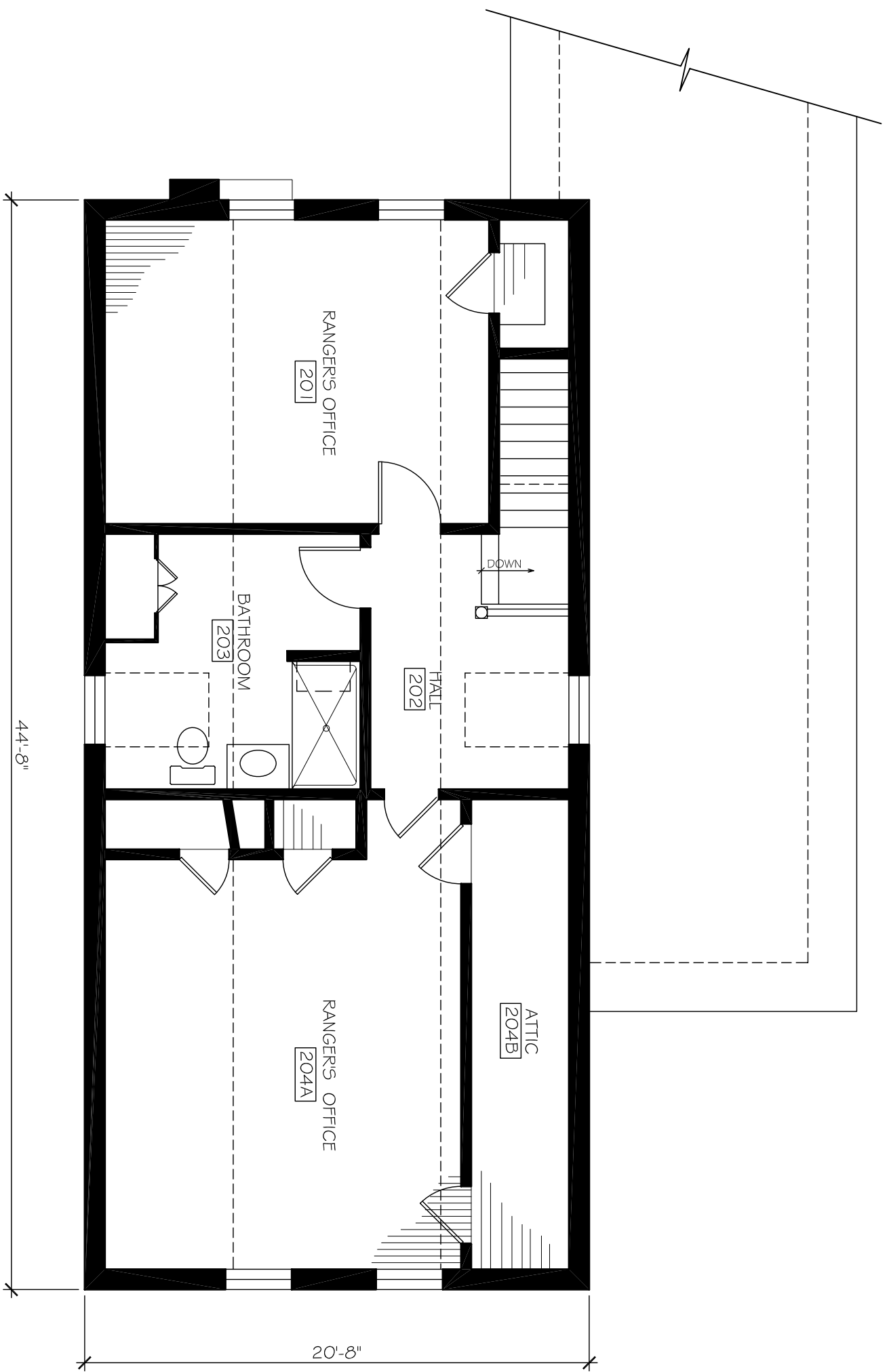


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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

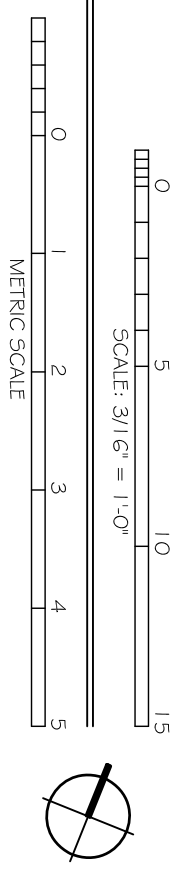
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E.1



SECOND FLOOR PLAN

2005

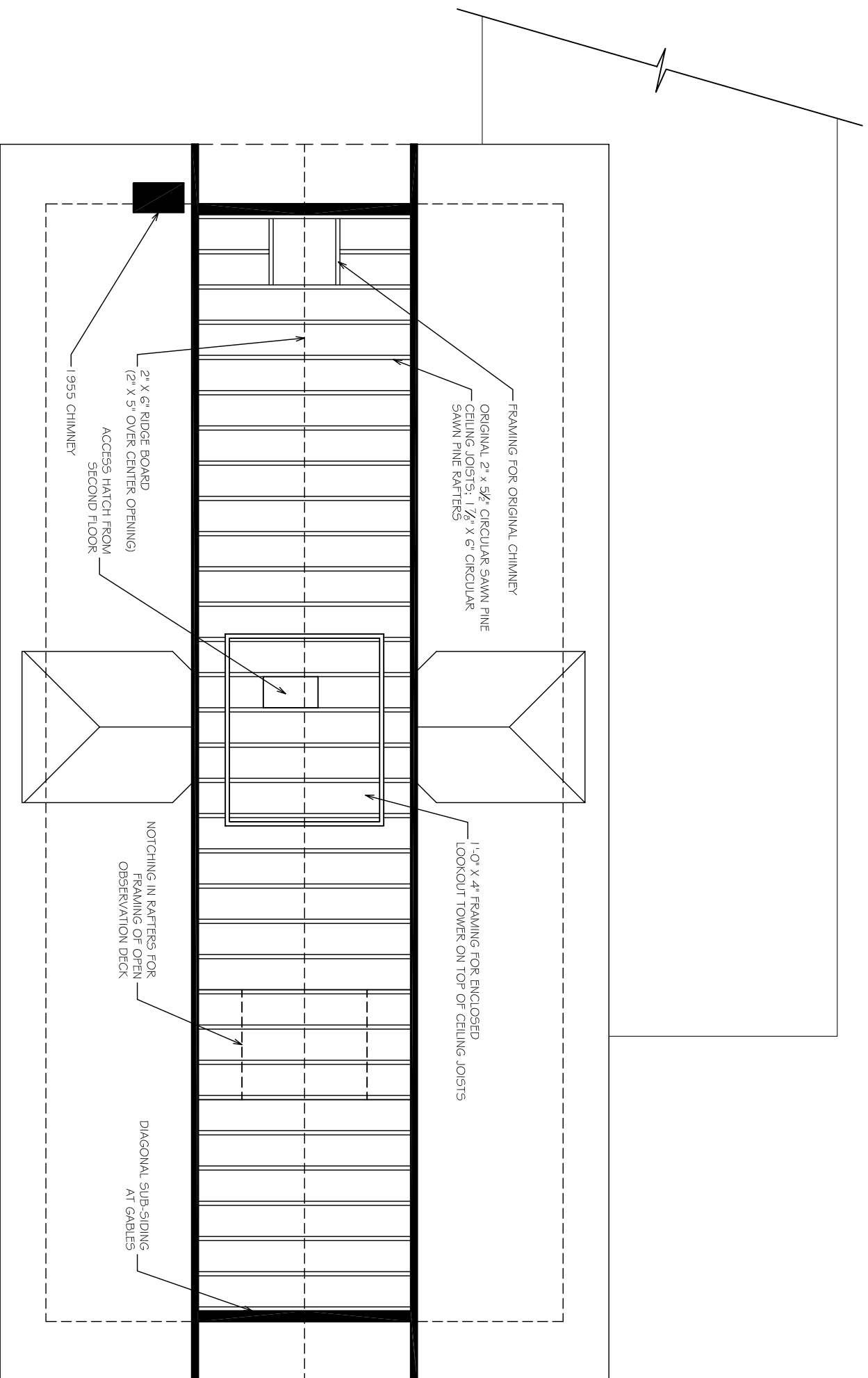


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LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

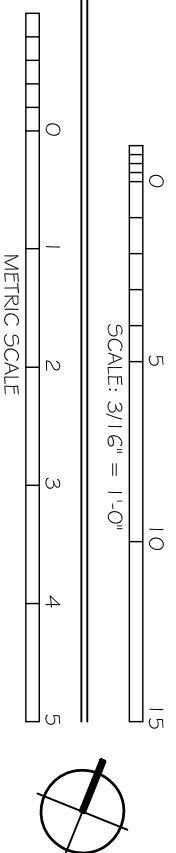
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E.2



ATTIC FLOOR PLAN

2005

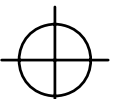
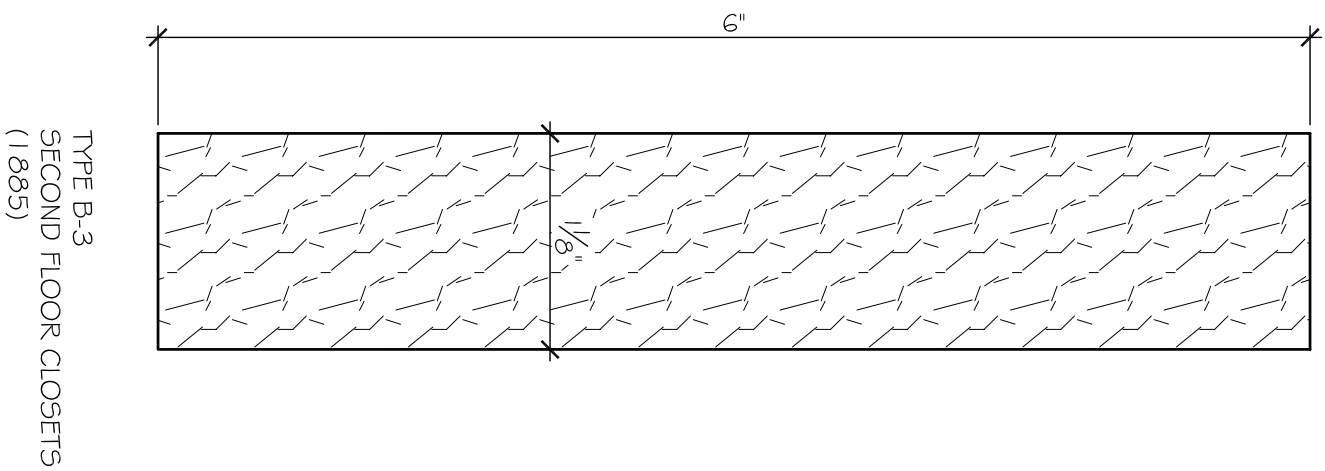
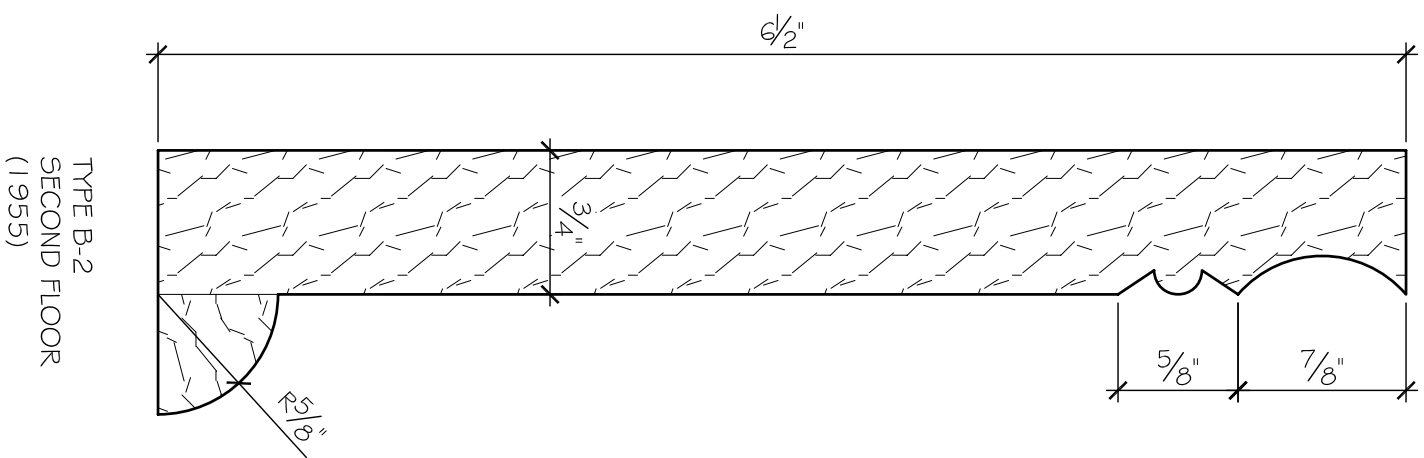
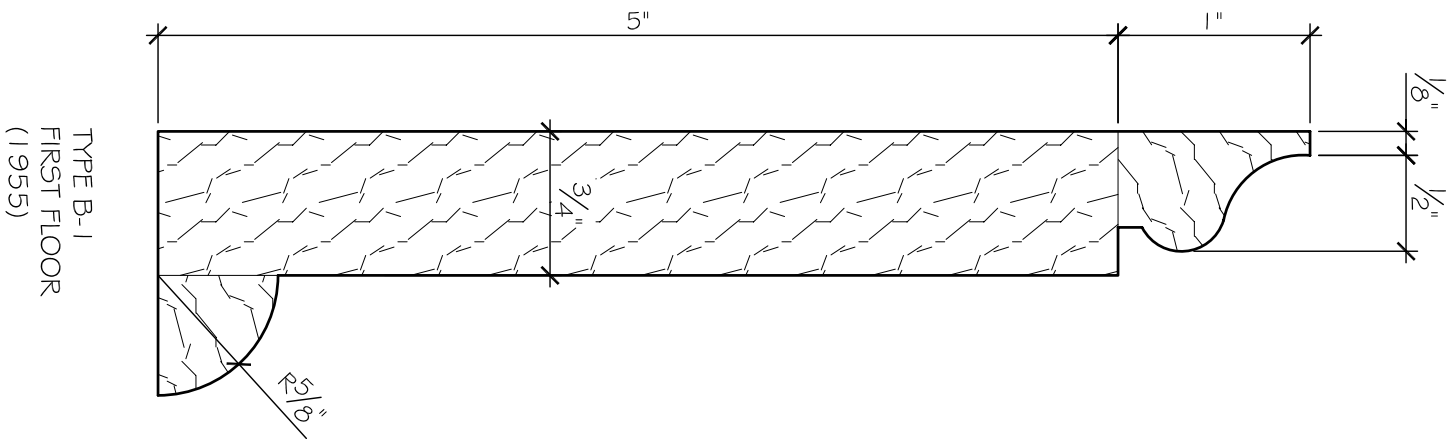


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LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

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E.3



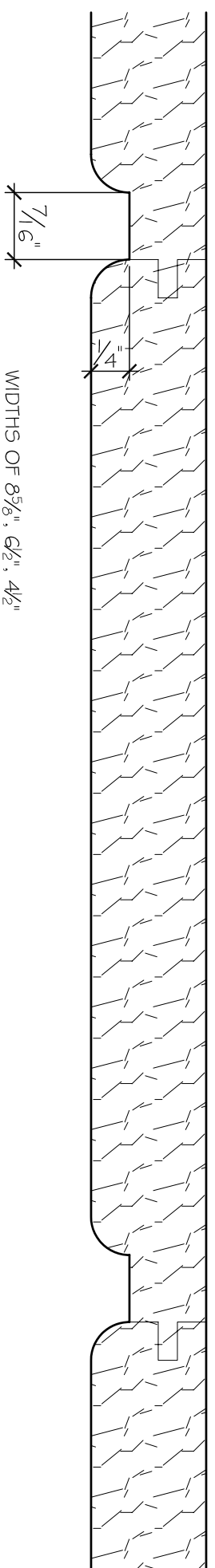
BASEBOARD PROFILES
SCALE: FULL SCALE

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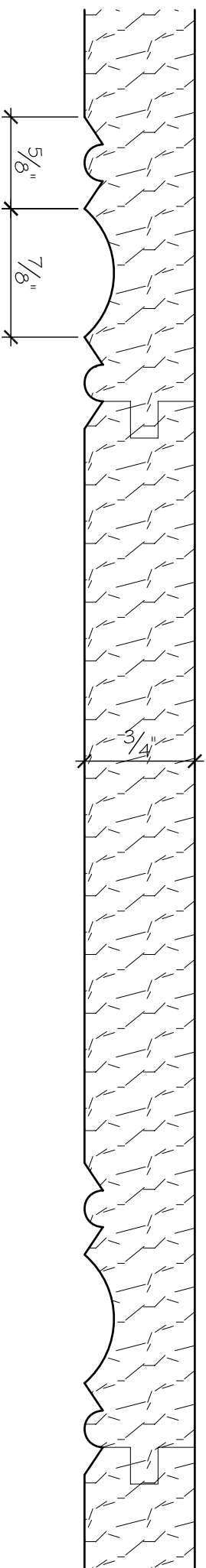
BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
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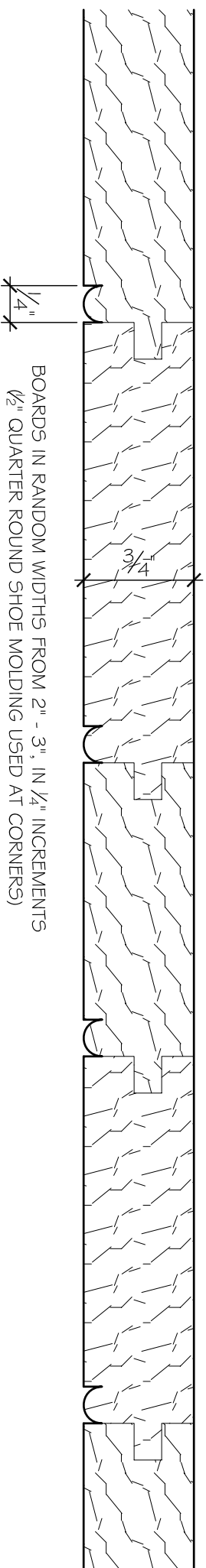
E.4



