
Cape Hatteras National Seashore
Bodie Island Coast Guard Station

Historic Structure Report

2005

For

Cultural Resources, Southeast Region

National Park Service

By

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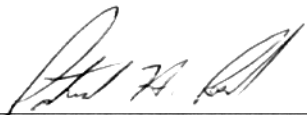
The historic structure report presented here exists in two formats. A traditional, printed version is available for study at the park, the Southeastern Regional Office of the NPS (SERO), and at a variety of other repositories. For more widespread access, the historic structure report also exists in a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

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Southeast Region
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Atlanta, GA 30303
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2005
Historic Structure Report
Bodie Island Coast Guard Station
Cape Hatteras National Seashore
Manteo, NC
LCS#: 07238

Cover image: Bodie Island Coast Guard Station,
c. 1925 (CAHA Coll.)

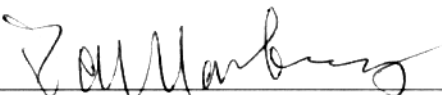
**Cape Hatteras National Seashore
Bodie Island Coast Guard Station
Historic Structure Report
2005**

Approved by:  11/5/05

Superintendent, Cape Hatteras National Seashore Date

Recommended by:  11-16-05

Chief, Cultural Resources Division, Southeast Regional Office Date

Recommended by:  11-16-05

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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 compact, 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 administrating 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. Therefore, 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 Coast
Guard Station

Building Address: Bodie Island
Lighthouse, Nags Head, North Carolina

NPS Orgcode: 5190

Location: Cape Hatteras NS

County: Dare

State: North Carolina

Structure Number: HS-1A

FMSS Number: 28912

Size Information

Total Floor Area: 3529 square feet

First Floor Area: 1381 square feet

Additional Floor Area: 969 square
feet

Crawl Space Area: 0 square feet

Finished Basement Area: 1179 square
feet

Unfinished Basement Area: 0 square feet

Roof Area: 2010 square feet

Perimeter Length: 159 feet

Number of Stories: 2

Number of Rooms: 20

Number of Bathrooms: 4

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: 1925-

Real Property Information

Acquisition Date: October 15, 1953

Proposed Treatment

Numbering Information

LCS #: 07238

Relocation; exterior restoration of the 1925
Coast Guard Station to its 1925 appearance;
rehabilitation of its interior.

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.

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).

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

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.

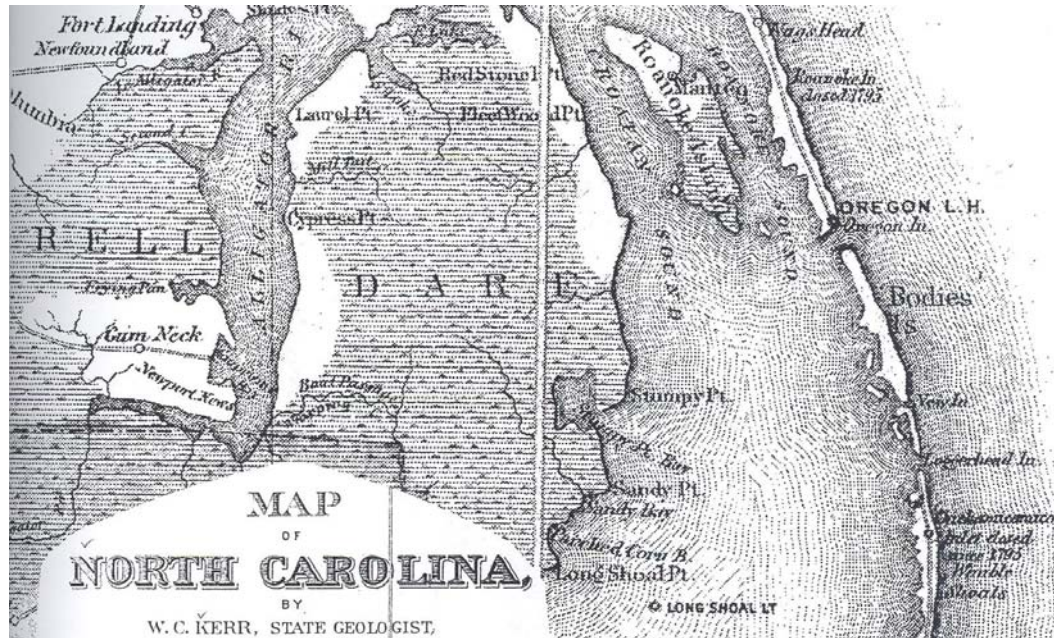


Figure A-2 Detail of “Map of North Carolina,” 1882, collection of the Museum of Early Southern Decorative Arts, Winston-Salem, North Carolina

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

approximately 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

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.

was located north of the inlet and nearer to the Bodie Island Lighthouse.¹⁰

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

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

¹² David 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/>>

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 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

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

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

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 between 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

¹⁵ York, 6.

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

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 contained two rooms – the boat room and a combination crew

kitchen/living area. Upstairs 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.

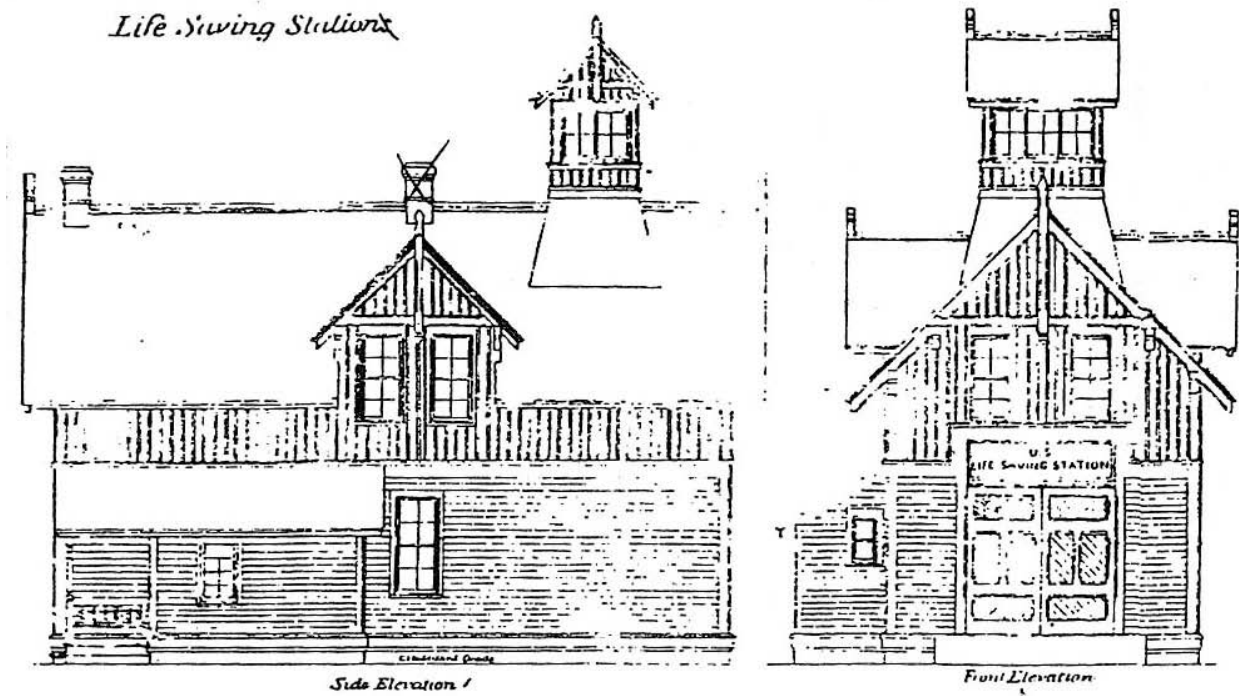


Figure A-6 1882 Type elevations from York

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 architects were moving away from the simple rectilinear form of the previous types to add office space and bathrooms and 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 Chatham Type station; twenty-four of them have been identified.²¹ Seven 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.

²⁰ York, 41-47.

²¹ Ibid., 54-60.



Figure A-7 Chatham Type elevations; York

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 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 lined 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

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, unknown date pre-1900, unknown photographer; collection of the Outer Banks History Center North Carolina Division of Archives and History (OBHC)

constructed 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 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, flagpole, and drill pole. Telegraph lines were in place by 1881, with telephone



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

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 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 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.