⊕ FIRST FLOOR PANELING DETAIL, C. 1955
SCALE: FULL SCALE



⊕ SECOND FLOOR PANELING DETAIL, C. 1955
SCALE: FULL SCALE



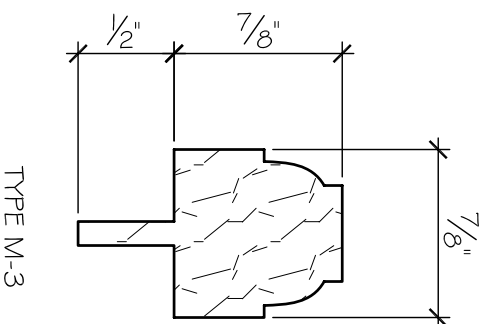
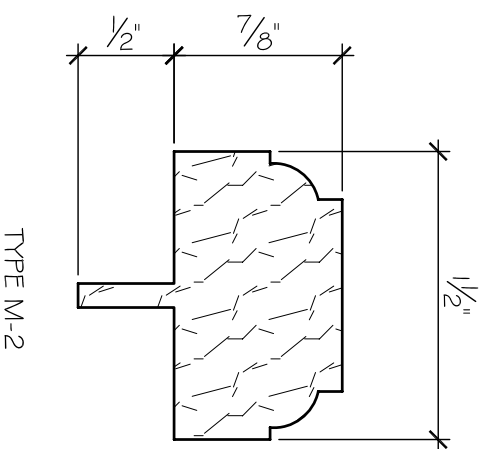
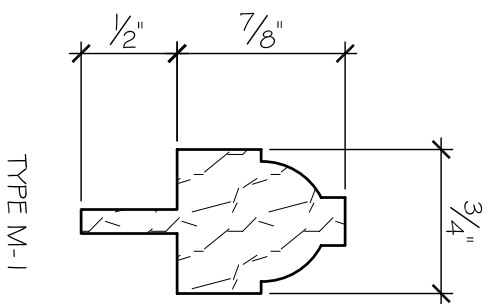
⊕ SECOND FLOOR WALL AND CEILING BOARD DETAIL, 1885
SCALE: FULL SCALE

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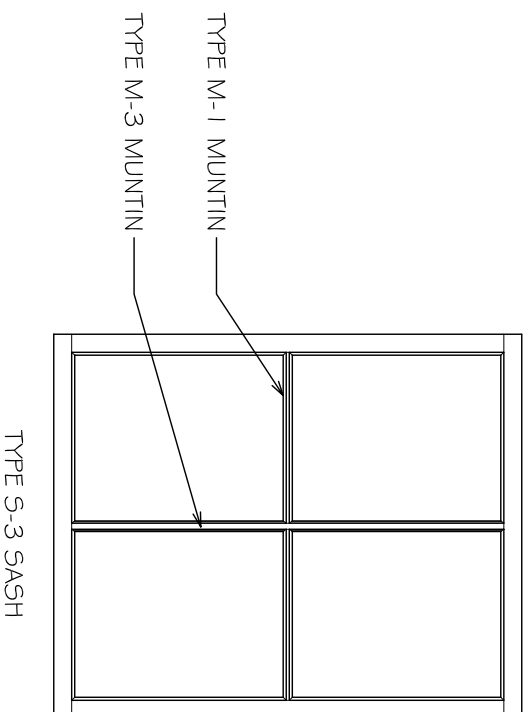
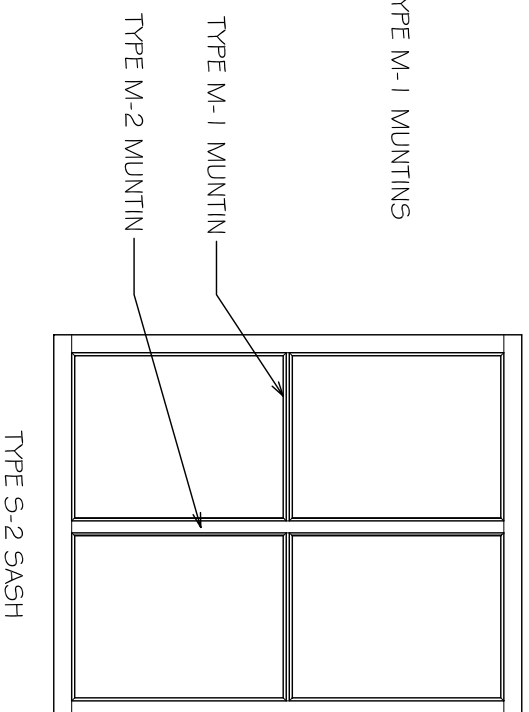
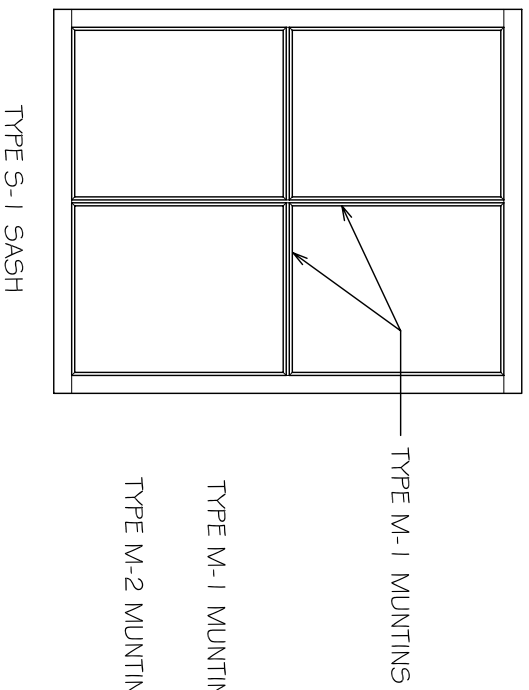
BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
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REVISIONS:	
SHEET #:	

E.5



MUNTIN PROFILES
SCALE: FULL SCALE



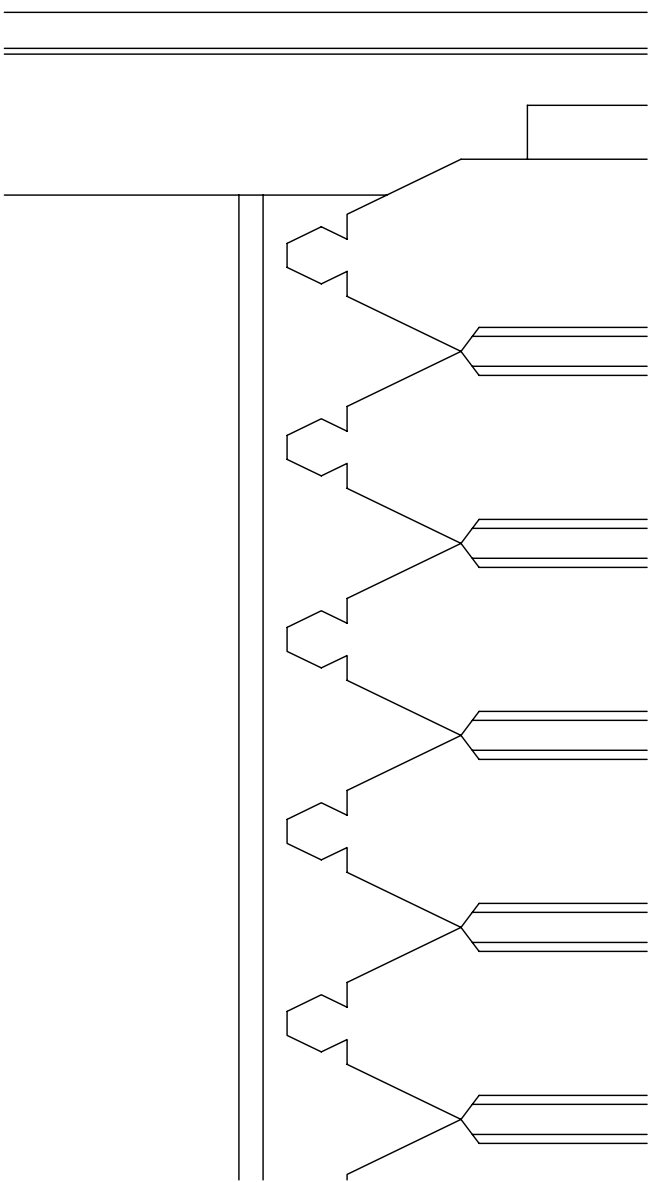
SASH TYPES
SCALE: 3/4" = 1'-0"

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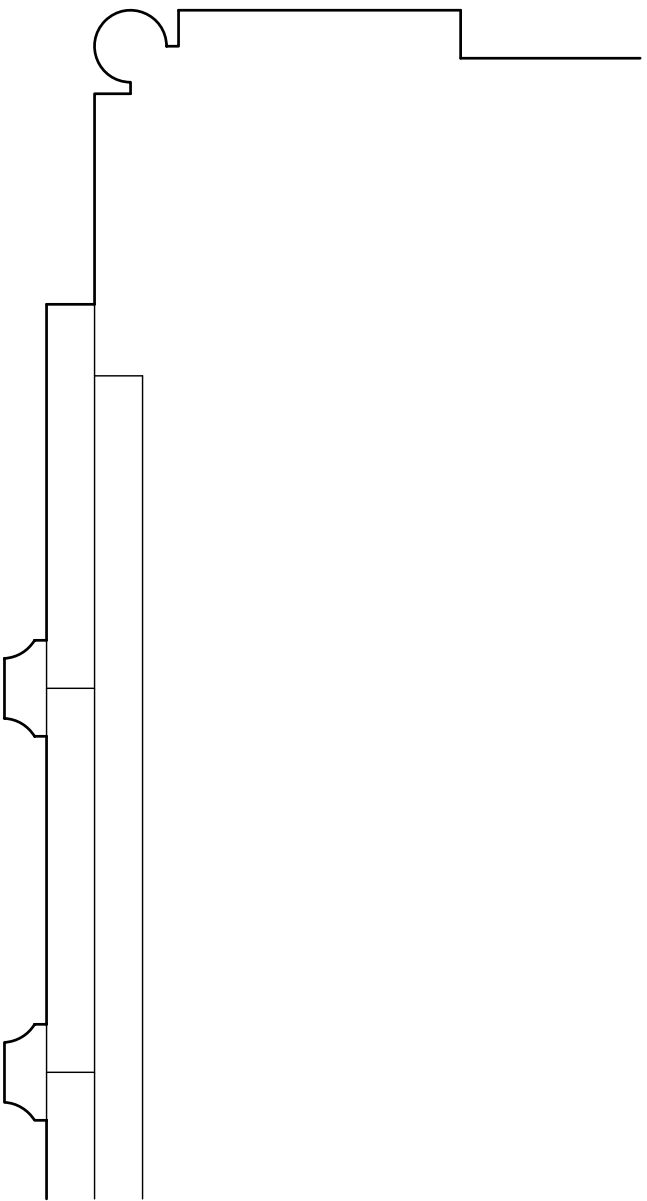
BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
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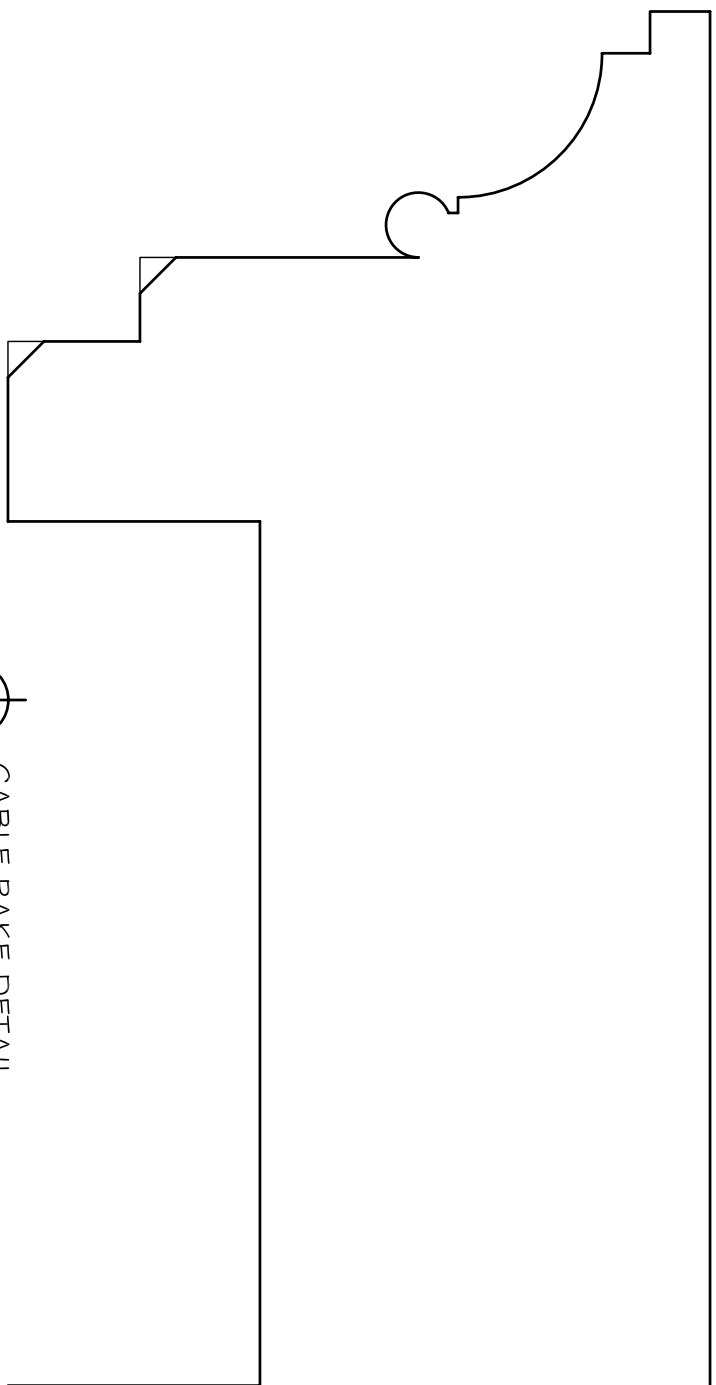
E.6