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.

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.



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

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 surfmen 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 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

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.

³² Stick, *Outer Banks*, 173.

surfmen 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 routine 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

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.

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 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

³⁷ Journal, Jan. 29, 1879.

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

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

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.⁴⁰ 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."⁴¹ 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-1940s⁴² as an illustration of the staying power and value of the Lyle Gun in life-saving operations.

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

⁴⁰ Lyle Cannons, <http://www.cannon-mania.com/lyleguns.htm> (19 July 2005).

⁴¹ Journal, May 8, 1895; May 7, 13, Aug. 6, 1915.

⁴² "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.



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

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.⁴³ The key post

⁴³ "E. Imhauser's New Watchman's Improved Time Detector" advertisement and instructions provided in Journal transcription.

system was particularly useful at the south end where the inlet separated Bodie Island Station from the Oregon Inlet Station.⁴⁴

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.⁴⁵

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.⁴⁶ All but one were unidentifiable, but a coffin was built at the station and each body buried. At least one of the burials was "on the beach,"⁴⁷ 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) from the ocean. By 1923 that distance had

been reduced to just over 400 feet.⁴⁸ 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.⁴⁹ In the dressing up of the station after World

⁴⁴ Journal, Oct. 28, 1879; Mar. 28, 1889; Feb. 26, 27 1894. Photocopies of patrol schedule supplied in transcription.

⁴⁵ Ibid., Apr. 9, 1889.

⁴⁶ Ibid., May 24, 1881; Nov. 22, 1882; Dec. 3, 1897; Oct. 28, 1905; Apr. 10, 1913; Sep. 20, 1915; Dec. 6, 1927.

⁴⁷ Ibid., Oct. 28, 1905.

⁴⁸ See note 27.

⁴⁹ Journal, Feb. 28, Oct. 30, 1885; Jan 24, 1890; Mar. 21, 1896; Apr. 17, 1906; Jan. 1, 26, 1914; Apr. 26, May, 1915.

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.⁵⁰ 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.⁵¹

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.

In 1903 the equipment furnished with the surfboat included an outboard motor,⁵² 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."⁵³ 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.⁵⁴

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.⁵⁵ 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.⁵⁶ 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.⁵⁷ 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

⁵⁰ Ibid., July 25, 1919.

⁵¹ Ibid., July 3, 1916; July 23, 1929.

⁵² Ibid., Jan.1, 1903.

⁵³ Ibid., Aug. 11,1904.

⁵⁴ Ibid., Dec. 3, 1927.

⁵⁵ Journal, Sep. 30, 1918; Feb.21, 1922.

⁵⁶ Ibid., Crew list 1917.

⁵⁷ Ibid., Aug., 19, 29, 1918.

Hatteras as the first National Seashore, but it would take another sixteen years before the National Park Service would acquire the Bodie Island Station.⁵⁸ 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 information center.⁵⁹ This concept was refined in the 1987 Bodie Island Master Plan.⁶⁰ 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.

⁵⁸ 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.

⁵⁹ Cape Hatteras National Seashore, "General Management Plan, Development Plan, Amended Environmental Assessment" January, 1984, p. 35.

⁶⁰ 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

On January 28, 1915, the Life-Saving Service was combined with the Revenue Cutter Service to form the United States Coast Guard.⁶¹ One of the various stations and lighthouses along the Outer Banks of North Carolina that was melded into this new organization was the Bodie Island Life-Saving Station that had been established in 1879. For its first thirty-five years, it had operated under the leadership of only one Keeper – Jesse T. Etheridge. Etheridge had left the station in October 1914, transferring command to P.H. Etheridge who received the rank of Captain and would see the transition of the Life-Saving Station into a Coast Guard Station.⁶²

P.H. Etheridge served only five months before leaving the station under the control of Surfman E.M. Midgett.⁶³ With the appointment of Capt. Robert L. Wescott as Keeper on April 9, 1915, the station finally had stable leadership. For the next five years Wescott reorganized the station to achieve a more orderly appearance suitable for the newly formed Coast Guard. His accomplishments included building a new boat house, acquiring a new surfboat, constructing a new water storage tank, moving the kitchen to align with the north end of the station, placing the oil house in the same alignment, adding a fire station, and seeing the station through World War I. H.C. Smith took over in 1920.

⁶¹ Eugene V. York, *The Architecture of the United State Life-Saving Stations* (Master's Thesis, Boston University, 1983), 61.

⁶² Oct. 27-28, 1915, entry Tommy H. Jones, notes transcribed from Tommy's Hummock/Bodie Island Life-Saving Station Journals in Record Group 26 National Archives, Atlanta, hereafter cited as Journal.

⁶³ *Ibid.*, Mar. 28, 1915.

Plans and Construction of a New Station

For the next twelve years, Smith, an enlisted man who had been promoted to Chief Boatswain Mate, served as Officer-In-Charge of the station.⁶⁴ During these pivotal years under Smith's tenure, the Coast Guard committed to construction of a major new facility at the site. On April 3, 1923, M.P. Hite, Field Assistant, C&R, arrived at station to take measurements of the site. Three days later, he produced an accurate map that depicted not only the extant buildings, but also identified a location for a new station. He proposed to place it on a ten-foot-high rise of land at the northeast corner of the original three-acre tract. The hill was to be graded to a flat surface with an elevation of 6.3 feet.⁶⁵ The main building was to be supplemented by two water storage tanks, an oil and storehouse, and a freestanding lookout tower.⁶⁶ By October of 1923, five sheets of floor plans, elevations, sectional views, and details had been produced for the "U.S. Coast Guard Bodie Island Station – North Carolina."⁶⁷

⁶⁴ *Ibid.*, May 18, 1920; Jun. 11, 1921; Mar. 7, 1932.

⁶⁵ The 1923 drawing sheet no. 4 for the new station indicates an elevation of eight feet.

⁶⁶ "U.S. Coast Guard Bodie Island Station, April 6, 1923" map by M. P. Hite, copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC. Hite notes that "Map to accompany report of April 6, 1923." That report has not been located, but it could contain valuable information about site selection as well as the condition of the other buildings.

⁶⁷ "U.S. Coast Guard Bodie Island Station - North Carolina, Oct. 1923" sheet nos. 1-5, copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

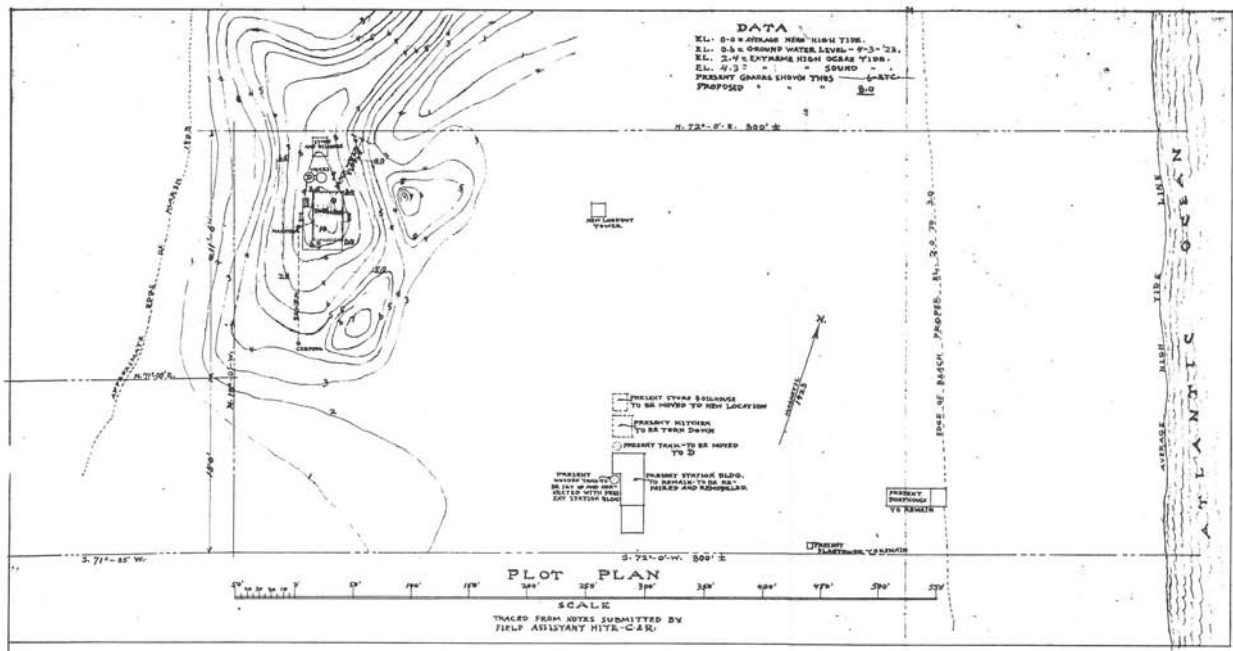


Figure B-1 Site Plan, from Sheet 4 of Construction Documents for new Station, 1923, archives of the National Park Service (NPS), Outer Banks Group, HICATS #4GRF-44-4