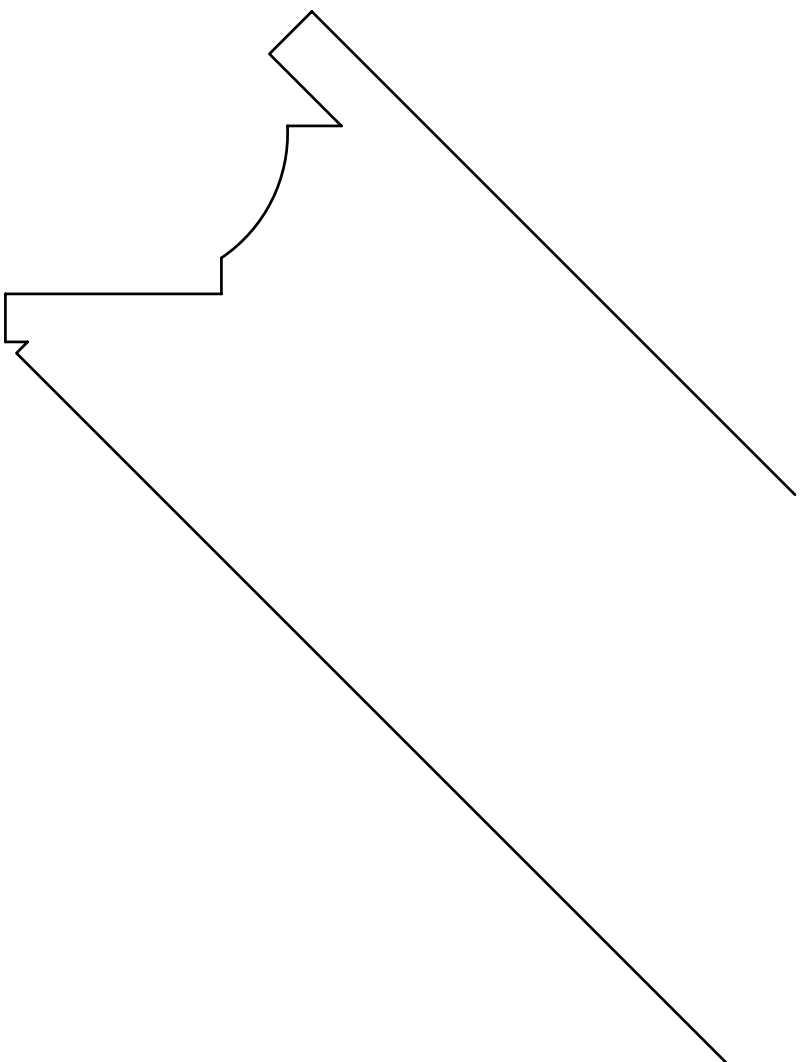
BOARD AND BATTEN/
CORNER BOARD ELEVATION
SCALE: 1/2" = 1'-0"



BOARD AND BATTEN/
CORNER BOARD DETAIL
SCALE: 3" = 1'-0"



GABLE RAKE DETAIL
SCALE: 3" = 1'-0"



EAVE FASCIA DETAIL
SCALE: 3" = 1'-0"

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BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
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REVISIONS:	
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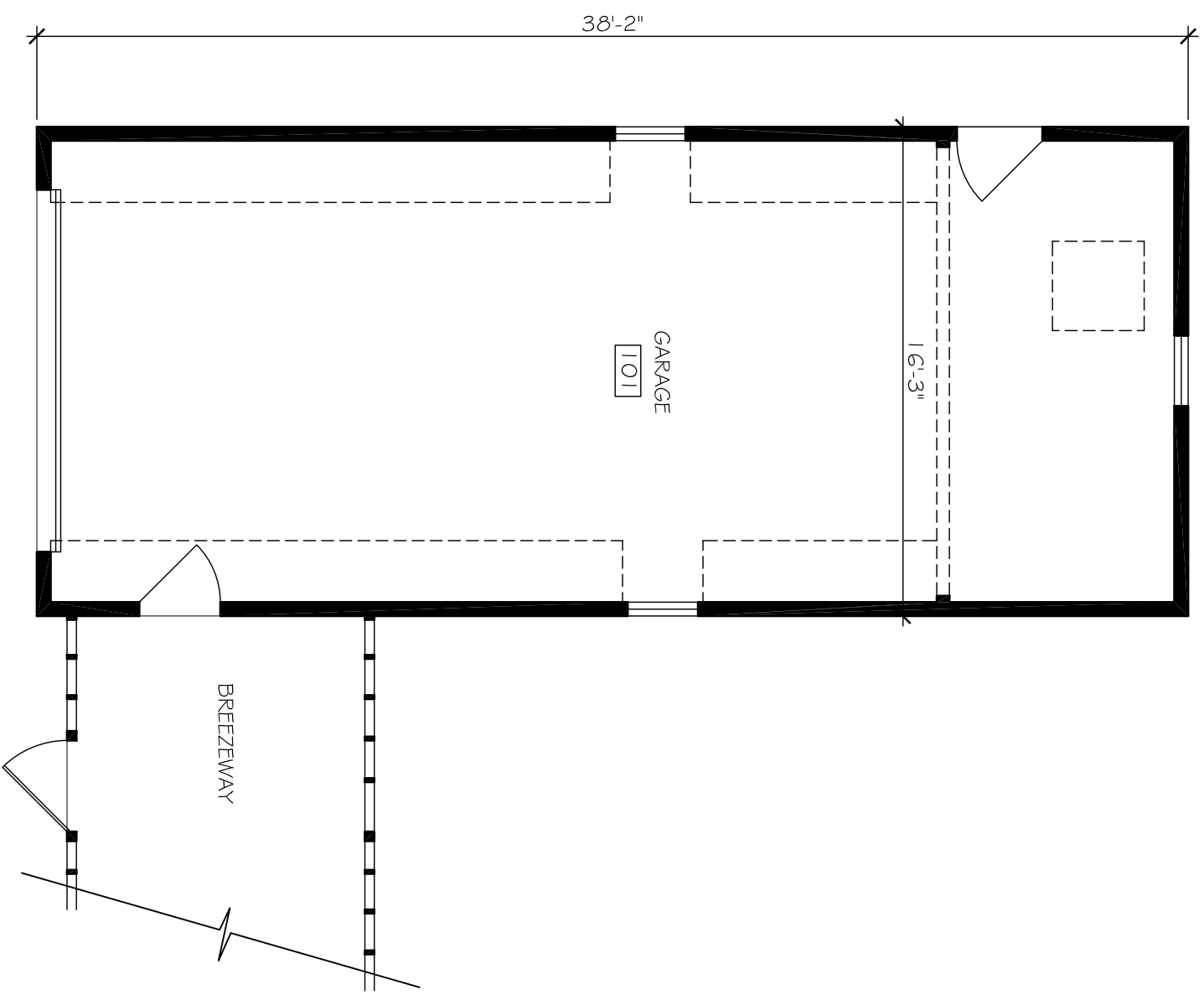
E. 7

APPENDIX F

2005: As-found Measured Drawings of the Boat House

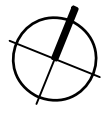
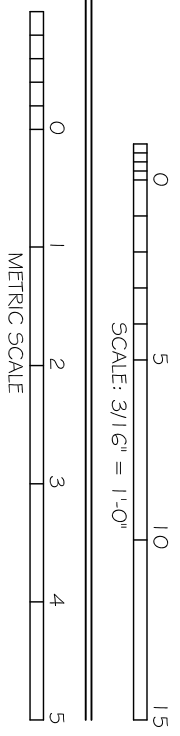
F.1 Floor Plan

F.2 Details



BOATHOUSE PLAN

2005

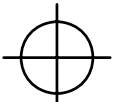
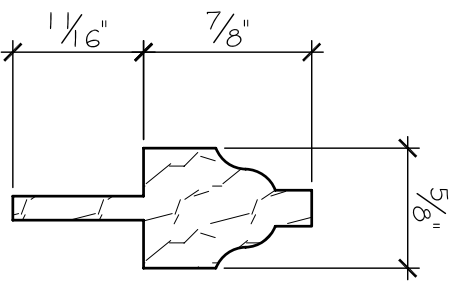


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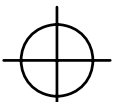
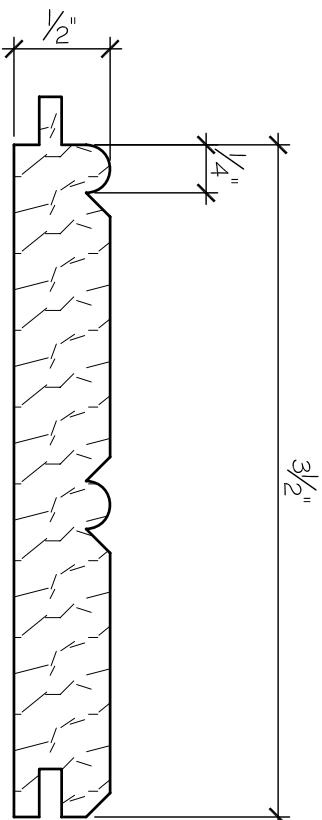
BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
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REVISIONS:	
SHEET #:	

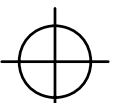
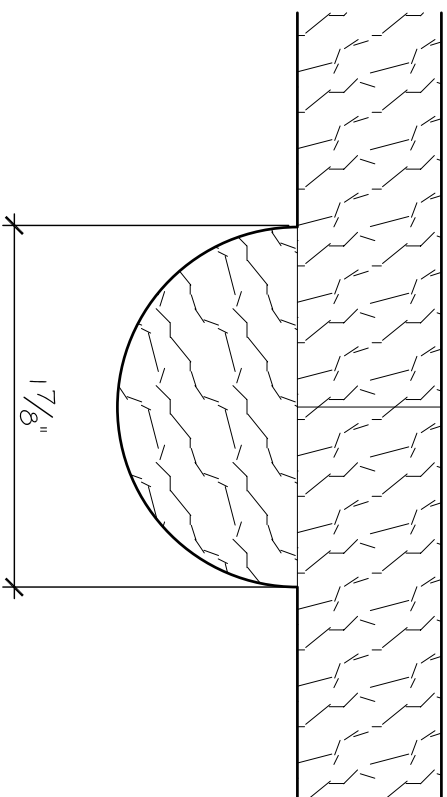
F.1



BOATHOUSE MUNTIN PROFILE
SCALE: FULL SCALE



BOATHOUSE WALL AND CEILING BOARD DETAIL
SCALE: FULL SCALE



BOATHOUSE BATTEN PROFILE
SCALE: FULL SCALE

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WINSTON-SALEM, NORTH CAROLINA

BODIE ISLAND
LIFE SAVING STATION
NAGS HEAD, NORTH CAROLINA

JOB #:	0503
DATE:	07-29-2005
DRAWN BY:	JLPW
REVISIONS:	
SHEET #:	

F.2

APPENDIX G

Historic Construction Documents

1. 1923: Alterations to Station concurrent with construction of new Station building

G1.1 Floor Plan

2. 1945: Alterations to Mess Hall & Galley

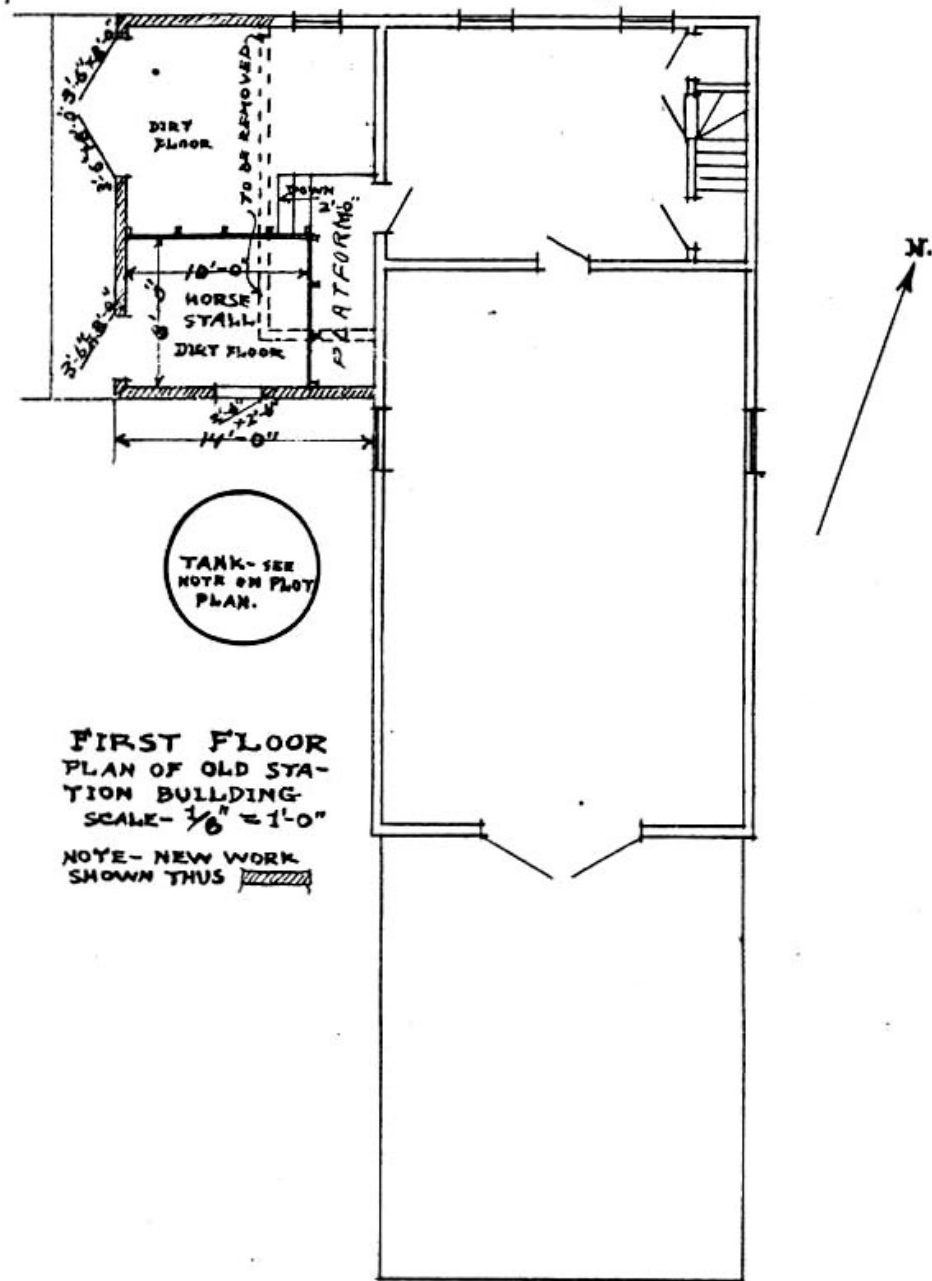
G2.1 Layout of Existing Floor Plan

G2.2 Alterations to Mess Hall & Galley

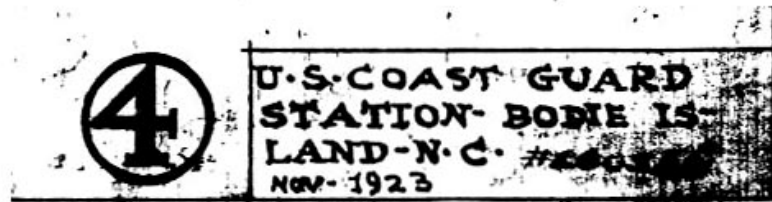
3. 1955: Relocation and Rehabilitation of the Station