These architectural drawings are very similar to M. P. Hite’s April 1923 mapping, but because they cite that work they cannot be attributed to Hite’s office. Rather, the design is attributed to Victor Mendleheff who became the last architect for the Life-Saving Service in 1896, and continued working for the U.S. Coast Guard after the consolidation in 1915.⁶⁸ The 1925 Bodie Island Station conforms to Mendleheff’s Chatham Type design that was first constructed at Chatham, Massachusetts, in 1914. From 1914 to 1929, twenty-four stations of the Chatham Type were built, seven of them in North Carolina;⁶⁹ Bodie Island was the sixth. The building form was a familiar one by the time it was executed at Bodie Island, but because of its late construction date, the Bodie Island Station

was slightly modified from the original 1914 design.

Mendleheff’s Chatham Type Station - Modified

Victor Mendleheff’s 1914 Chatham Type station was an exceedingly plain and simple rectilinear two-story framed block covered with weatherboard siding. It was capped with a gable on hipped roof that created usable space in the attic. Centered on the roof and flanked by two chimneys was an enclosed lookout tower with a pyramidal roof and a lightning rod at its peak. On the first level, the center three bays of the five-bay fenestration contained doorways. A Tuscan columned porch, also with a hipped roof, protected these.⁷⁰

The building designed for Bodie Island moved away from this detailing in several

⁶⁸ York, 60-61.

⁶⁹ *Ibid.*, 239-42. 1916-Cape Lookout, off Harkers Island; 1917-Hatteras Inlet, Ocracoke; 1918-Cape Fear, Smiths Island off Southport; 1918-Creeds Hill, Frisco; 1919-Wash Woods, Corolla; 1925-Bodie Island, Nags Head; 1929-Big Kinnakeet, Buxton.

⁷⁰ *Ibid.*, 164-65.

significant ways.⁷¹ There is no indication that a tower was ever considered for this building. Instead, at the earliest stages of construction, the choice was for a freestanding lookout tower placed between the station and the ocean. This was one aspect of the construction project in which the crew was recorded as participating, “Omitted all drills. Crew employed boating [sic] steel look out tower.”⁷² A second change replaced the porch with a shallow portico centered on the front of the building. An eight-foot wide porch did run the full length of the south side of the building and wrapped around the rear to run an additional twenty-seven feet. This asymmetrical attachment contradicted the overall balanced appearance of the building, but it provided shade on the most sun-exposed southern and western elevations.

Perhaps one of the more significant architectural characteristics of the Bodie Island Station was the full basement formed by the eight-foot, eight-inch high solid concrete walls and floor. This space housed advances in technology that confirmed the ambitions of the Coast Guard to move the service to a higher level with heat, electricity, and plumbing. The basement contained a laundry, crew’s toilet, electric generator and pump room, storm clothes room, and a storeroom; but a third of the space was dedicated to the boiler room and supporting fuel room. With radiant heat now available in each room the second chimney of the original plan was eliminated, and the remaining chimney was used only to vent the boiler and the kitchen stove.

Installation of electricity was another major improvement made to the station. By 1930 an estimated 90 percent of urban Americans were served by electric generating plants. Because of the expense of running the



Figure B-2 Bodie Island Coast Guard Station from the northwest, c. 1925, unknown photographer; NPS archives, Outer Banks Group

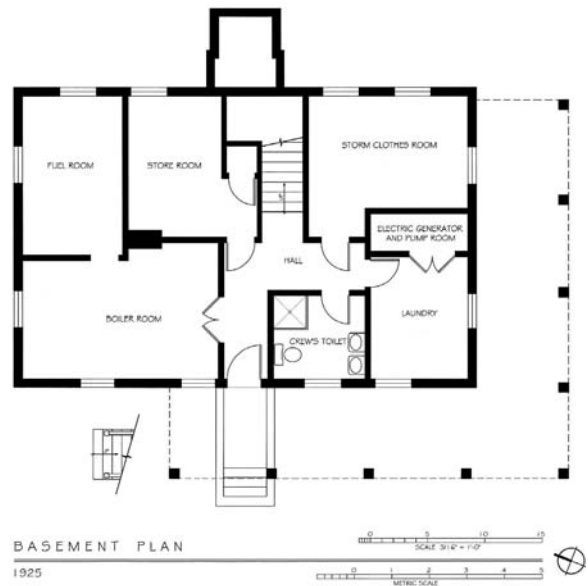


Figure B-3 Station Basement Plan, 1925

power lines into rural or remote places like the Outer Banks, electricity was slower to arrive. To fill this void, Charles F. Kettering, an electrical engineer and founder of Dayton Engineering Laboratories Co. (DELCO), developed the “Delco-Light” line of electric-generating plants in 1916. These were compact and simple single-cylinder, air-cooled, gasoline-powered engines that charged lead acid storage batteries. When

⁷¹ See note 7.

⁷² Journal, July 30, 1924.

the batteries were fully charged, the engine would shut down until the batteries needed recharging. Most units produced direct current and could operate everything from light bulbs to small appliances.⁷³ A Delco Motor provided the power to illuminate the new station with a light fixture in each room – even on the porches.⁷⁴ On August 27, 1925, the station received a “refrigerator,” which was one of the early benefits of having electricity. Franklin D. Roosevelt created the Rural Electrification Administration (REA) in 1935 which quickly captured the market DELCO had filled, and in 1947 production of the DELCO electric plants ceased. By 1945 plans were being made to remove the system from the Bodie Island Station when a reliable external supply of electricity became available.⁷⁵

For the first time, indoor plumbing was provided. The site plan drawn by M.P. Hite in 1923 showed the location of the privy two hundred feet south of the station. The plan for the 1924 station, however, showed no privy. Two 3,000-gallon water storage tanks served the building. One had been relocated from the 1879 station.⁷⁶ These provided water for a laundry and the crew’s toilet (shower, commode, and two sinks) located in the basement and for the Keeper’s toilet (shower, commode, and sink) located on the first floor.

A terra-cotta soil pipe took the sewage out of the building to a manhole just east of the porch and from there to a cesspool one

hundred feet to the south. The concept was progressive; the execution was problematic. Within four weeks after moving in, the crew had to clean out the cesspool. Two times a month, it was not uncommon to find the crew “bailing out the cesspool, and burying all refuse.”⁷⁷ In August of the following year, a more permanent solution was sought by the “crew building a cesspool for new station as drainage was not sufficient.”⁷⁸ Although this seems to have addressed most of the problem, a site map from 1943 still depicts a privy located well north of the property line but connected to the station by a board walkway.⁷⁹

The north half of the first floor, or middle level, was dedicated to a mess room and the kitchen with running water and a supporting pantry. The south half of the first floor, which contained the station’s office and the Keeper’s room and bath, was separated from the north side by a stair hall. The kitchen was accessed from the porch, and the office from the porch or the stair hall. Unlike the 1879 station, there was room enough in the new building to differentiate spaces according to activities.

The top floor was divided into four sleeping rooms. Sleeping Room A, located on the south side of the building, was the largest; Sleeping Room B at the northwest corner about half the size. A smaller private room in the northeast corner of the building was specified for the “No. 1 Man,” and south of this was the smallest room that was held as a spare. There was no toilet on this level. Access to a floored attic was via a ladder stair that was mounted to the ceiling and pivoted from one end down into place.