G3.1 As-built Floor Plans

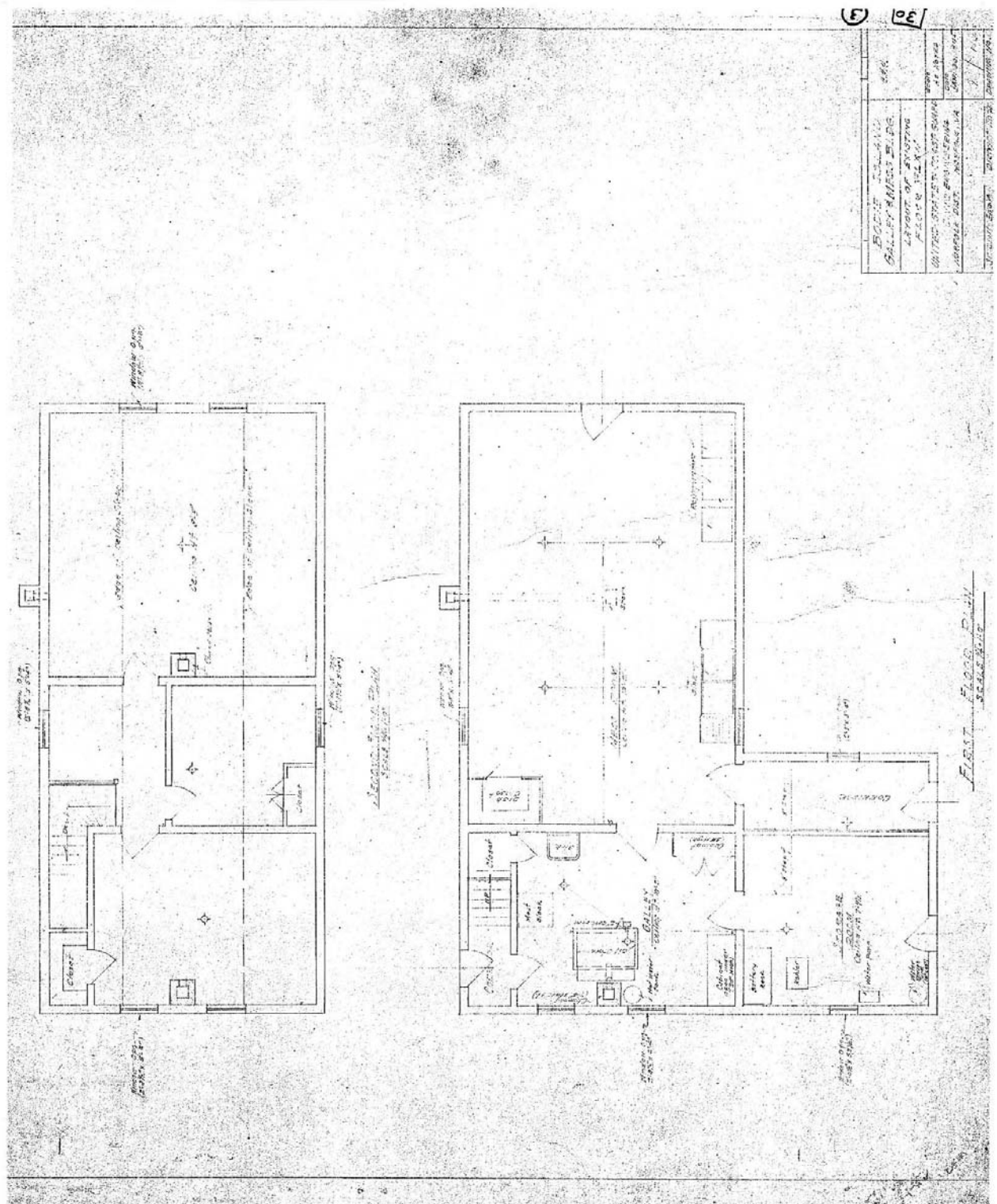
G3.2 Elevation



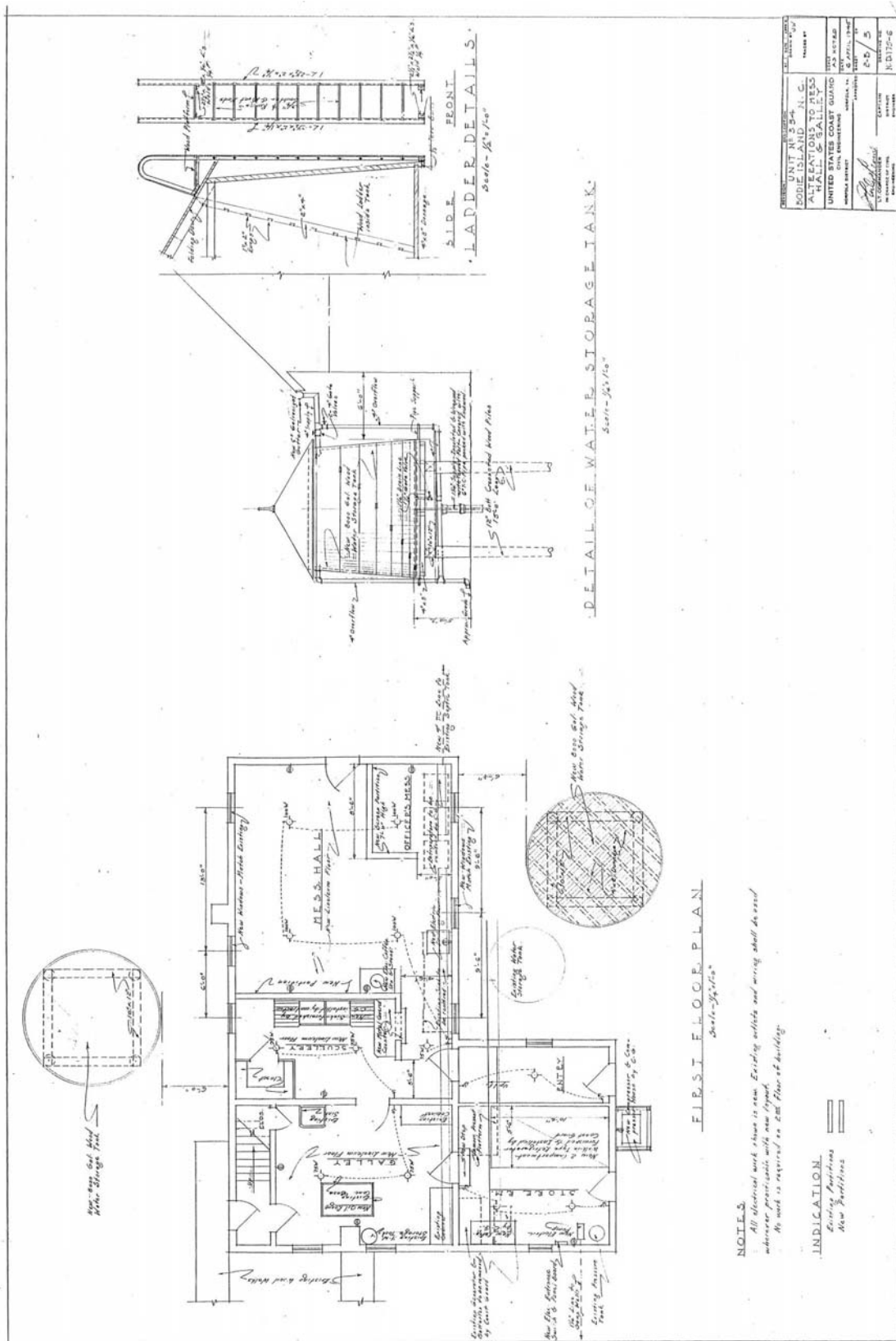
FIRST FLOOR
PLAN OF OLD STA-
TION BUILDING
SCALE - $\frac{1}{8}'' = 1'-0''$
NOTE - NEW WORK
SHOWN THUS 



G1.1 1923 Floor Plan; detail from construction documents for new station
Source: CAHA, HICATS #4GRF-44-4



G2.1 1945 Layout of Existing Floor Plan
 Source: CAHA

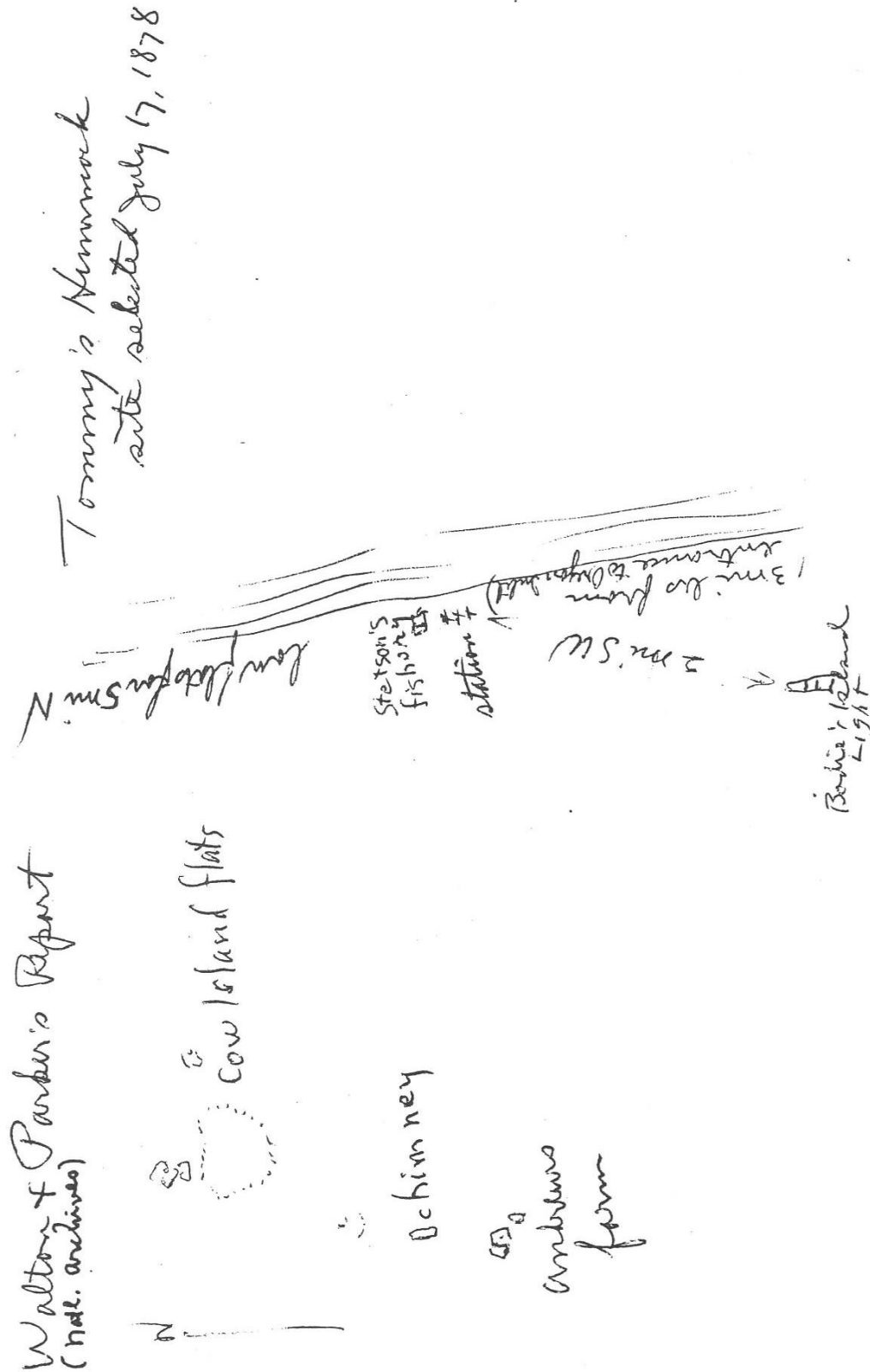


G2.2 1945 Alterations to Mess Hall & Galley
Source: CAHA, HICATS #4GRF-11-1

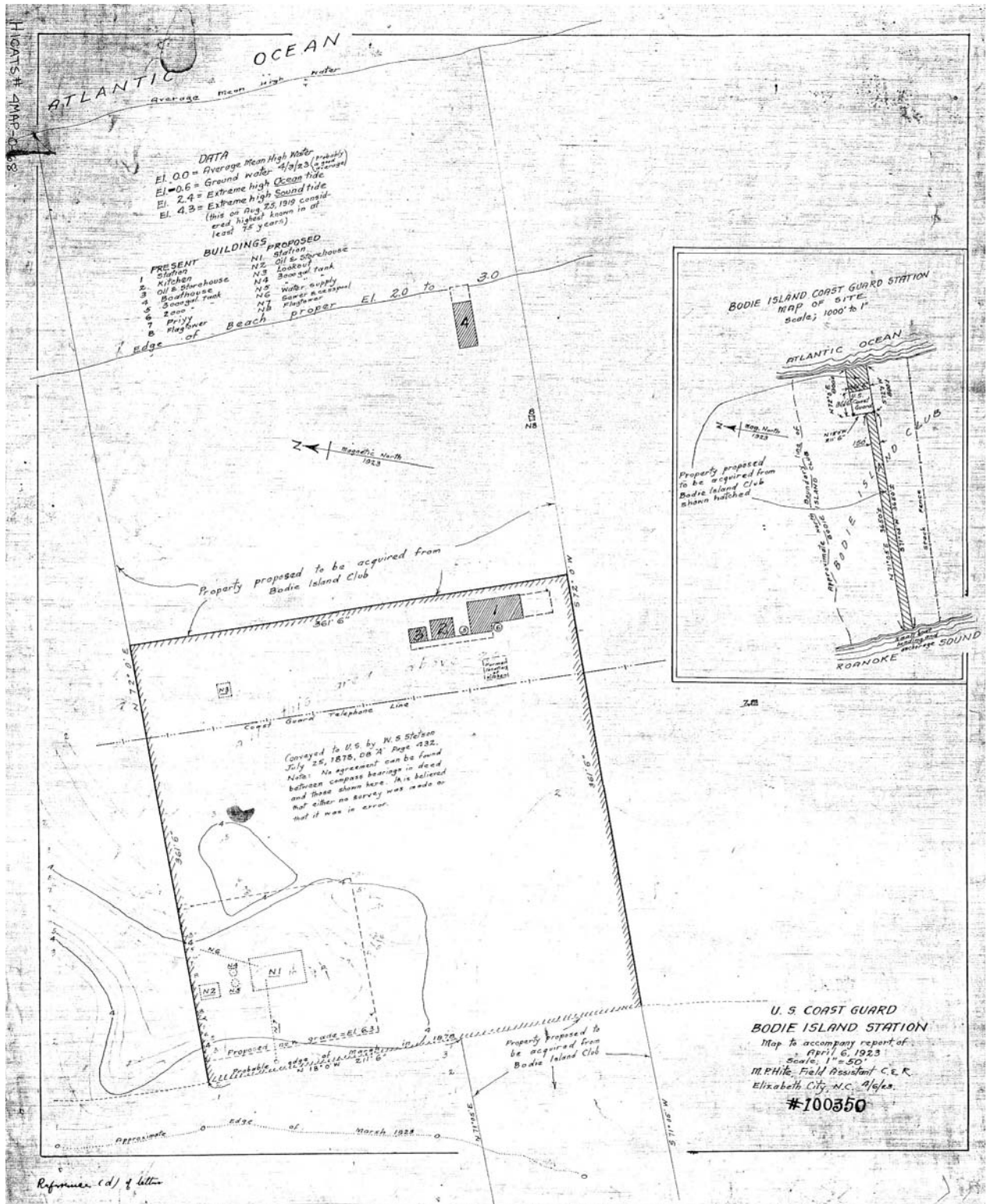
APPENDIX H

Historic Maps / Site Plans

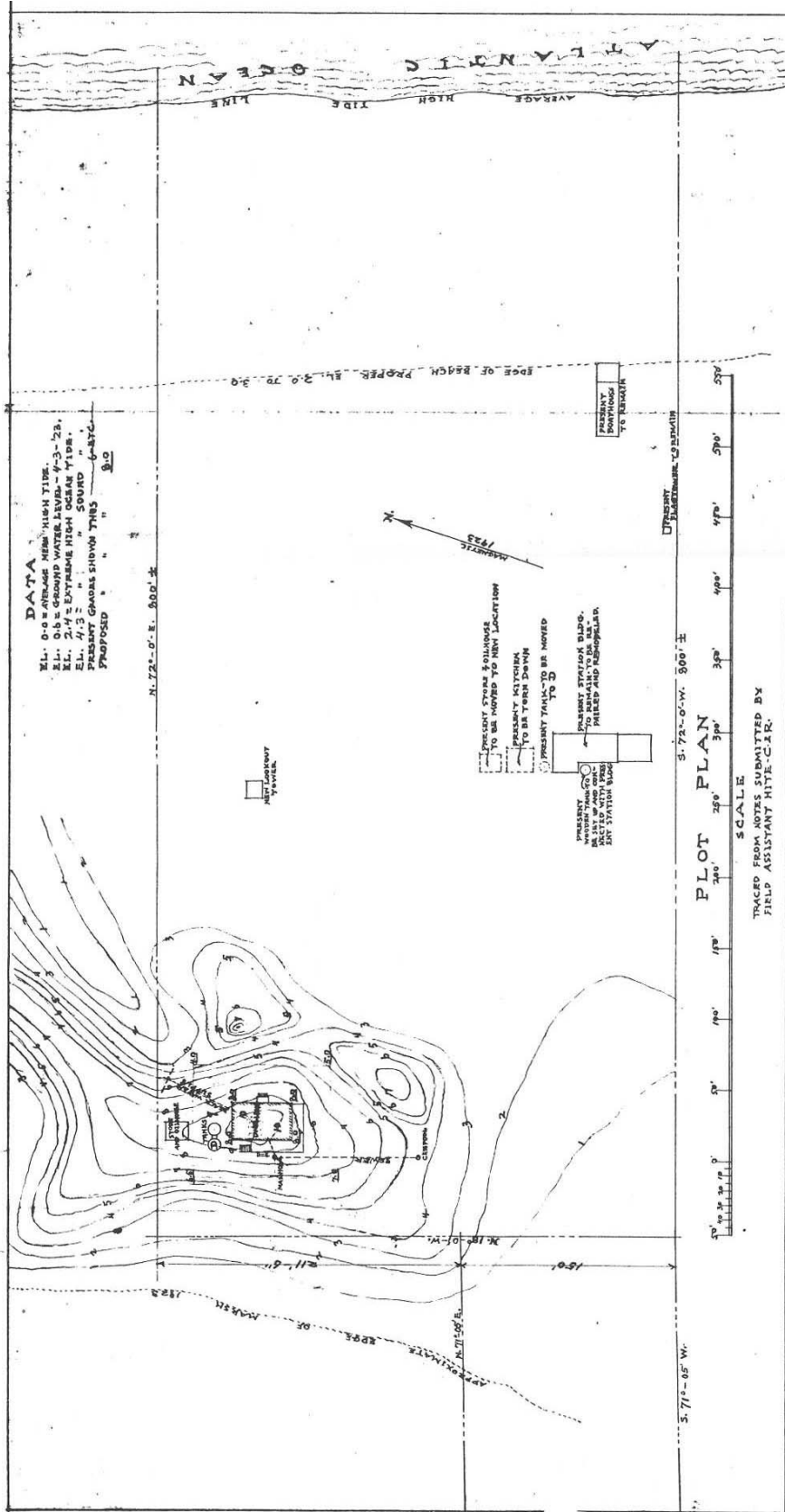
- H.1 Walton & Parker's Report, Tommy's Hummock site selected July 17, 1878
- H.2 Map of Bodie Island Station, April 6, 1923
- H.3 Plot Plan from drawings for new Coast Guard Station, November 1923
- H.4 Site Plan of Bodie Island Station, April 16, 1935
- H.5 Bodie Island Lifeboat Station Plot Plan, June 11, 1943
- H.6 Topographic Survey of Lifeboat Station, August 26, 1944
- H.7 Bodie Island Lifeboat Station Map of Proposed Area to be Acquired, September 9, 1944
- H.8 Bodie Island Plot Plan, February 3, 1945
- H.9 Whalebone Junction Master Plan (Proposed), August 1987