⁷³ Richard Backus, “Let There Be Light,” *Gas Engine Magazine* (Topeka, KS: Ogden Publications, 2005) www.gasenginemagazine.com/archive/0104/story

⁷⁴ *Ibid.*, Feb. 13, 1927; Sep. 12, 1927; Dec. 25, 1929; Jan. 24, 1930.

⁷⁵ “Unit No. 334, Bodie Island NC, Alterations to Present Dwelling, United States Coast Guard Civil Engineering Norfolk District, Norfolk VA, 6 April, 1945.”

⁷⁶ See note 7.

⁷⁷ *Journal*, Dec. 26, 1925.

⁷⁸ *Ibid.*, Aug.13; Sep. 2, 5, 8; Dec. 5, 1925; Aug.10, 1926.

⁷⁹ “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.

The crew moved from the old 1879 Station into the new one on July 16-17, 1925.

Making Other Improvements

Several changes and improvements were made elsewhere on the site. The 1923 plans called for the relocation of the northern 3,000-gallon water tank from the 1879 building to the new station. This apparently was done, except the two tanks were constructed on line north and south (Fig. B-2) rather than side-by-side, east and west as depicted in the October 1923 drawing. The other building to be moved was the oil house, which was to be placed just to the north of the water tanks. This could have occurred during the construction phase, or in August 1927 when reference was made to the “crew moving house in afternoon.”⁸⁰ From a pre-1933 photograph of the site, it is clear that these alterations had been completed. As part of the changes, the lean-to on the old station was removed and a larger lean-to was constructed to house a stable. In October of 1930 the station received a new “steel flag tower,” sometimes referred to as a “signal tower.” Its height required massive foundations, on which work proceeded into 1931. The tower was placed between the 1924 lookout tower and the 1879 station, probably in 1931; but it was certainly in place by the time M.P. Hite prepared his April 1935 map and the April 2, 1935, photograph of the old station was made.⁸¹

Most of the crew’s time was spent with drills and maintaining the site. Various painting projects over the next few years included: touch up painting of the green on



Figure B-4 Station First Floor Plan, 1925

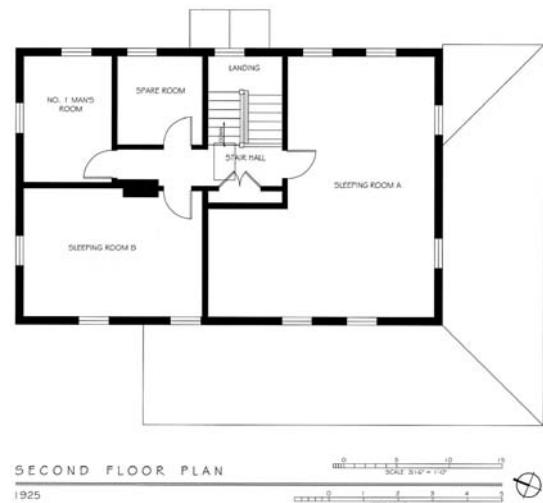


Figure B-5 Station Second Floor Plan, 1925

window screen frame and then white on other window screens; touching up white paint on porch; painting oil house roof, windows, and door; touching up white on station; “painting green on the station”; “painting white on the station”; painting straw color in the cellar.⁸² An indication of the color palette in 1933 can be seen in the paint order received:

⁸⁰ Journal, Aug. 29, 1927.

⁸¹ U.S. Coast Guard, Site Plan Bodie Island Station, Office of Assoc. Civil Engineer M. P. Hite, C&R, 16 April 1935.” And “Bodie Island Old Station Looking North 2 April 1935.” Copies on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁸² Journal, Feb. 4, 7, Jul. 6, 1927; May 19, 20, 23; Jun. 23, 1930.

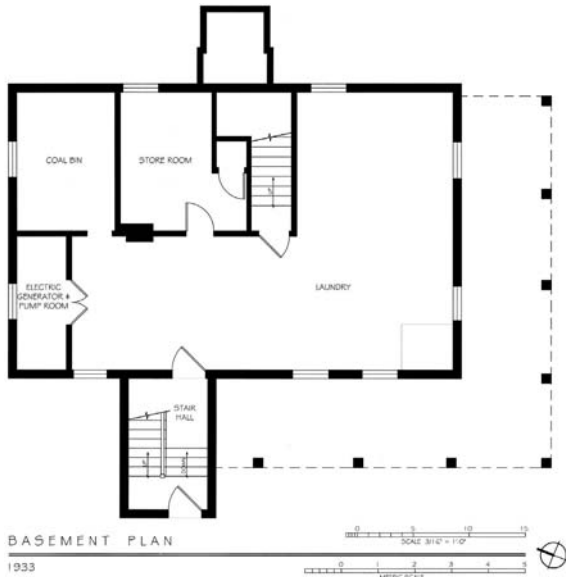


Figure B-6 Station Basement Plan, 1933

“6 gal white inside paint Navy #27
12 gal spar color paint Navy #7
6 gal outside white paint Navy #6
5 gal gray paint Navy # 5
6 gal petroleum spirits
6 qts spar varnish”⁸³

Life at the station changed radically on the night of September 15, 1933. The day was spent preparing for a storm as the surfboat and dory were pulled out of the boat house and brought up to the station for safety. That evening the storm hit hard. At 2 a.m. water was all around the station and the oil house was washed down. By 6 a.m. water had “undermined station causing it to settle, leaving it in a very poor condition and not safe to live in.”⁸⁴ At 8:30 a.m. the decision was made to abandon the station and go to the Bodie Island Lighthouse for safety. When they returned to the station at 10 a.m. the next morning they “found the station in poor condition and not safe to live in.” The next day an inspection was conducted, and the building was declared unfit. The order

⁸³ Ibid., Aug. 8, 1933.

⁸⁴ Ibid., Sep. 15-16, 1933.

was given to move back into the old 1879 station.⁸⁵

1933/34 Modifications

If the option of demolishing the 1925 station and decommissioning the site was considered, it was not selected, for in November 1933, M. P. Hite submitted two sheets of drawings to rehabilitate the building.⁸⁶ One component was structural and involved a complete underpinning and strengthening of the foundations. The other involved the alteration of some of the floor plans. The basement was cleared of much of its original use. The boiler remained in its original location, but the electrical generator was relocated to a small room in the northwest corner. The crew toilet was removed, as was the storm clothes room. In other words, most of the partition walls were demolished and only the laundry activities were programmed to remain in that space. A new chimney was also specified at this time, probably because of all the foundation work.

Perhaps in an attempt to make the building more watertight, the two outer basement windows on the front façade were eliminated. The old cellar entrance under the porch was also sealed. In its stead, a new 12½ by 8½ foot stair tower was constructed on the location of the old porch stair. This enclosure gave protected access into the kitchen and controlled access onto the porch, but it also eliminated the exterior steps onto the porch.

On the second floor, the northern part of Sleeping Room A was converted into a bath

⁸⁵ Ibid., Sep. 17, 1933.

⁸⁶ “U.S. Coast Guard Bodie Island Station: Proposed Alterations in Dwelling. Office of Field Assistant M. P. Hite, November 1933,” 2 sheets copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

BODIE ISLAND

LOOKING N.W.

4/2/35



Figure B-7 “Bodie Island, Looking N.W., 4/2/35,” unknown photographer, NPS archives, Outer Banks Group

complete with a shower, two sinks, and a commode. This necessitated the addition of a small window on the east façade for both light and ventilation. This window seems out of place but at this point, maintenance of symmetry was hardly a design priority. The new restroom, however, must have been a welcomed convenience and was accessible to all of the sleeping rooms from the landing at the top of the stair. This alteration at the landing required the removal of some shelving and the construction of a new wall and doorway. It appears that the pivot ladder to the attic was also reworked at this time with the installation of a pull-down ladder called the “#60 Besselar Disappearing Stairway.”

Exactly one year after the 1933 storm, the crew once again moved out of the 1879 station to take up occupancy of the new one.⁸⁷ The old station would revert to storage. Ironically, after all that work and less than three years later, on July 15, 1936,

the last journal entry reads, “crew employed preparing station to be decommissioned at sunset.”⁸⁸

Renewed Activity

What happened at the station from the time of its decommission to the time the Coast Guard reactivated the station is not known. However, as Germany stepped up its U-boat activities along America’s coast, the old station assumed a new and important role in coastal defense.