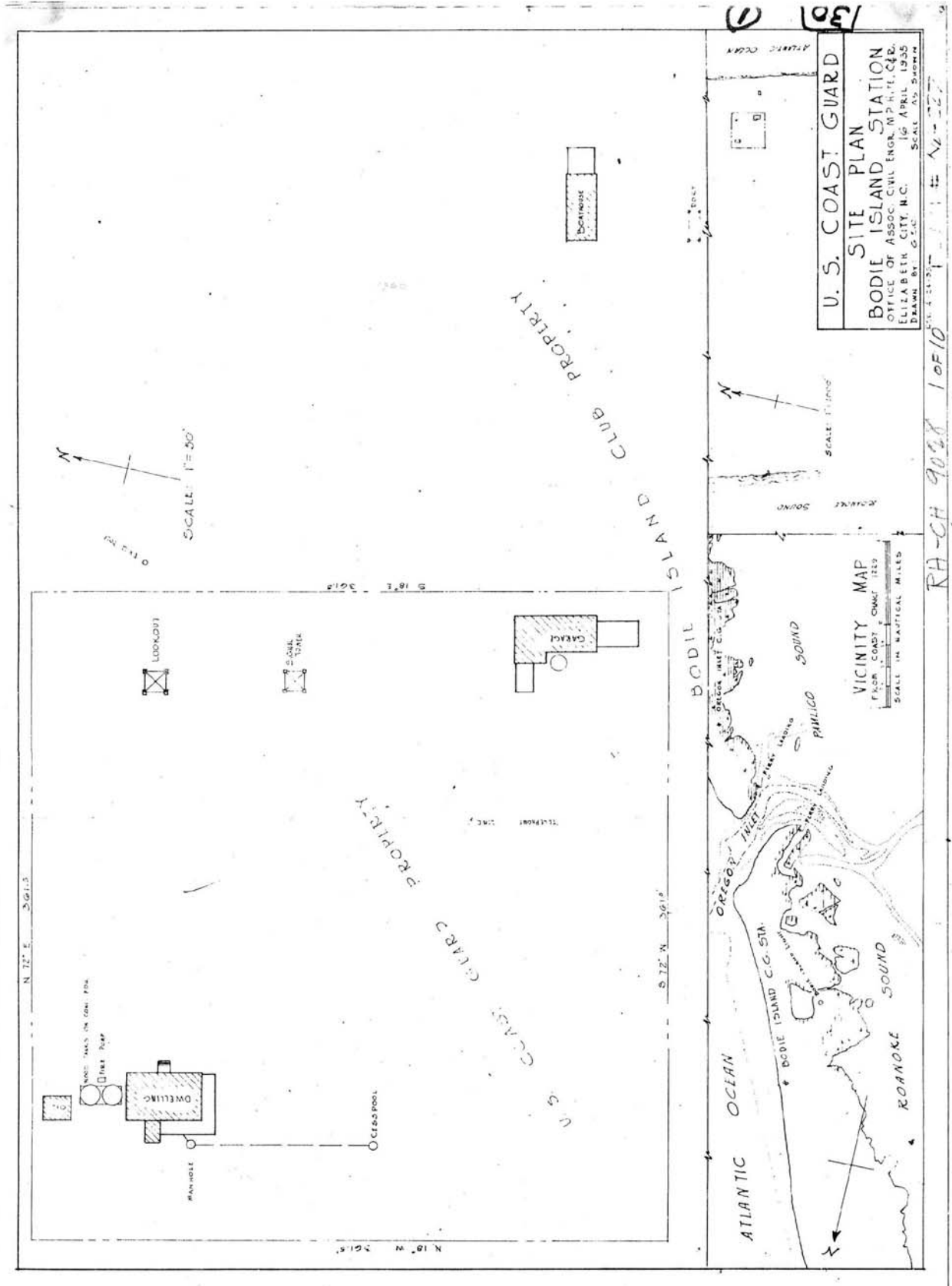
H.1 Walton & Parker's Report, Tommy's Hummock site selected July 17, 1878
Source: Cape Hatteras NS Archives (CAHA)



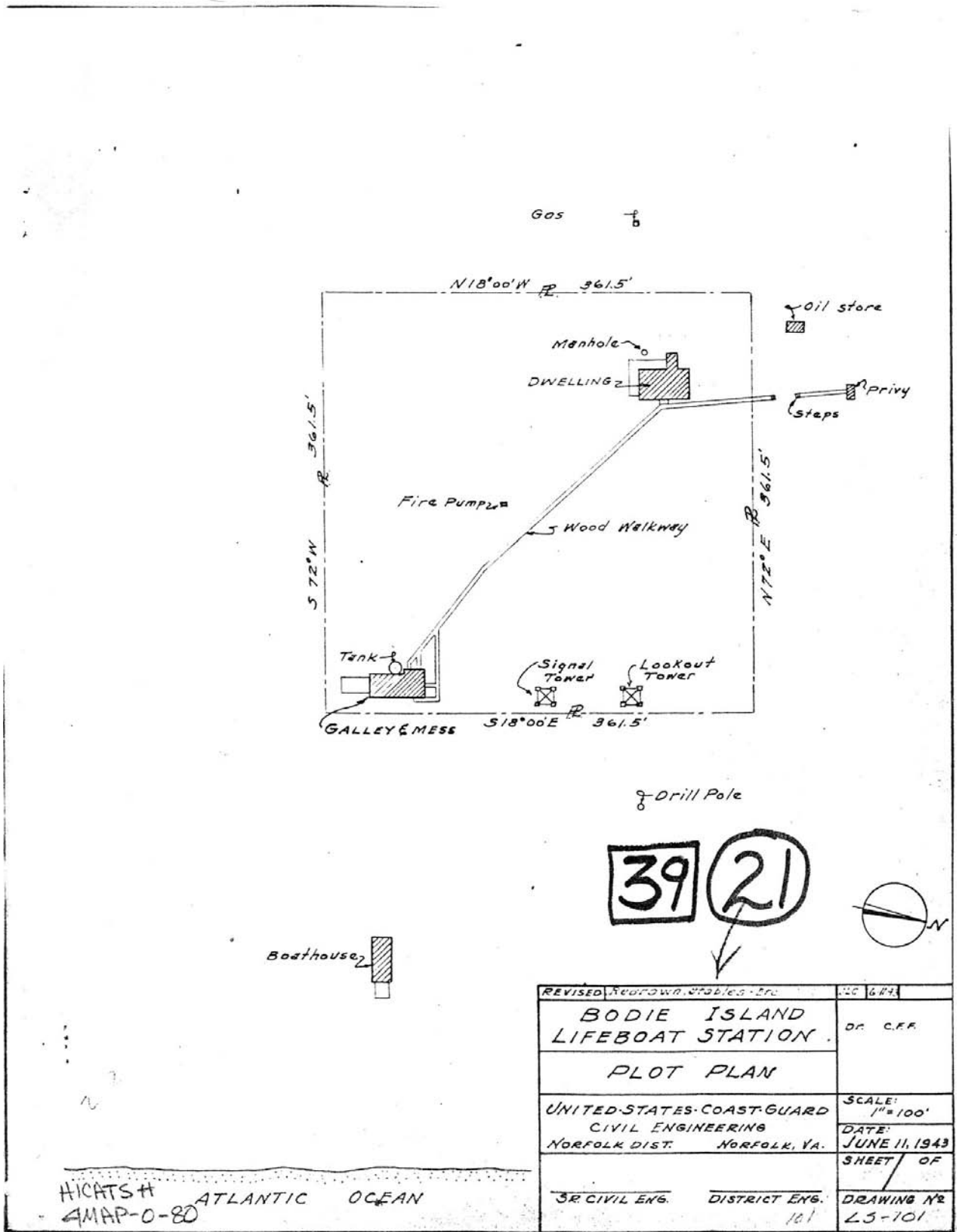
H.2 Map of Bodie Island Station, April 6, 1923
 Source: CAHA, HICATS #4MAP-0-68



H.3 Plot Plan from drawings for new Coast Guard Station, November 1923
 Source: CAHA, HICATS #4GRF-44-4

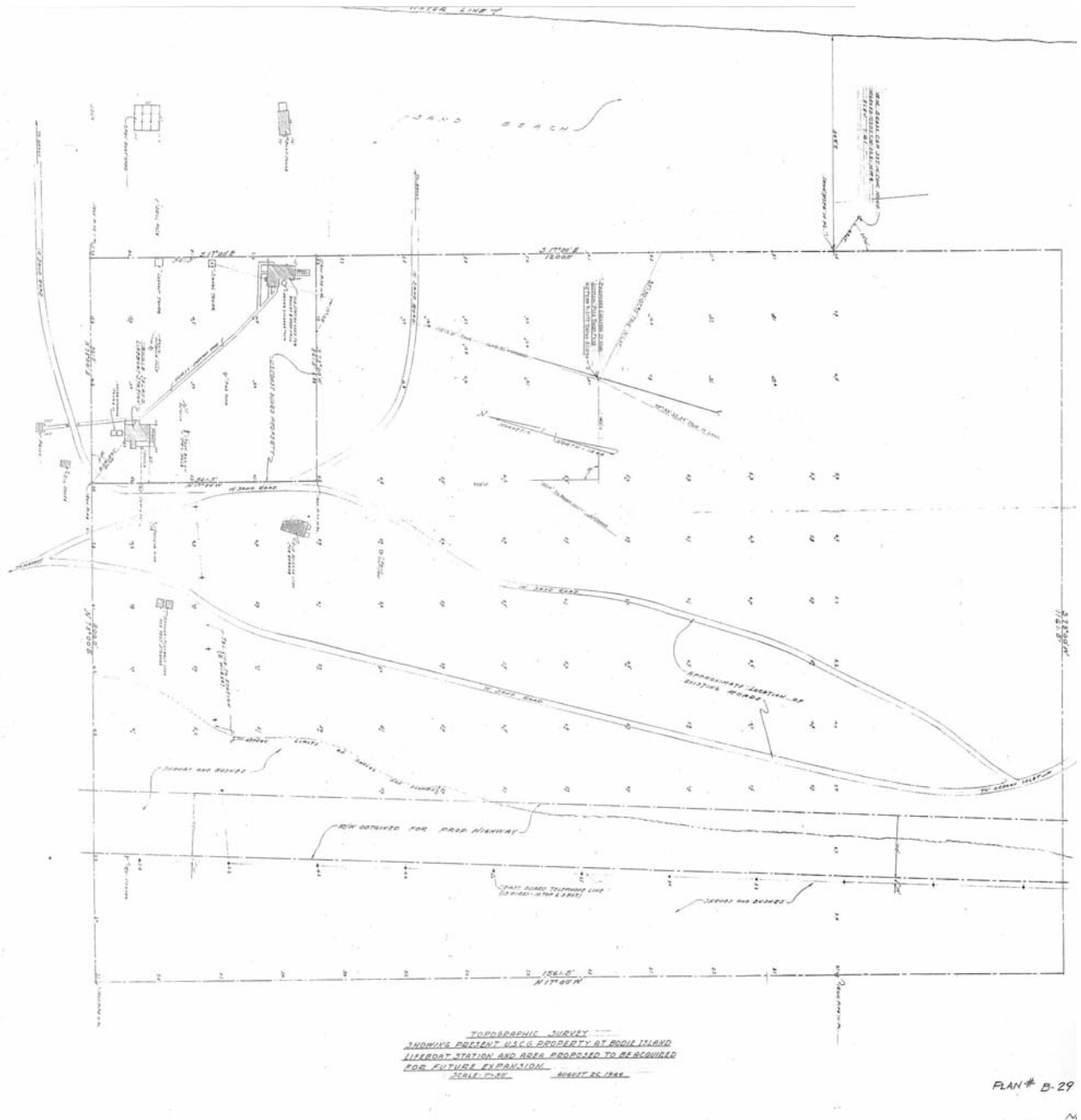


H.4 Site Plan of Bodie Island Station, April 16, 1935
 Source: CAHA, HICATS #4MAP-0-81