Several changes occurred at the site during this period. It appears that the kitchen and mess hall activities were removed from the 1925 building and returned to the 1879 station building. As part of that renovation, two 8,000-gallon water storage tanks were placed beside the 1879 building, one near the mess hall and the other near the galley. These new tanks replaced the two 3,000-gallon tanks north of the 1925 building. The

⁸⁷ Journal, Aug.16, 1934.

⁸⁸ Ibid., Jul. 15, 1936.



Figure B-8 Station from the southwest, c. 1946-47, Potts, photographer, NPS archives, Outer Banks Group

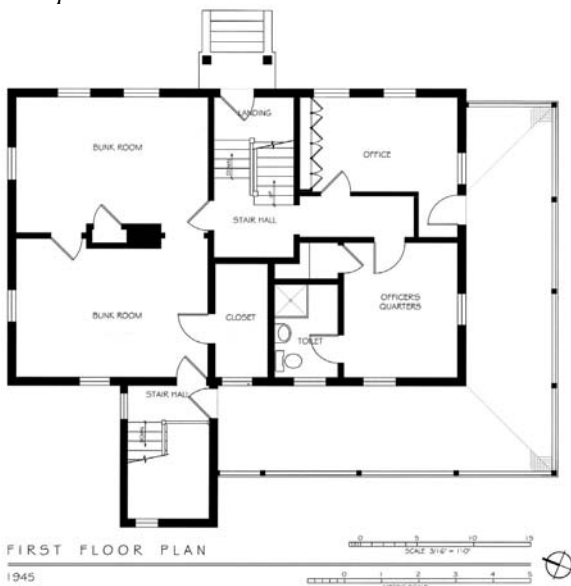


Figure B-9 Station First Floor Plan, 1945

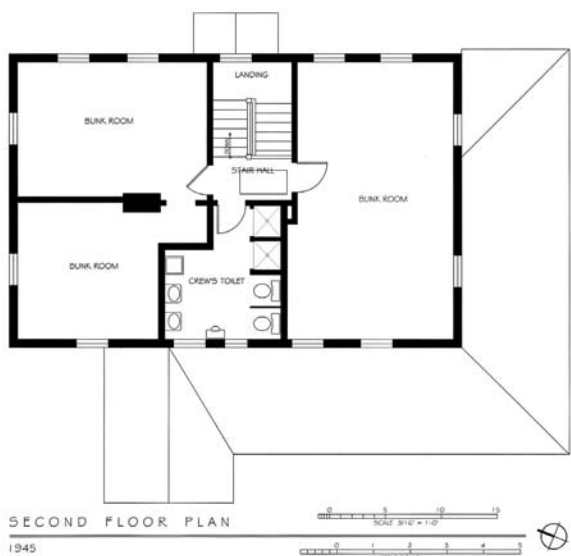


Figure B-10 Station Second Floor Plan, 1945

smaller tanks were subsequently removed.⁸⁹ The 1925 kitchen became the “Crew’s Quarters,” and the mess hall became a “Day Room” furnished with an ordnance locker for machine guns, rifles, and pistols.⁹⁰ This arrangement probably reflected an increased size in the garrison manning the station during the war.

In the fall of 1944, plans were being made that would assure the continuance of the Bodie Island Station as an integral part of the Coast Guard’s operations. Surveys were conducted to enlarge the station’s landholding toward the south. In May of 1945 plans were prepared to renovate the entire station.⁹¹ The upgrades to the second floor of the 1925 building included removal of the original wall that separated the No. 1 Man Room from the Spare Room, thereby creating a six-man bunkroom. The toilet was enlarged by expanding northward into Sleeping Room B. This reduced that space so that room could now accommodate only four men. Sleeping Room A remained unchanged at twelve men.

On the first floor, the old kitchen pantry was supposed to become a new toilet supporting a six-man bunkroom where the crew quarters had been, but it does not appear that this change was made.⁹² The old Day Room also became a six-man bunkroom with the

⁸⁹ See aerial photographs of site dated “7/14/44” and “Sept. 1948.” Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹⁰ “Bodie Island Lifeboat Station, Location and Section of Ordnance Locker, 27 Aug. 1944.” Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹¹ “Unit No. 334, Bodie Island NC, Alterations to Present Dwelling, United States Coast Guard Civil Engineering Norfolk District, Norfolk VA, 6 April, 1945.” Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹² J. C. McCabe, Photo No. 4, “Former Kitchen on main floor, Bodie Island C.G. Station” dated March 30, 1954, on file in archives of National Park Service, Outer Banks Group, Manteo, NC. Shows large pantry sink still in place.

removal of the ordnance locker. A new opening was cut south of the chimney to connect these rooms better. A total of thirty-two crewmen, not counting the officers, could now be housed in the 1925 station building.

On the other side of the stair hall, the Office was segregated from the Officer's Quarters with a new partition that formed a passage. In the basement, the electric generator and batteries were removed indicating a reliable exterior source of power was now available. By the fall of 1948, it was clear what the mission of Bodie Island was to be. The main transmitting tower surrounded by a field of telephone poles had been erected on the site just to the south of the original three-acre tract. This was part of the LORAN system that was being installed worldwide.

LORAN, which means Long Range Aid to Navigation, is a modern electronic means by which ship and aircraft navigators can determine their positions accurately and quickly, day or night, and under practically any condition of weather and sea. It was created to meet the emergency conditions of World War II and during that period was used exclusively by military forces. Since then, LORAN receiving equipment has been available to commercial, as well as military ships and aircraft.

Navigators receive LORAN radio signals from stations like the one at Cape Hatteras, which can transmit signals over an area 750 miles by day and 1,400 miles by night. Signals from two or three stations are matched for accurate position plotting.

Since the war, LORAN has made tremendous growth. Presently under final evaluation is a modified system that will provide a more precise method of position fixing with greater range. The world-wide LORAN system contains some 70 stations

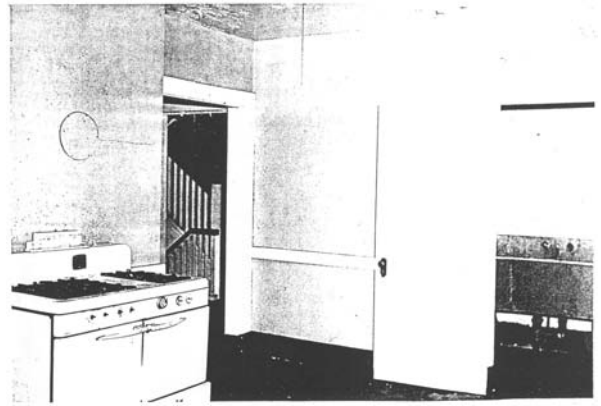


Figure B-11 "Former Kitchen on main floor," March 30, 1954, J.C. McCabe, photographer, NPS archives, Outer Banks Group



Figure B-12 "Reception Room," March 30, 1954, J.C. McCabe, photographer, NPS archives, Outer Banks Group



Figure B-13 LORAN transmitting tower with Station in background, July 14, 1944, NPS archives, Outer Banks Group



Figure B-14 Station from the northeast, December 1986, NPS archives, Outer Banks Group

of which 60 are operated by the United States Coast Guard.”⁹³

National Park Service Takes Possession

On October 15, 1953, the Bodie Island Coast Guard Station was turned over to the National Park Service.⁹⁴ The following year, the Park Service began their renovations. A new parking lot was built near Hwy. 12 and steps up to the porch added on the west side at the south end.⁹⁵ It was probably at this time that the old pantry was converted to a passage and the window enlarged to become what is now the front doorway.

Around 1962 the stair tower was more than doubled in size with a nine-foot expansion northward to accommodate public

restrooms.⁹⁶ It is probably at this time that the stair in the tower leading from the basement up to the first floor was removed and the doorway connecting the tower to the porch closed. Another major alteration during this period was the enclosure of the south porch. In May of 1962, plans were submitted to construct a two-room, one-story lean-to on the front, or seaside, elevation. This resulted in the removal of the 1925/33 portico. During this period the building functioned as the Park Headquarters Office.

The next major change occurred in 1974 when the upstairs was renovated into bedrooms with an upgraded toilet. A modern kitchen was installed in the basement, and the old Officer’s Quarters was converted into a restroom. After these upgrades and the subsequent residential use, the building was fondly referred to as “The Hilton” by the Park Service staff.⁹⁷

An increased awareness of the historical importance of the station was indicated in 1977 by the submission of a National Register Nomination for the original 1879 station, the boat house, the 1925 station, and the lookout tower. During the assessment made for this nomination, it was determined in October of 1976 that the lookout tower needed to be removed from the beach if it was to be preserved.