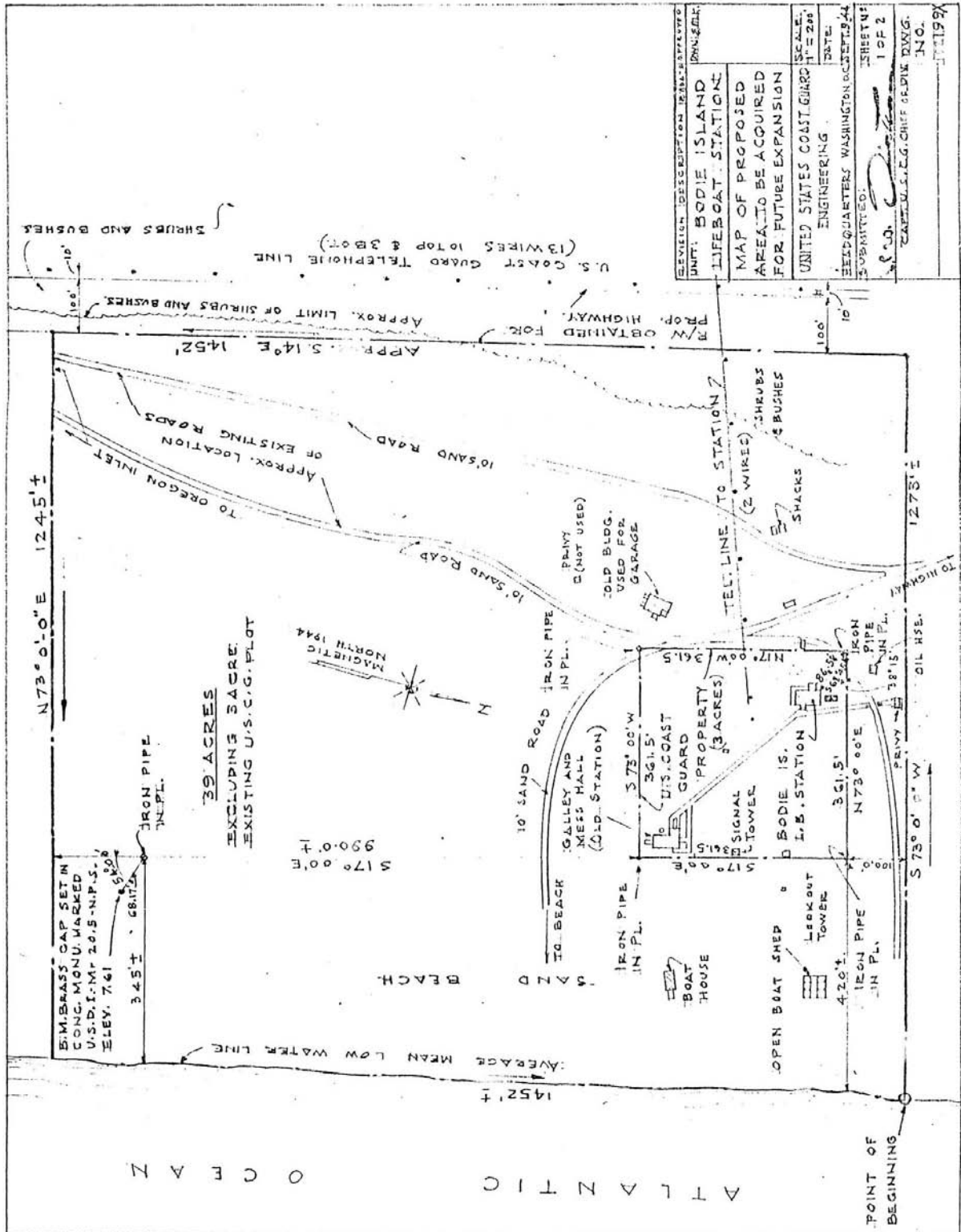


H.5 Bodie Island Lifeboat Station Plot Plan, June 11, 1943

Source: CAHA, HICATS #4MAP-0-80

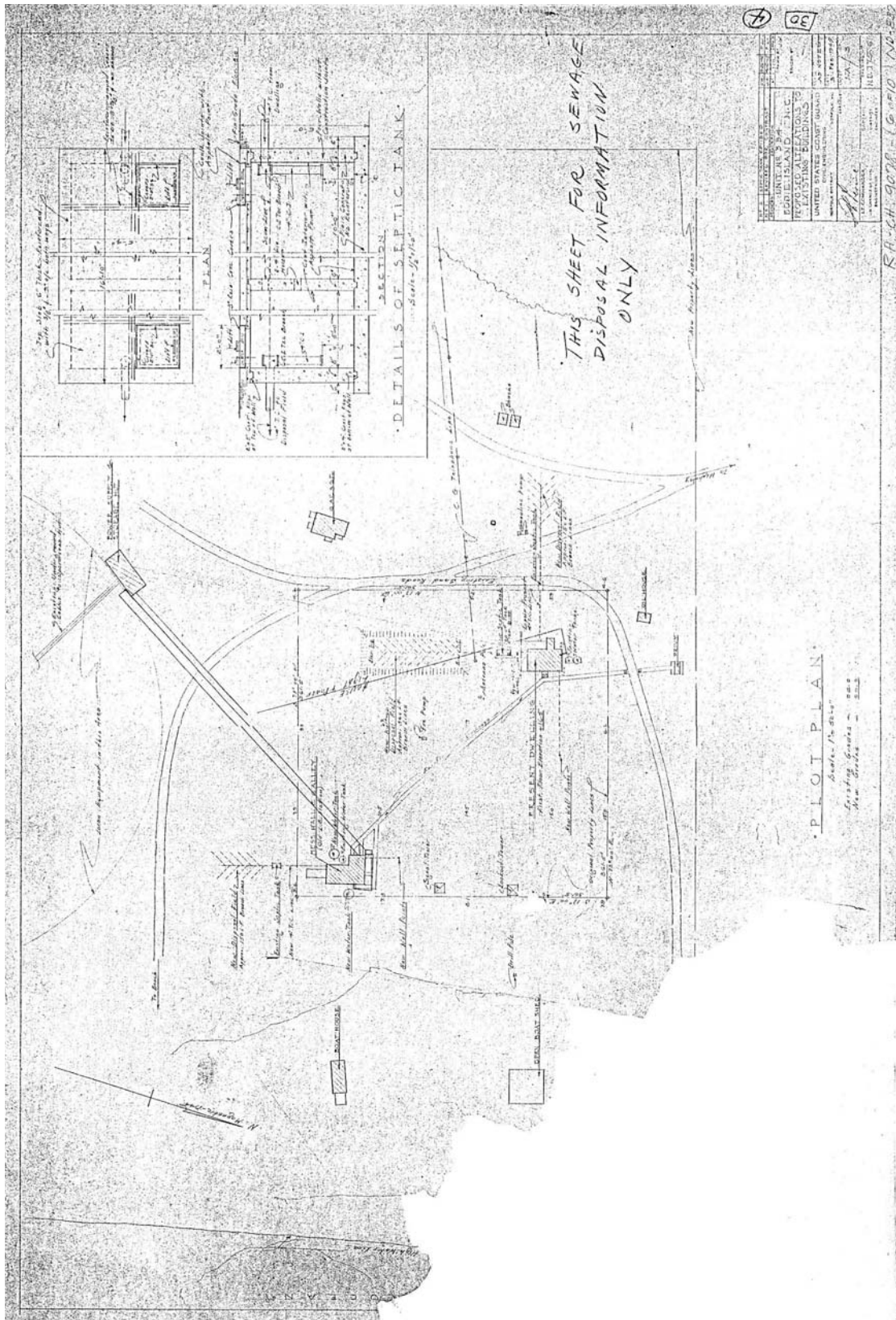


H.6 Bodie Island Lifeboat Station Plot Plan, June 11, 1943
Source: CAHA

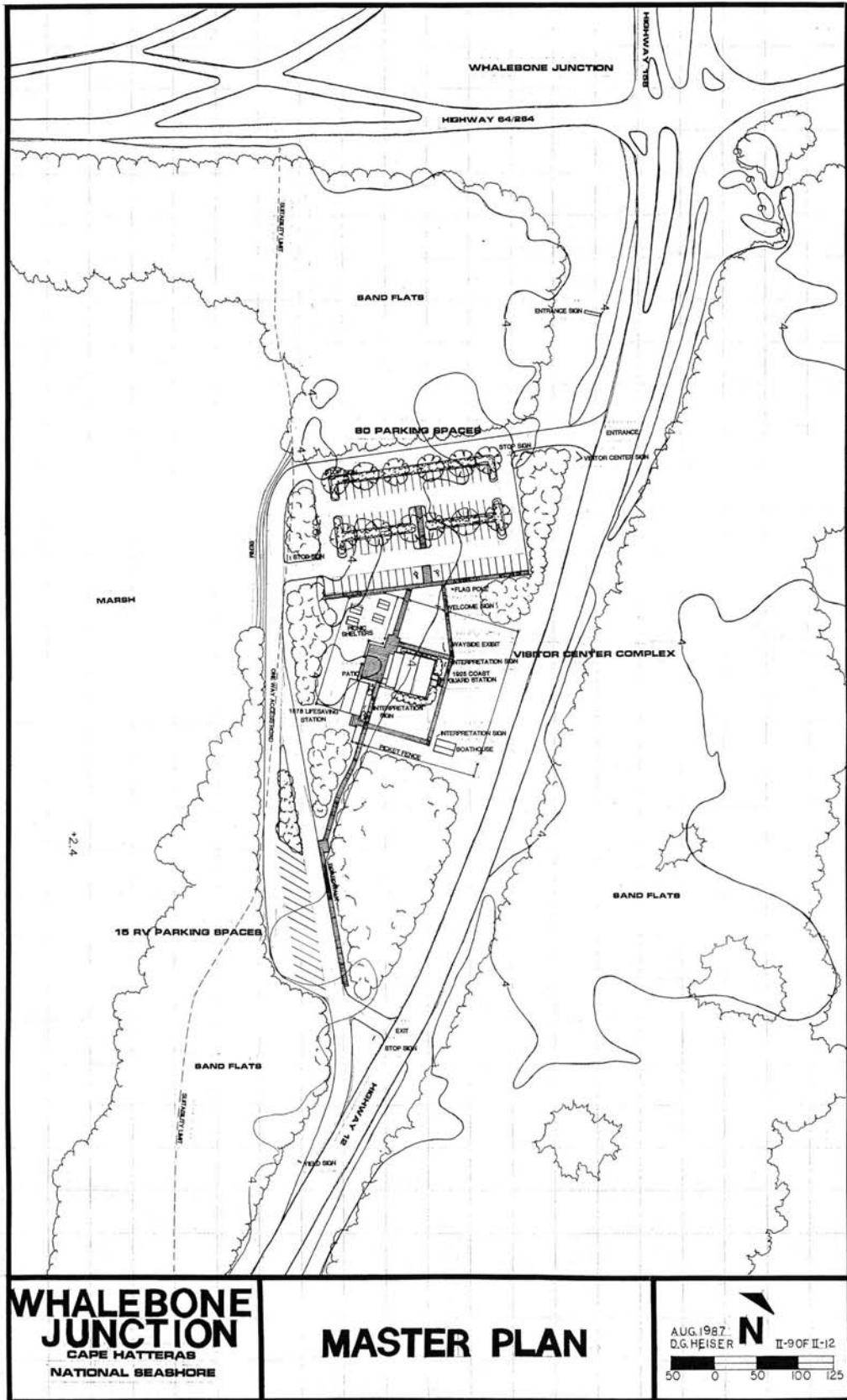


H.7 Bodie Island Lifeboat Station Map of Proposed Area to be Acquired, September 9, 1944

Source: CAHA, HICATS #4MAP-3-1



H.8 Bodie Island Plot Plan, February 3, 1945
 Source: CAHA, HICATS #4MAP-8-02



H.9 Whalebone Junction Master Plan (Proposed), August 1987

Source: CAHA

APPENDIX I

Historic Photographs

- I.1 “Original Bodie Island Life-Saving Station” from the south ca. 1898.
- I.2 Same image as above but not enhanced.
- I.3 1879 Bodie Island Life Saving Station from the southeast ca. 1898.
- I.4 1879 Station from the southwest dated July 18, 1917.
- I.5 View of Station from the south ca. 1930.
- I.6 View of Station from the north ca. 1930. Corresponds to image number 5.
- I.7 1879 Station from the southeast dated April 2, 1935.
- I.8 Aerial view of Station, 14 July 1944 from the northeast.
- I.9 Aerial view of Station, September 1948, from the northeast.
- I.10 Aerial view of Station, September 1948, from the north.
- I.11 1879 Station from the northeast ca. 1954.
- I.12 1879 Station from the north, dated August 1954.
- I.13 1879 Station from the northeast ca. 1954.
- I.14 1916 boat house from the southeast ca. 1954.
- I.15 1879 Station from the southwest, Jan. 10, 1955.
- I.16 1879 Station from the south, Jan. 10, 1955.
- I.17 1916 boat house from the southeast, Jan. 31, 1955.
- I.18 1879 Station from the east, Jan. 31, 1955.
- I.19 1879 Station from the east, Jan. 31, 1955.
- I.20 1916 boat house from the southwest, Feb. 8, 1955.
- I.21 1879 Station from northwest, May 18, 1955.
- I.22 1879 Station from the west ca. May 1955.
- I.23 1879 Station with 1916 boat house from the northwest ca. 1956.

[All images unless noted otherwise in the NPS archives, Cape Hatteras National Seashore,
Outer Banks Group, Manteo, NC]



I.1 “Original Bodie Island Life-Saving Station” from the south ca. 1898 with crew members identified from left to right: Dan Davis, Apolos Midgett, P. D. Midgett, J.T. Etheridge, Dave Tollson, and unknown. Date assigned based on presence of Dave Tollson. This image has been artistically enhanced. *Courtesy of Bernard Midgett.*



I.2 Same image as above, but not enhanced. Handwriting at bottom reads, “Bodie Island Life Station Keeper J.T. Etheridge.”



I.3 1879 Bodie Island Life Saving Station from the southeast; crewmembers not identified.
Ca. 1898 based on damage to outbuilding roof similar to photo number 1 above. *Courtesy of Outer Banks History Center.*



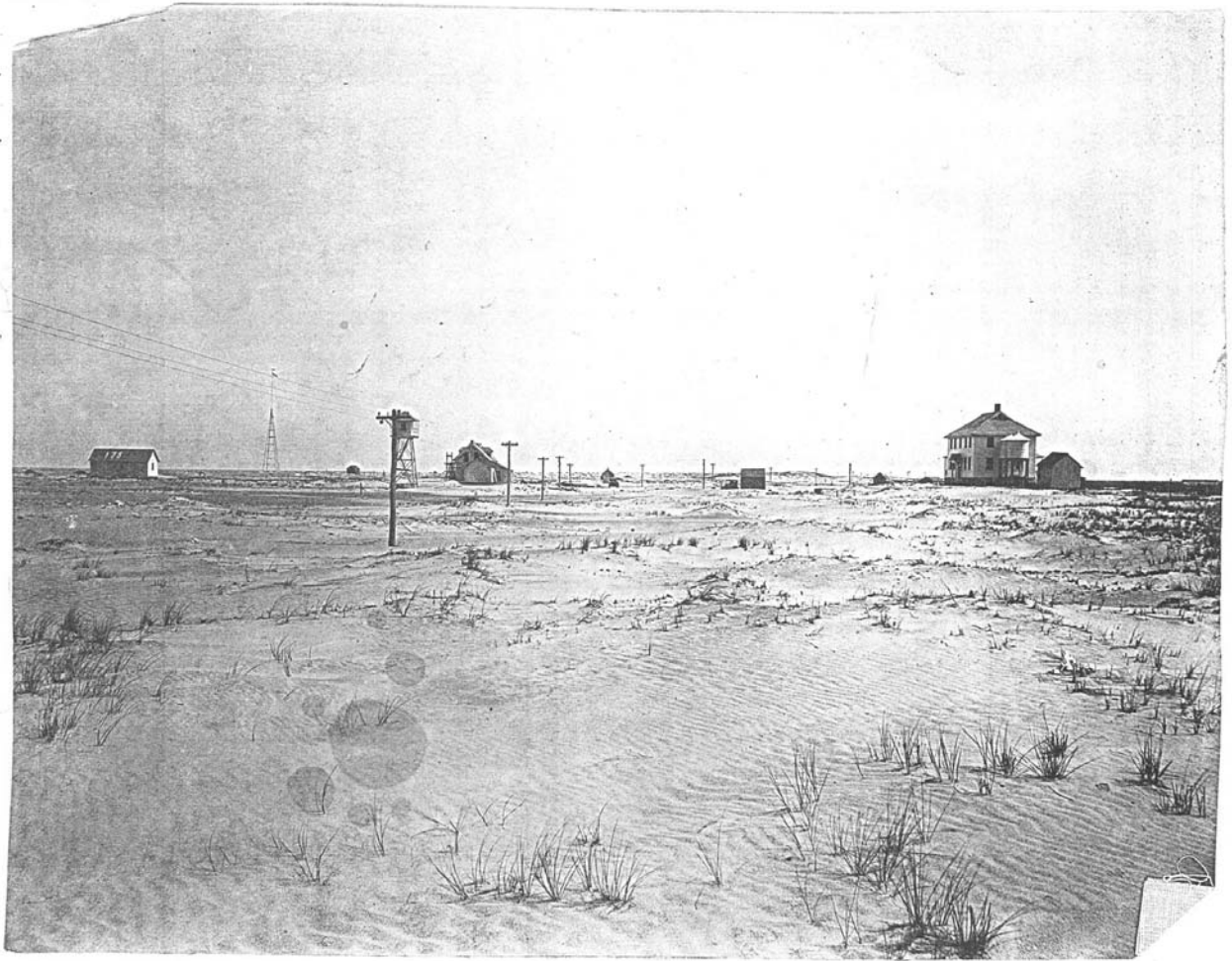
175 (Bodie Island) 7-18-17

7th Dist.

I.4 1879 Station from the southwest, dated July 18, 1917. Label –“175 (Bodie Island) 7-18-17 7th Dist.” Shows station with the 1900 observation tower and free standing kitchen to the west.



I.5 View of Station from the south ca. 1930. Shows 1925 Station, lookout tower, kitchen, 1879 Station, privy, and 1916 boat house.



I.6 View of Station from the north ca. 1930. Corresponds to image number 5.