On April 7, 1977, a Section 106 application to remove the tower was submitted and approval was granted October 1, 1977.

⁹³ United States Coast Guard News Release No. 60-2-26(jbb), Jun. 3, 1960.

⁹⁴ *Bodie Island Life Saving/Coast Guard Station National Register Nomination*. p. 2 prepared March 1, 1977. This appears to be the same transaction that transfers the lands around the Lighthouse to the Park Service.

⁹⁵ See photograph Neg. No. 54-36 dated: 5/17/54. Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹⁶ “Bodie Island Headquarters Expansion” c.1962 one sheet. Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹⁷ “Bodie Island Building #102, Alterations to Present Structure, National Park Service Cape Hatteras National Seashore, drawn by Lusa, 1-30-74” in archives of National Park Service, Outer Banks Group, Manteo, NC. Also, per interview with George E. Perrot III, NPS Outer Banks Group April 19, 2005.

Unfortunately, delays occurred. The situation became critical by February 6, 1978 when high seas had undercut the foundations and the tower was tilting at about 85 degrees. The attempt made to rescue the tower before it collapsed failed. Although the tower was carefully documented by HABS, this element of the 1925 station was ultimately lost.⁹⁸ In February 1979, the original nomination which still included the lookout tower was approved, and the property was officially included in the National Register.

The Cape Hatteras National Seashore General Development Plan of 1984 called for moving the 1925 Coast Guard Station to Whalebone Junction where the exteriors of the building would be restored and the interior adapted for use as a visitor center.⁹⁹ It was believed that the building was under threat from the ocean. In response to this plan, David Heiser, North Carolina State University, refined the concept in 1987 by proposing a specific site just south of the 12 and 64/264 highways intersection. 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 first station be restored to its original appearance and used to interpret the Life-Saving Service.¹⁰⁰ As of 2005 that plan remained under consideration as a preservation option.



Figure B-15 Lookout tower, February 6, 1978, NPS archives, Outer Banks Group



Figure B-16 Station from the south, with relocated 1879 Life-Saving Station at left, December 1986, NPS archives, Outer Banks Group

The U.S. Coast Guard returned to the 1925 building in 1988.¹⁰¹ The decision had been made to abandon their station south of Oregon Inlet at the end of Pea Island and to

⁹⁸ Fredrick E. Kelly, "Cape Hatteras National Seashore, Building Number 103, Bodie Island C.G. Observation Tower, Historic Structure HS-1C, A Review of the Situation Leading Up to the Loss of the Structure." No date, copy in archives of National Park Service, Outer Banks Group, Manteo, NC.

⁹⁹ Cape Hatteras National Seashore/North Carolina, "General Management Plan, Development Concept Plan, Amended Environmental Assessment" Jan. 1984. 35.

¹⁰⁰ 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 archives of National Park Service, Outer Banks Group, Manteo, NC.

¹⁰¹ Chenery, 36; also "Assessment of Actions Having an Effect on Cultural Resources, December 22, 1992."

construct a new station north of Oregon Inlet on National Park Service land adjacent to the Oregon Inlet Fishing Center. By 1991, however, the building was once again vacant, and with maintenance deferred, it slowly deteriorated. Permission was requested to demolish the 1962 office lean-to as the first step toward relocating the building to Whalebone Junction. In July 1993, a determination of no adverse impact was made, and permission was granted to proceed with demolition as funds were

available. This work was delayed until 2002 when the demolition occurred as an emergency stabilization measure after the addition had been significantly damaged by Hurricane Isabel.¹⁰² Other than replacement of the wood shingle roofing with asphalt shingles, little significant maintenance has been done on the building in the last decade, and it appears to have remained vacant since 1991 when the Coast Guard completed their new station.¹⁰³

¹⁰² Listed as “Emergency Stabilization BI CG Station, 7/1/02” OB Project Compliance Tracking Log. On file in the offices of Doug Stover, National Park Service, Outer Banks Group, Manteo, NC.

¹⁰³ “ICAP, Bodie Island Life Saving Station, July 17, 1992”; also, “Assessment of Actions Having an Effect on Cultural Resources, December 22, 1992.” 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.¹⁰⁴
- 1871 Sumner Increase Kimball initiates reorganization of the Life-Saving Service.
- 1873 \$100,000 appropriated to extend life-saving activities into North Carolina.¹⁰⁵
- 1874 Bodie Island Station (½ mile south of Oregon Inlet) established as one of seven stations constructed along North Carolina coast.¹⁰⁶
- 1875 July J.L. Parkinson appointed Assistant Superintendent of Construction.¹⁰⁷
- 1878 June 18 U. S. Life-Saving Service established as agency of the Treasury Department under the supervision of Sumner I. Kimball.¹⁰⁸
July 17 Site of Tommy's Hummock Station selected.¹⁰⁹
July 25 Land conveyed to U.S. for construction of the station.¹¹⁰
Fall-Winter Construction of station by Allen A. McCullough of Norfolk, Virginia.¹¹¹
- 1879 Jan. 15 Jesse T. Etheridge was first Keeper of the station.¹¹²
Jan. 16 First crew hired; Tommy's Hummock Station established as Station #14, District 6.
- 1880 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.

¹⁰⁴ Eugene V. York, *The Architecture of the United State Life Saving Stations* (Master's Thesis, Boston University, 1983), 6.

¹⁰⁵ *Ibid.*, 15.

¹⁰⁶ *Ibid.*, 195-96, Caffeyes 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)

¹⁰⁷ *Ibid.*, 29.

¹⁰⁸ 20 Stat. L 163.

¹⁰⁹ Walton and Parker's Report, National Archives.

¹¹⁰ 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.

¹¹¹ *National Register of Historic Places Nomination: Bodie Island Lifesaving/Coast Guard Station*. North Carolina Department of Archives and History; Raleigh, 1979.

¹¹² Unless noted otherwise all entries are drawn from Tommy's Hummock/Bodie Island Life Saving Station Journals.

- 1883 Tommy's Hummock renamed Bodie Island Life-Saving Station, as old Bodie Island Station became the Oregon Inlet Station.¹¹³
- 1887 Telephone service was available at station, supplementing telegraph.¹¹⁴
- 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.
- 1897 Nov. 9 Put in a breakwater to stop water from running around building.
- 1904 Sept. 12-17 Crew worked on boat house.
- 1914 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.¹¹⁵
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 Dist. Asst. Inspector.
Pre-Sept. Designated as Station #175 in U.S. Coast Guard District #7.
Sinking of the Lusitania.
Nov. 8 Robert L. Wescott appointed as 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 boat house.
Apr. 6 *U.S. declares war on Germany.*
- 1918 July 3 Put station numbers [175] on the roof of boat house¹¹⁶ and July 17-18 built a platform for station numbers.
Nov. 11 *Armistice declared.*
- 1920 Jan. 16 *18th Amendment: Prohibition enacted.*

¹¹³ Tommy H. Jones, introduction to Journal transcription.

¹¹⁴ Authorization for all stations to have a telephone: National Archives, RG 26, Letters Sent Vol.27, 358-359: Letter from S. Kimball dated October 6, 1885.

¹¹⁵ York, 61.

¹¹⁶ 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.

- 1923 Apr. Site plan by M.P. Hite to acquire property, locate proposed station, water tanks, oil store house and lookout tower.¹¹⁷
Oct. Plans prepared for new U.S. Coast Guard, Bodie Island Station.¹¹⁸
- 1924 Construction of the new Coast Guard Station.¹¹⁹
- 1925 July 16-17 Moved into new station.
- 1926 Aug. 10 Built new cesspool for the 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 hits; 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.”
Sept. 17 1925 station was evacuated and crew reoccupied 1879 station.
Nov. Plans drawn by M. P. Hite to renovate the 1925 station.¹²⁰
- 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.¹²¹
- 1941 Dec. 7 *Pearl Harbor attacked.*
- 1944 1879 Station was serving as a galley and mess hall.¹²²
- 1945 May 8 *VE Day.*
Renovation of the 1925 station and additional land acquired toward the south.

¹¹⁷ Ibid.

¹¹⁸ “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.

¹¹⁹ During the period of September 1924-February 1925 Superintendent of Construction, M. P. Hite, makes monthly site visits.

¹²⁰ Two sheets of drawings by M. P. Hite on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹²¹ Last entry in Tommy’s Hummock/Bodie Island Life Saving Station Journals, Record Group 26, National Archives Atlanta, edited transcription provided to the author by Tommy Jones, National Park Service, Atlanta.

¹²² “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 archives of National Park Service, Outer Banks Group, Manteo, NC.

- New electrical service to the site allows removal of the generators and batteries.¹²³
Two new 8,000-gallon water storage tanks constructed at the 1879 Station.¹²⁴
- 1953 Oct. 15 Cape Hatteras National Seashore Recreation Area established. The Bodie Island Coast Guard Station turned over to the National Park Service.¹²⁵
- 1954 Mar. 30 1925 building was vacant.¹²⁶
May NPS began making renovations for use as headquarters.
- 1955 Relocation of the 1879 Station and the 1916 boat house to their present location.¹²⁷
- Pre- 1962 South porch of 1925 station was enclosed. 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.
- 1962 May Construction of two-story addition to the north side of the 1933 stair tower. Two public restrooms were in the basement, and an office was at first floor.
Two additional first-floor rooms added to the east side of the main block, requiring removal of the front portico.¹²⁸
- 1974 Jan. 30 Started renovation of the 1925 station with the basement kitchen; and enlarged restrooms; ranger office first floor.¹²⁹
- 1978 Feb. 6 Collapse of the 1925 lookout tower.¹³⁰

¹²³ “Unit No. 334, Bodie Island NC, Alterations to Present Dwelling, United States Coast Guard Civil Engineering Norfolk District, Norfolk VA, 6 April, 1945.” Copy on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹²⁴ Ibid. “Alterations to Mess Hall and Galley.”

¹²⁵ *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.

¹²⁶ See collection of nine photographs by J.C. McCabe, dated March 30, 1954, on file in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹²⁷ See building and photograph files on Building #100 (1789 Station), Building #100A (1916 Boat House) in archives of National Park Service, Outer Banks Group, Manteo, NC.

¹²⁸ “United States Department of the Interior, National Park Service, Operations & Maintenance, Region One Office, Room Addition – Admin. Bldg. Bodie Island Cape Hatteras National Seashore” dated May 1962, copy on file National Park Service, Outer Banks Group, Manteo, NC.

¹²⁹ “Bodie Island Building #102, Alterations to Present Structure, National Park Service Cape Hatteras National Seashore, drawn by Lusa, 1-30-74” in archives of National Park Service, Outer Banks Group, Manteo, NC. After this renovation the building was often called “The Hilton” per interview with George E. Perrot III, NPS Outer Banks Group.

¹³⁰ 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 1916 Boat House placed on the National Register of Historic Places.
- 1984 Jan. Cape Hatteras National Seashore General Management Plan called for relocation of buildings.
- 1987 Whalebone Junction, Cape Hatteras National Seashore, Master Plan prepared for moving of the buildings to become a welcome center.¹³¹
- 1988 1925 building used by Coast Guard as barracks while the new Oregon Inlet Station was being built.¹³²
- 2002 Demolition of the 1962 addition to the front of the 1925 Station.¹³³
- 2004 Wood shingle roof removed from 1925 Station; reroofed with asphalt shingles.

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.

¹³¹ 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.

¹³² Richard L. Chenery III, *Old Coast Guard Stations Vol.2, North Carolina* (Glen Allen, VA: Station Books, 2000), 35-36.

¹³³ Listed as "Emergency Stabilization BI CG Station, 7/1/02" OB Project Compliance Tracking Log. On file in the offices of Doug Stover, National Park Service, Outer Banks Group, Manteo, NC.

C. PHYSICAL DESCRIPTION

General Description:

The Station in 2005

Over the course of the eighty years the Bodie Island Coast Guard Station has existed, many dramatic changes have occurred in both the building and the surrounding landscape. Originally set 700 feet from the beach, and northwest of the 1879 Station which it replaced in function, the 1925 Station once commanded a wide, relatively flat expanse of land leading to the beach. This exposure proved detrimental in 1933, when a hurricane undermined the concrete basement walls and foundation, rendering the building's base unstable. Because of the unsafe condition, the crew moved back into the old station building while repairs were made. The repairs, completed the following year, included a complete rebuilding of the foundation and raised basement, a rearrangement of basement rooms, partial rebuilding of interior stairs, an addition of a two-story stair tower on the west elevation providing secondary access to both the basement and the first floor, and addition of a second floor bathroom. The building underwent further changes during World War II to accommodate its use as a Coast Guard LORAN station. The most recent chapter in the building's history, the National Park Service's ownership, entailed several more additions and changes relating to the new uses the building served.

Creation of man-made sand dunes on the Outer Banks began with the Civilian Conservation Corps in the 1930s. Plants whose form tended to stop and deposit blowing sand were cut on the mainland, brought to the islands, and stacked in a line of mounds opposite the water's edge. Over

time, the dunes have grown and the shoreline has continued to move westward. The site around the station has changed significantly. The view of the once broad expanse of beach from the original front entrance portico is now blocked by large sand dunes that stand immediately east of the structure. The water's edge is now just beyond the sand dunes. This build-up of dunes, coupled with the removal of the original portico and the addition of offices on the east side in the 1960s, have changed the building's orientation. Today a paved drive from Highway 12 leads to a parking lot directly west of the building, and this elevation appears to be its front facade.



Figure C-1 Station from the south, showing dunes to the east and the relocated 1879 Station to the west

The station is a large, two-story weatherboard on wood-frame building over a raised basement, whose perimeter walls are made of poured-in-place concrete. A gable on hipped roof with asphalt shingles covers the main block of the building. A wraparound porch extends along the south and west elevations; on the west side the porch intersects with the circa 1933 stair tower addition, which itself was enlarged in

1962 to house basement restrooms and a first-floor office. The south portion of the porch was enclosed by the National Park Service at some point between 1956 and 1962.

The west elevation, facing Highway 12, now serves as the primary entrance to the building. At ground floor, a door into the stair tower addition provides access to the basement. At first floor above, there are two four-over-four double hung windows, one in the 1933 stair tower addition and the other in the 1962 restroom/office addition. Both windows are covered on the exterior by vented plywood panels, as are all windows of the station, for protection from storms and vandals.



Figure C-2 Station from the northwest

At the basement of the main block, two six-over-six double-hung windows are sheltered by the porch. Open stringer wooden stairs lead from the parking area to the first-floor porch where there are three six-over-six double-hung windows and the primary entrance doorway. At the second floor are four original six-over-six windows and one smaller four-over-four window, added in the 1933 repairs when the bathroom was relocated from the basement to the second floor.

The north elevation of the main block of the station contains two six-over-six double-

hung windows at each of the three floors, and an additional small window at the gable in the attic. The 1962 restroom addition on the west end of the north elevation has two wood slab doors leading into the basement restrooms, and a single six-over-six window centered on the first-floor office wall above.

The east elevation was originally the front elevation of the station; it was a five-bay design with a center portico on the first floor. Today all five six-over-six double-hung windows are in place on the second floor, but only one original opening remains on the first floor. The others were enclosed in a one-story, shed-roofed 1962 addition containing two offices. This addition was removed in 2002, and asphalt roll roofing was installed on the surface of the original wall as a temporary protective covering. The basement has two six-over-six double-hung windows, and the concrete portico stairs are still in place in the center bay. An aluminum two-over-two window is contained in the first-floor porch enclosure.



Figure C-3 Station from the southeast

The south elevation contains three two-over-two aluminum windows in the offices created when the first-floor porch was enclosed; the second floor and basement both have two early six-over-six window units. On the south side of the stair tower addition beyond, there is at first floor one pair of aluminum two-over-two windows.

Construction Characteristics

Structural Systems

Foundation and Cross Walls: The main block of the station rests on a poured-in-place concrete foundation that dates to 1933, when the original concrete foundation was undermined during a hurricane. The porch piers are also poured-in-place concrete. At the basement, steel beams and post run north-south at the midpoint of the building. Load-bearing frame walls are set immediately above at both the first and second floors, with the exception of the south end of the second floor where a steel beam carries the load.