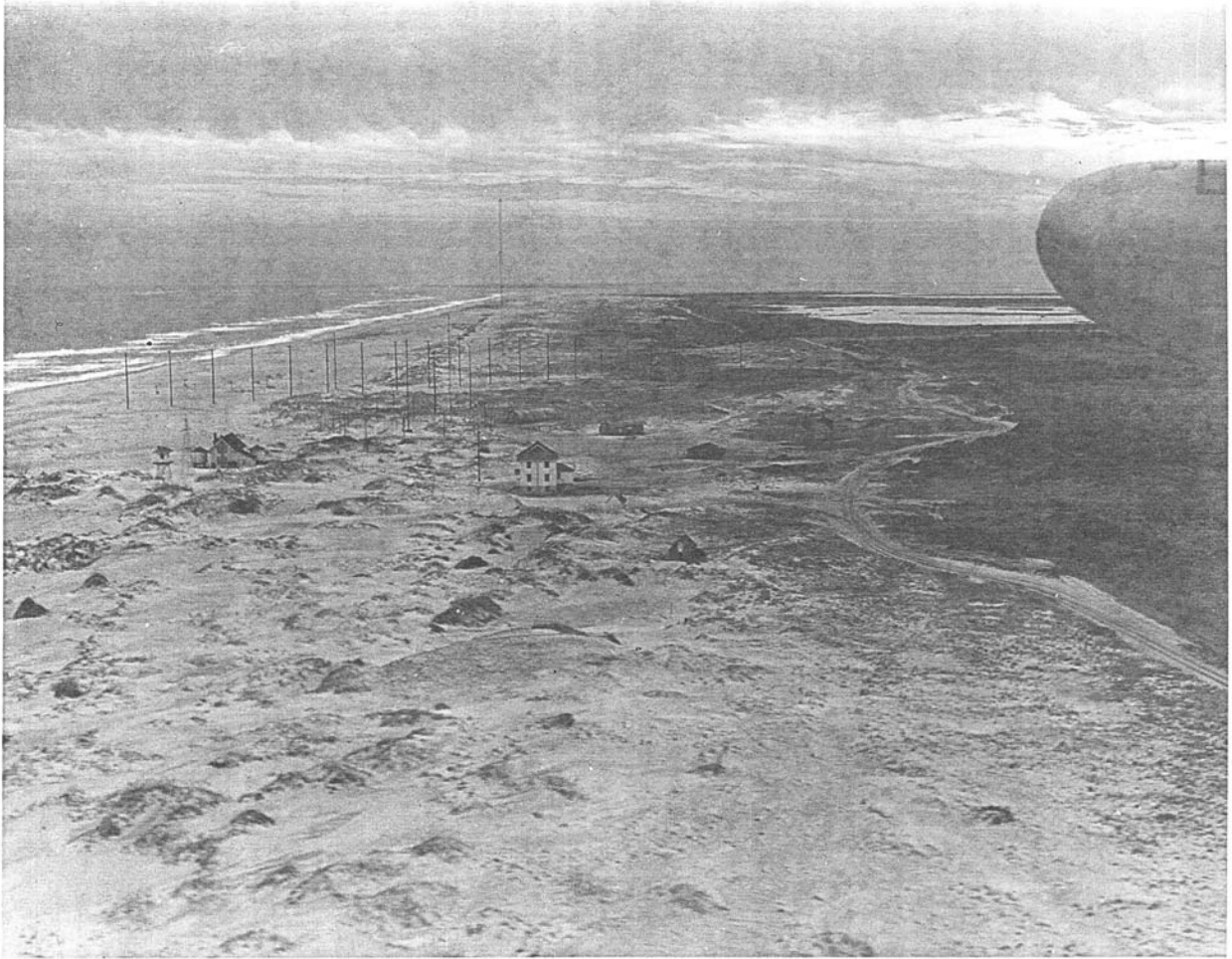
I.7 1879 Station from the southeast dated April 2, 1935. Label - “Bodie Island Old Station Looking North, 2 April 1935.” Shows station without tower and with enlarged 1925 lean-to, 1925 lookout tower in place, and radio/flag tower.



I.8 Aerial view of Station, 14 July 1944 from the northeast. Label: "U.S.C.G. L/B & LORAN Station #175, Bodie Island, NC, Unit #334, 5th C.G. District 7/14/44."



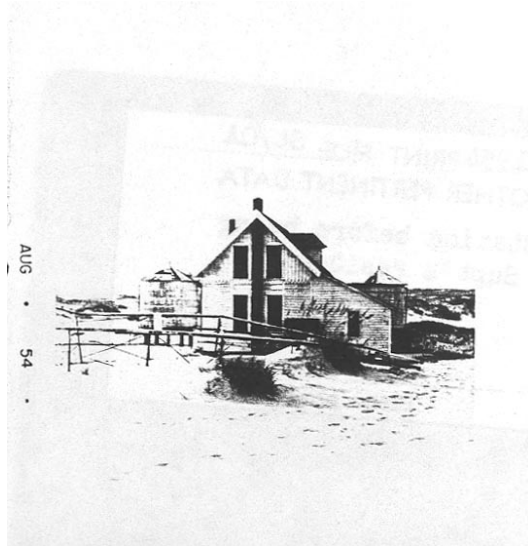
I.9 Aerial view of Station, September 1948, from the northeast. Shows LORAN system in place. Water storage tanks removed from 1925 Station.



I.10 Aerial view of Station, September 1948, from the north. Shows LORAN system in place. Water storage tanks removed from 1925 Station.



I.11 1879 Station from the northeast ca. 1945. Label – none. Shows boardwalks to rear and front of building. Shows 1925 lean-to and 1916 boat house.



- I.12 1879 Station from the north, dated August 1954. Label – “Neg. No: 54-48, Date: August 1954, Print File: St/OA, General Description, Location, Other pertinent Data: Bodie Island Coast Guard Station before being moved sometime later, for use as Supt’s residence. Negative by: Ludgate Large Print? No”



- I.13 1879 Station from the northeast ca. 1954. Label “Bodie Island 1954 Mariner’s Museum.” Shows east elevation with doorway, external chimney on north and east elevations.



I.14 1916 boat house from the southeast ca. 1954. Shows structure prior to move.



I.15 1879 Station from the southwest, Jan. 10, 1955. Label – “Neg. No: 55-16, Date: 1/10/55, Print File: St/M, General Description, Location, Other pertinent Data: Supt. Residence prior to being moved. Negative by: A.D.” [Albert Dillahunty]



I.16 1879 Station from the south, Jan. 10, 1955. Label – “Neg. No: 55-17, Date: 1/10/55, Print File: St/M, General Description, Location, Other pertinent Data: Supt. Residence prior to being moved. Negative by: A.D.” [Albert Dillahunty]. Shows old boat room door location and three water storage tanks.



I.17 1916 boat house from the southeast, Jan. 31, 1955. Label – “Neg. No: 55-18, Date: 1/31/55, Print File: St/M, General Description, Location, Other pertinent Data: Old Bodie Island C. G. boat house prior to being moved into location for Supt’s garage. Negative by: Albert Dillahunty Large print? Yes”. Shows south and east elevations.



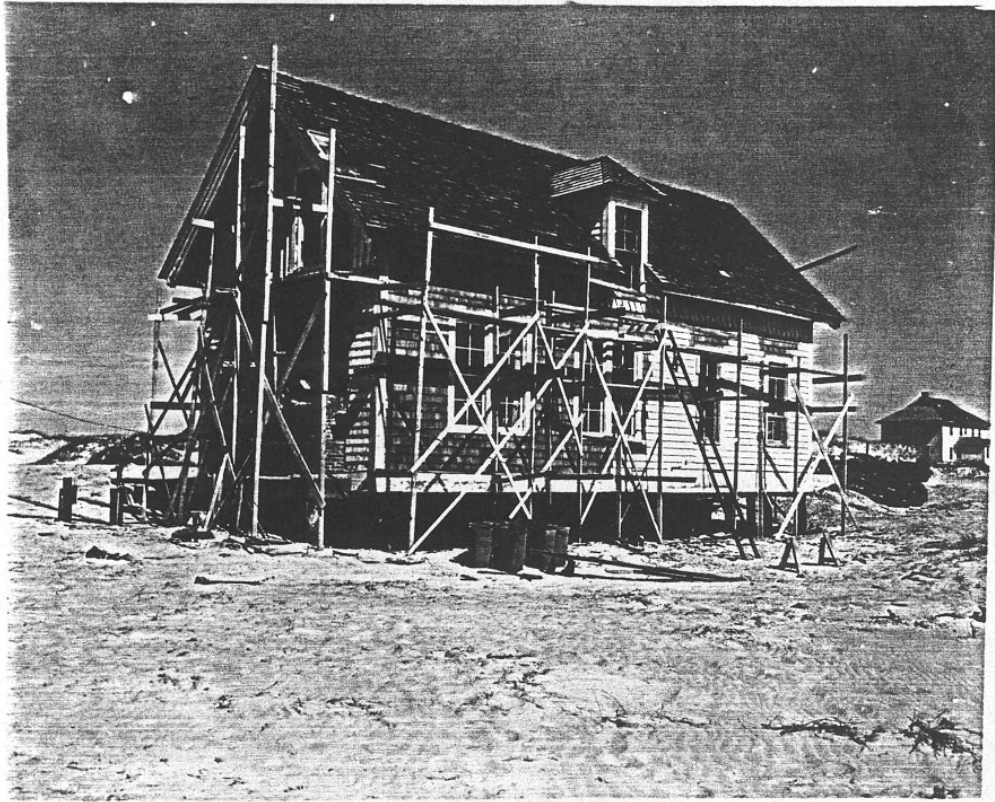
I.18 1879 Station from the east, Jan. 31, 1955. Label – “Neg. No: 55-20, Date: 1/31/55, Print File: St/M, General Description, Location, Other pertinent Data: Supt. Residence being moved. Negative by: A.D.” [Albert Dillahunty]. Shows lean-to removed and evidence of an earlier door location.



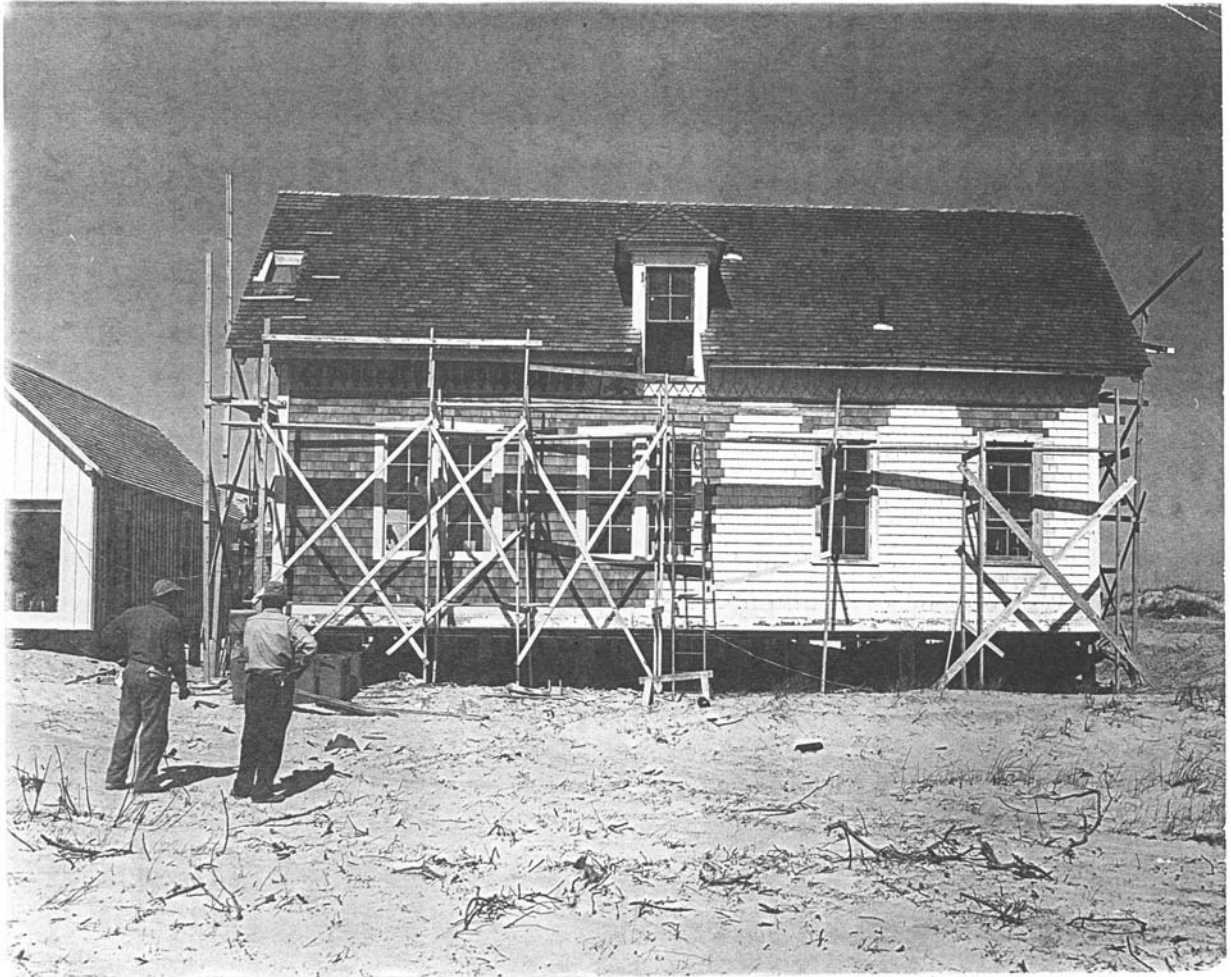
I.19 1879 Station from the east, Jan. 31, 1955. Label – “Neg. No: 55-21, Date: 1/31/55, Print File: St/M, General Description, Location, Other pertinent Data: Supt. Residence being moved. Negative by: A.D.” [Albert Dillahunty]. Shows east facade with two south windows added, original window under the dormer, door added at the north end, and scar of exterior chimney in north gable end.



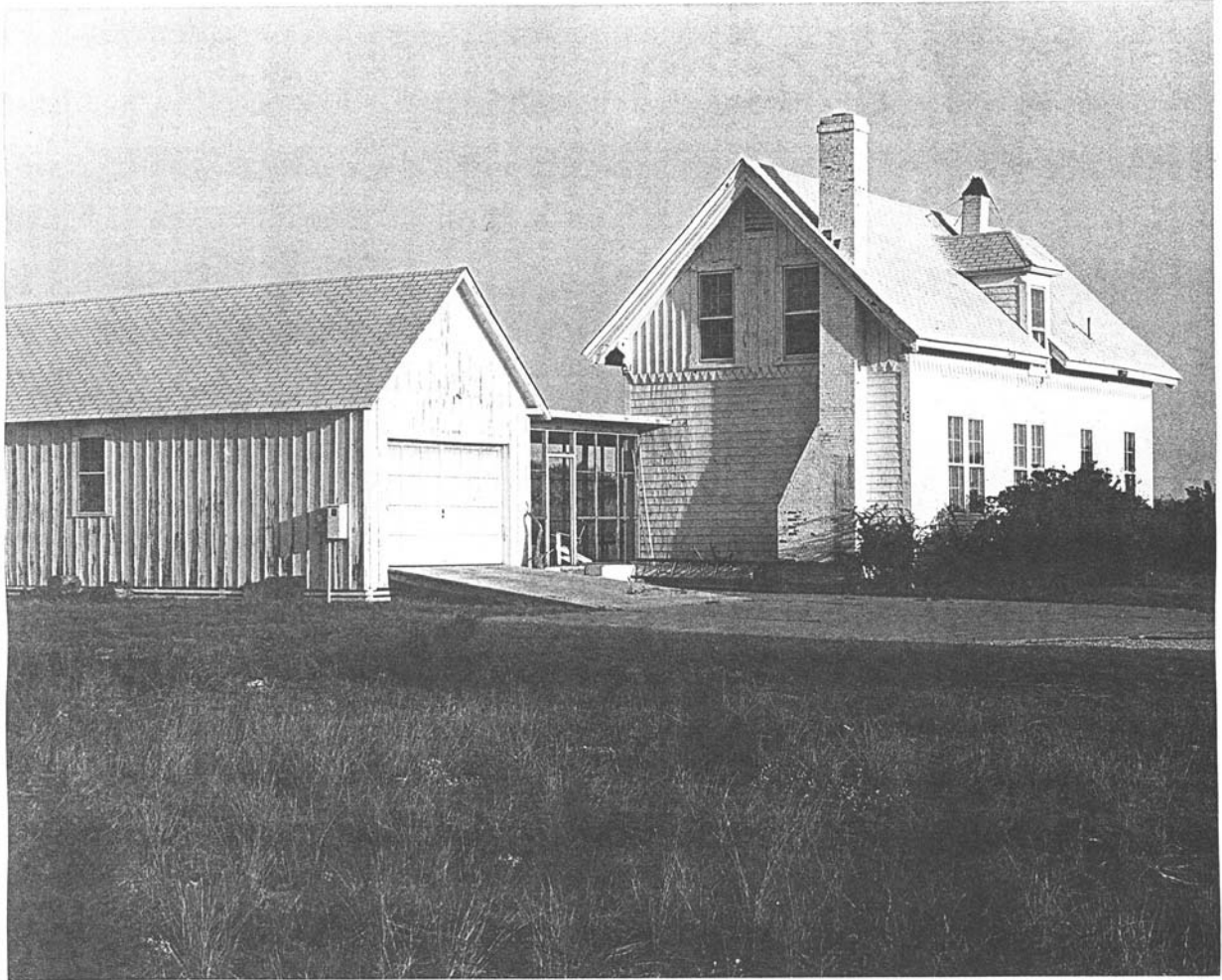
I.20 1916 boat house from the southwest, Feb. 8, 1955. Label – “Neg. No: 55-?, Date: 2/8/55, Print File: St/M, General Description, Location, Other pertinent Data: B.I. Boat House (Supt. garage) being moved. Negative by: Albert Dillahunty Large print?” Shows north and west elevations.



I.21 1879 Station from northwest, May 18, 1955. Label – “Neg. No: 55-108, Date: 5/18/55, Print File: A/E.c, General Description, Location, Other pertinent Data: Supt. Residence from the Northwest Negative by: A.D. [Albert Dillahunty]. Large print: No.” Shows new double windows being installed where the lean-to had been.



I.22 1879 Station from the west ca. May 1955. Shows new windows and patching of siding, also 1916 boat house relocated.



I.23 1879 Station with 1916 boat house from the northwest ca. 1956. Shows completed relocation and renovation. Visible patching of original northern windows and new exterior chimney.

APPENDIX J

Life-Saving Station Statistics

North Carolina Life-Saving Station Status

Bodie Island Life-Saving Station Keepers

Bodie Island Life-Saving Crew Membership

North Carolina Life-Saving Stations Status

1876 Type In North Carolina - J. L. Parkinson

1878	Deal's Island (Wash Woods) Corolla;	Destroyed
1878	Currituck Inlet (Penny's Hill) Corolla;	Destroyed (burned 1970s)
1878	Poyner's Hill, Corolla;	Destroyed (burned 1989)
1878	Paul Gamiels Hill, Duck;	Destroyed (burned)
1878	Kill Devil Hills, Kitty Hawk;	Moved (Corolla office)
1878	Cedar Hummock (Gull Shoal), Waves;	Destroyed (hurricane 1944)
1878-9	Bodie Island, Nags Head;	Moved (NPS, office)
1878-9	Pea Island Rodanthe;	Moved to Salvo (residence)
1878-9	Big Kinnakeet, Buxton;	Destroyed
1878-9	Creeds Hill, Frisco;	Destroyed
1878-9	Durant, Hatteras;	Destroyed (2003)

Chatham Type Stations In North Carolina – Victor Mendleheff

1916	Cape Lookout, off Harkers Island;	Extant (NPS owned)
1917	Hatteras Inlet, Ocracoke;	Destroyed (1955)
1918	Cape Fear, Smiths Island off Southport;	Destroyed
1918	Creeds Hill, Frisco;	Moved (privately owned)
1919	Wash Woods, Corolla;	Extant (privately owned)
1925	Bodie Island, Nags Head;	Extant (NPS owned)
1929	Big Kinnakeet, Buxton;	Destroyed

Bodie Island Life-Saving Station Keepers

15 Jan.	1879	<u>Jesse T. Etheridge</u>
27 Oct.	1914	J. T. Etheridge leaves station
28 Oct.	1914	<u>P. H. Etheridge</u> arrived
28 Mar.	1915	P. H. Etheridge departs Station turned over to <u>Surfman Ebenezer M. Midgett</u> (acting)
9 Apr.	1915	<u>Robert L. Wescott</u> arrived (acting)
8 Nov.	1915	Robert L. Wescott permanent appointment
1 Jan.	1918	Robert L. Wescott leaves for Station 172 <u>S. D. Guard</u> acting
	1920	<u>Herman C. Smith</u> acting Keeper
18 May	1920	Keeper H. C. Smith promoted to Chief Boatswain Mate
7 Mar.	1932	H. C. Smith transfer to Core Banks Station <u>Isaac N. Baum</u> put in charge
28 May	1933	Isaac N. Baum fails physical & discharged
30 Jun.	1933	<u>H. G. Dorsey</u> officer in charge
30 May	1934	<u>John Wescott</u> in charge
15 July	1937	Decommissioned

Bodie Island Life-Saving Crew Membership

(Extracted from Journal Transcript; see separate list of Keepers)

1879	1880	1882	
Midgett	Ward	J.W. Dough	42
Tillitt	Tillit	Spencer Etheridge	37
Dough	Dough	R. S. Midgett	20
Montague	SM Daniels	Thos, Baum	20
Daniels	B Daniels	J.A. Etheridge	
Borthers	Wescott	S. M. Etheridge	25
	Montague alt.	Tilman Tillitt	20
		J. R. Ancil	23 for JA Etheridge

1883	1884	1885
J. R. Ancil for <i>JA Etheridge</i>	J.G. Tillit R. Sandling	<i>RS Midgett Discharged</i> <i>J.G. Tillit</i> “ W.L. Meekins C.L. Johnson <i>S. Etheridge</i> will not return (May) A.H. Etheridge (drunk) Dough C. D. Wescott

1886	1887	1888	1889	1890
<i>A. H. Etheridge discharged</i> <i>C.C. Johnson</i> <i>Thomas Baum</i>	Dough	<i>C.C. Johnson</i> Davis W.S. Hooker A. D. Midgett		

1891	1892	1893
<i>J. T. Daniel discharged</i>	1. H.B. Ward (<i>discharged – drunk</i>) 2. J.D. Johnson 3. W.S. Hooker 4. B.E. Davis 5. A.D. Midgett 6. H.S. Hooks 7. C.Z. Forbes	<i>Johnson</i> Gaskill

1896

W.S. Hooker (rheumatism)

1897

David Tolson
W.H Baum

1898

W.H Baum sick Feb.
1. O.J. Wescott
2. D.E. David
3. A. D. Midgett
4. P.D. Midgett
5. David Tolson
6. E. Y. Etheridge acting for Baum
returns in May
7. J. A. Etheridge

1898

Fall only four hired

Wescott
Midgetts (2)
D.E. Davis

1899

T.H Baum sub keeper summer

1900

W.H. Baum

1903

1. D.E. Davis
2. A.D. Midgett
3. P.D. Midgett
4. David Tolson
5. W.H Baum
6. J.M Rogers
7. L.D. Quidley

1905

1. D.E. Davis
2. E. M. Midgett
3. P.D. Midgett
4. F.H. Midgett
5. J. M. Rogers
6. O. C. Ward

1908

1. D.E. Davis
2. E.M. Midgett
3. P.D. Midgett
4. A.D. Midgett
5. J. M. Rogers
6. O.C. Ward

1909

same

1912

1. D. E. Davis
2. E.M. Midgett
3. P.D. Midgett
4. A.D. Midgett
5. O.C. Ward
6. L.D. Quidley
7. E. W. Etheridge

1911, 1912, 1913, 1914,

1915

Robert L Wescott
1. Ebenezer M. Midgett, Manteo
2. Peleg D. Midgett, Wanchese
3. Otho C. Ward, Manteo
4. George B. Midgett, Wanchese
5. Appolos D. Midgett, Manteo
6. Lenard D. Quidley, Manteo
7. Hal S. Ward, Manteo
Sub R.L Wescott, Manteo
Sub J.W. Davis Wanchese

1916 (8)

Robert L Wescott

1. Ebenezer M. Midgett, Manteo
2. Peleg D. Midgett, Wanchese
3. Otho C. Ward, Manteo
4. George B. Midgett, Wanchese
5. Clinton H. Barnett (*A.D. Midgett* disabled)
6. R.L Wescott Jr. (*son?*)
7. Hal S. Ward, Manteo

1918 (12)

Robert L. Wescott, Cpt.

- S. D. Guard acting while W is gone
R. J. Wescott, Manteo
P.D. Midgett, Manteo
G.B Midgett, Wanchese
C.H Barnett, Manteo
H.S. Ward Manteo
A. J. Daniels Wanchese
Claud T. Williams, cook Avon

1919

- 3 CH Barnett
- 4.HS Ward
5. AJ Daniels
6. G. Bright Midgett
7. C.T. Williams
8. D.C. Midgett
9. Lyton Roswell Daniels – cook

1922 (9)

- H.C. Smith
E. G. Tillet
H.S. Ward
A.J. Daniels
C.T. Williams
H. N. Etheridge
J. L. Beacham
D. B. Midgett
J. B. Gray

1917 (10)

Robert L Wescott

- Ebenezer M. Midgett, Manteo
Peleg D. Midgett, Wanchese
Otho C. Ward, Manteo
George B. Midgett, Wanchese
Clinton H. Barnett
Aaron O’Neal, Wanchese
H.S. Ward, Manteo
A. J. Daniels, Wanchese
Graves Midgett, cook Salvo

- G. Bright Midgett, Wanchese
H.H Twiford Manteo
Dan C. Midgett, cook, Rodanthe

1920 (10)

- H. C. Smith acting keeper
W.G. Etheridge
P. D. Midgett (*Retires 1921, hurt playing baseball*)
C. H. Barnett
H. S. Ward
AJ Daniels
C.T. Williams
D.C. Midgett
Lyton Roswell Daniels – cook
H.A. Etheridge – cook

1932

- I. N. Baum placed in charge
J. D. Midgett courts marshaled
F.H. ??? “ “

1937

Funeral for L.D. Quidley

1933

H. G. Dorsey acting
30 june

APPENDIX K

Relocation Options
Previously studied by Cape Hatteras National Seashore

BODIE ISLAND LIFESAVING AND COAST GUARD STATIONS RELOCATION OPTIONS

JUSTIFICATION

The Bodie Island Life-Saving/Coast Guard Station complex is listed on the National Register. The ocean beach adjacent the complex is rapidly eroding and threatens to destroy these structures. NPS policy and North Carolina law do not allow hardening shorelines as a means of protection. Relocation is the remaining measure available to insure protection of these structures. Following relocation, the buildings will be stabilized and restored.



SITE A: WHALEBONE INTERSECTION (EAST SIDE)



GMP: NO, but in the general area
PREVIOUSLY DISTURBED AREA: NO
FLOOD AREA: YES, but has some high grounds.
WETLANDS: NO
SAFETY: Heavy traffic on NC 12.,
USES: Administrative use; Ranger Station; Eastern National offices; seasonal housing; resource management field office; research facility; permitted to park partner; Group HQ while FORA site is restored.
UTILITIES: Electric/water/phone nearby
PROS: Close proximity to Nags Head and Group

Headquarters.

CONS: Left turn into this location may mean modification of the existing entrance road.

SITE B: WHALEBONE JUNCTION INTERSECTION (WEST SIDE EXISTING AREA)

GMP: YES
PREVIOUSLY DISTURBED AREA: YES
FLOOD AREA: YES, but has some high grounds.
WETLANDS: YES
SAFETY: Heavy auto traffic park entrance location.
USES: Administrative; visitor orientation; Ranger Station; hunter contact station; permit to park partner, EN office.
UTILITIES: Electric, water, septic, phone service in place
PROS: Would function as a true entrance station into the National Seashore; trail to historic US Coastal Survey Marker nearby; current agreement with OBVB could be extended; Ranger Station closer to community.
CONS: Vehicle parking requires expansion; increased traffic congestion; existing structures would have to be removed.



SITE C: BODIE ISLAND FIRING RANGE/OLD GROUND WATER TANK AREA

GMP: NO

PREVIOUSLY DISTURBED AREA: YES

FLOOD AREA: YES, sound-side flooding

WETLANDS: NO

SAFETY: Isolated area subject to vandalism, water line for fire suppression system necessary.

USES: Administrative use; Ranger Station offices; seasonal/VIP housing; a field resource management district office could be located here; all firearms and ammunition storage at Group HQ could be stored here in closer proximity to the firing range; a small employee training area could be developed here.



UTILITES: None. Electricity service stops at the Navy Tower. Existing road is dirt.

PROS: This location would indeed afford privacy if converted to housing or office facility.

CONS: Isolated (vulnerable to theft and vandalism), existing water supply not available for structural fire fighting and personal consumption, septic/drain field, parking area needed; high cost to construct road/utilities infrastructure development; water tank must be razed.

SITE D: BODIE ISLAND LIGHT STATION ENTRANCE AREA/INTERSECTION WITH NC12



GMP: NO

PREVIOUSLY DISTURBED AREA: NO

FLOOD AREA: YES, over wash

WETLANDS: NO

SAFETY: The intersection of NC12 and the Lighthouse road is heavily used and somewhat hazardous.

USES: The BICG (Hilton) structure could be used as a Ranger Station; EN office. The BILSS (Qtrs. 100) could become a small museum with bookstore and exhibits introducing the USLSS/USCG story on the Outer Banks.

UTILITES: Existing electric/water lines underground, along NC12 and entrance road.

PROS: This option would free the existing BI Lighthouse Keepers Quarters to be converted to museum space to tell the story of the Lighthouse. BILSS could continue as a Ranger Station. More centrally located in the BI district.

CONS: Mixing two interpretive stories in such close proximity could confuse visitors; existing water supply not sufficient for structural fire fighting; septic/drain field needed; paved vehicle

parking areas needed; vehicle traffic patterns would have to be studied and the intersection redesigned; overhead power line would hamper move and would interfere with the new setting.

SITE E: BODIE ISLAND LIGHT STATION (OUTSIDE THE HISTORIC DISTRICT)

GMP: NO

PREVIOUSLY DISTURBED AREA: NO

FLOOD AREA: NO

WETLANDS: NO

SAFETY: BI Lighthouse entrance road does not meet DOT standards.

USES: Visitor center/bookstore/museum with exhibits introducing the USLSS/USCG story on the Outer Banks; Ranger Station; EN offices.

UTILITES: Existing electric/water along the entrance road.

PROS: This option would free BI Lighthouse Keepers Quarters to be converted to museum space interpreting the story of the BI Lighthouse. BILSS could continue as a Ranger Station.

CONS: Confusing to visitors, mixing story of Lighthouse and LSS in such close proximity. Existing water supply not sufficient for structural fire fighting, septic/drain field will be needed, paved vehicle parking areas would have to be constructed. Entrance road would have to be widened to meet DOT standards.



SITE F: OREGON INLET CAMPGROUND

GMP: NO

PREVIOUSLY DISTURBED AREA: YES

FLOOD AREA: YES, but has some high grounds



WETLANDS: NO

SAFETY: Heavy auto traffic on Highway 12.

USES: Relocate one or both buildings to serve as campground entrance station; Ranger Station; seasonal housing; limited interpretive functions, environmental education/evening programs

UTILITIES: Electric, water, phone in place, septic needed

PROS: Current fee booth is single use; structures could potentially could serve multiple functions (such as combining Ranger Station and Campground functions) has the potential to utilize personnel more efficiently.

CONS: Eventually this area will erode as well; additional parking is needed.

SITE G: OREGON INLET FISHING CENTER

GMP: NO

PREVIOUSLY DISTURBED AREA: YES

FLOOD AREA: YES

WETLANDS: NO

SAFETY: Heavily used auto/trailer traffic

USES: Relocate one or more buildings for use as Ranger Station, seasonal housing, and/or concessioner office space

UTILITIES: Electric, water, septic, phone in area.

PROS: Current concession facility has limited office space; potential exists for income generation through franchise fees that park could utilize in resource management program. Concessioner could be responsible for renovation costs and facility upgrade and maintenance

CONS: Space is area is limited, area is already a multiple use area.



COMPLIANCE: TO SEPARATE THE STRUCTURES OR NOT

Environmental Assessment will need to be done on all alternative locations. Contracting an EA will take 3-4 months, cost \$ 4,000.00.

Keeping both the BICG Station (Hilton) and BILSS (Ranger Station – Qtrs. 100) together as a complex affords the opportunity to interpret the history of the US Lifesaving Service and of the continued mission of the Coast Guard on the Banks. Little Kinnakeet will eventually tell this story. Chicamacomico tells part of it now.

Separating the BILSS and the BICG Station would have to be evaluated through compliance by SHPO, to determine if the buildings must remain within a district or the building's be separated in different locations.

PROS: Either structure can be used for stand-alone operations either open to the public or not.

CONS: Additional costs associated with site preparation for two separate complexes. Loss of interpretation of the USLSS/CG story and different architecture of USLSS vs. CG.

Preferred Alternative

The preferred alternative is to utilize two locations, a combination of Sites A and B. Relocate the Bodie Island Coast Guard Station for administrative use to the East side of the Whalebone Junction Intersection and relocate the Life Saving Station to the West side of Whalebone Junction within the existing contact station complex area. At this site the LSS could be serve either of two functions.

Function 1 (Whalebone West Side)

Remove the existing small contact station. Replace it with the LSS and garage. The public restroom structure would remain as is. The Outer Banks Visitors Bureau, under permit, could occupy the downstairs of the new space and provide orientation services to visitors traveling south.

Or EN could occupy the space and open a small sales station in the garage. EN personnel would provide information to travelers. EN would occupy office space upstairs.

Or the NPS could use the entire facility for interpretive purposes. The main structure's interior could be remodeled, interiors walls removed, and the space opened to appear as it was originally constructed. This open interior space could offer non-personal Seashore orientation information through wall hung exhibit panels and could also be outfitted as an auditorium. Short video presentations could run continuously. One of the two lifeboats in storage might fit in the garage in this scenario.

Or the entire downstairs space in the LSS could be converted to EN small sales space with offices upstairs and storage in the attached garage.

Function 2 (Whalebone West Side)

Leave the current contact station in place, locate the LSS and garage immediately south of the public restroom and continue to utilize this structure as the District Ranger Station.

Bodie Island Coast Guard Station East Side

Relocate the Coast Guard Station to the East Side of Whalebone for administrative purposes. Locate the structure so that visibility from Highway 12 is limited. Locate the District Ranger Station downstairs and seasonal housing upstairs. This use would necessitate a small footprint to include a septic system and limited parking. Entry from the street through the parking lot of Catholic Church could be negotiated. In return, the small NPS parking area could be utilized by the Catholic Church as overflow for their weekend services.





As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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