The stair tower addition, dating to 1933, has poured-in-place concrete foundation walls that were installed concurrently with the new concrete foundation walls poured for the original station in the repairs of that year.

The 1962 restroom addition consists of concrete block foundation walls.



Figure C-4 Porch foundation and floor framing

Floor Framing: The first-floor framing, visible from areas of Room 001 below, is $1\frac{3}{4}$ " x $9\frac{1}{2}$ " joists running east-west at 16" on center. Diagonal tongue-and-groove subflooring is also visible. The second-floor framing is $1\frac{3}{4}$ " x $9\frac{1}{2}$ " joists, visible from Room 106 below. The attic-floor framing is

$1\frac{3}{4}$ " x $9\frac{1}{2}$ " at 16" on center. The porch framing is $1\frac{5}{8}$ " x $7\frac{3}{4}$ " at $15\frac{1}{2}$ " on center, framed every 8'-0" into girders measuring $2\frac{5}{8}$ " x $7\frac{3}{4}$ ". Floor framing of other portions of the station is inaccessible.

Roof Framing: The gable on hipped roof of the main block of the station is framed with $1\frac{5}{8}$ " x $7\frac{1}{2}$ " pine, machine planed rafters at 16" on center. Deck boards measure 1" x $4\frac{3}{8}$ ". Roof framing of other portions of the station is inaccessible.

Exterior Features

Roof & Rainwater Collection/Dispersal:

The station has asphalt shingle roofing on all roof surfaces; it is in relatively good condition. No gutters or downspouts are in place, though early photographs show them installed on the porch roof and roof of the main block. Some fascia boards of the main block are currently missing, including an approximately 16 feet long section on the north elevation, and two sections totaling approximately 20 feet on the east elevation.



Figure C-5 Missing fascia board on the north elevation

Chimney: The station's chimney intersects the ridge line of the roof, and is located near the north gable. This single chimney is a deviation from the Chatham Type's more symmetrical double chimney design. The chimney, rebuilt after the 1933 hurricane, is laid common bond brick and does not have

any detailed brickwork or corbelling. It vents the furnace in the basement.

Walls: All walls above the basement are sheathed in weatherboard siding, now painted white and peeling extensively. The siding has a 4½" exposure. A wood water table with a molded drip cap forms the base of the wood siding at its intersection with the raised concrete foundation walls. Corners meet with 5¾" wide by 1⅛" thick flush boards, set vertically, with a 1⅛" quarter round molding at their intersection. At the c. 1956-62 porch enclosure, the base of the wall consists of a skirt board with drip cap created by the overhang of the original porch floor. Corners meet with 5¾" wide by ¾" thick flush boards, set vertically, with a ¾" quarter round molding at their intersection. A 1" x 8" board placed horizontally at the top of each exterior wall of the main block marks the transition from weatherboard siding to soffit. V-joint tongue-and-groove boards, matching the ceiling boards of the porches, form the soffit.

Photographs from c. 1971 reveal, and peeling paint on site confirms, that other colors were previously used, in a contrasting scheme in which the corner boards and trim were painted a lighter color than the body of the station. Photographs from c. 1925 indicate that the building was originally painted white or a light color, while window sash, doors, porch ceiling, gable ends, and soffits were painted a dark color.

Doorways: The current primary entrance to the station is on the west elevation; it was created from an original window opening at some point between 1956 and 1962, when the original pantry was converted into an entrance hall. It has a sash door now covered on both sides with plywood, but apparently of 1925 vintage. The secondary entrance to the station is at the basement into the stair tower; it was installed when the



Figure C-6 Early photo of station from the southeast (CAHA)

stair tower was built in 1933. It has its original sash door with flush board surrounds. Two slab doors, also known as flush doors, on the north elevation provide access to the two restrooms. These doors are in very poor condition, having been damaged by termites.

Windows: All but one window of the first and second floors of the main block are six-over-six, double-hung wood windows, measuring approximately 3'-0" wide by 5'-6" tall. All appear to be original and share common details and construction methodology. The exception is a smaller but similar four-over-four double-hung wood window at the center of the second floor of the west elevation added in 1933. All windows in the raised basement match the originals of the upper two floors in design and construction, though they are shorter. These too are six-over-six double-hung wood windows measuring approximately 3'-0" wide by only 4'-0" tall. When the basement was rebuilt after the 1933 storm, the two outermost window openings of the east elevation were not included. The 1925 basement windows appear to have been reused in the rebuilt 1933 basement walls.

Some of these windows have small amounts of rot or separated elements, and many have

broken sash cords, but in general they are in stable condition due in large part to the mothballing of the building.

In the 1933 stair tower, there is one four-over-four double-hung window on the west elevation, measuring 2'-0" wide by 5'-6" tall, dating to that construction. There is also a pair of aluminum two-over-two



Figure C-7 Six-over-six window and radiator, probably both dating to 1925

windows on the south elevation dating to a later modification, probably c. 1950s.

At the enclosed south section of the first-floor porch, there are four pairs of aluminum two-over-two windows with horizontal muntins. Three pairs are on the south elevation and one pair is on the east elevation. All were installed when this section of the porch was enclosed c. 1956-62. There is on the west wall of this enclosure a wood window unit matching those of the first floor of the main block. It is almost certainly a salvaged unit reused.

Two four-over-four wood windows are at the first floor of the 1962 restroom addition, one each in the north and west elevations. The west window measures 2'-0" wide by 5'-6" tall; the north window measures 3'-0" wide by 5'-6" tall. Both windows were probably salvaged from another building.

Porches: The first-floor wraparound porch on the south and west elevations is an original feature. The shallow pitch of the hip roof and concrete foundation piers of the porch remain unchanged. The south portion of the porch was enclosed at some time between 1956 and 1962. In 1962, stairs were built in their current location off the northernmost bay of the west section of the porch. Both the stairs and the exposed portion of the porch are in poor condition. Severely peeling paint has allowed access by water, causing the wood to swell and buckle, and rot has formed in numerous areas. The flooring in the south bay of the west section has collapsed.



Figure C-8 Buckling porch flooring and collapsed porch railings

Interior Features

Room 001: The area of the kitchen south of the staircase measures 14'-0" x 12'-9". The remaining or west section of the L-shaped room measures 24'-9" x 12'-0". The 1933 "as built" plans show this west section

extending even farther north. In 1974 the north end was partitioned off to create the boiler room (Room 006).

- *Flooring:* The floor is a poured concrete slab dating to 1933.



Figure C-9 Southeast corner of Room 001



Figure C-10 1933 Doorway leading from the added west stair tower (Room 007)

- *Walls:* The easternmost wall, the south wall, and the west wall are made of poured-in-place concrete dating to 1933. The imprints of the forms constructed of plank

boards set horizontally are clearly visible. The wall south of the staircase that separates it from Room 001 is gypsum board on studs. The north wall is 1/4" plywood on stud framing dating to 1974.

- *Doors:* The doorways between this kitchen and the stairs (Room 002) and this room and the laundry (Room 003) have 1925-era Type C-1 casings, probably reused. The original door to the basement from the staircase (Room 002) has been replaced with a 1970s vintage hollow-core, slab door with same era hardware of two, 3" butt hinges on the north jamb and a closet lockset. The door to the laundry has a 1925-era, five-panel door, probably reused. The doorway from the 1933 stair tower (Room 007) has Type C-2, mitered casings dating to 1933. However, the six-light over three-panel sash door dates to 1925. Its original mortise lock is still in place as are its three original 3 3/4", five-knuckle galvanized butt hinges. The door measures 3'-0" x 6'-6" x 1 3/4", and its bottom rail is split. The doorway to the boiler room (Room 006) has 1970s-era Type C-17 casings and door of the same period.
- *Windows:* All five window openings are 3'-0" wide x 4'-0" tall. They have six-over-six light, double-hung window sash with 1925-era Type M-1 muntins. All five casings are Type C-1, matching the window units of the first and second floors. These window units probably date to 1925, were salvaged after the 1933 hurricane, and reused during the subsequent rebuilding. Except for minor damage, all are in generally sound condition. One muntin and four panes are missing from the bottom sash on the south window of the east wall. There is also termite damage visible on that windowsill. The top sash of the window on the east side of the south wall was removed completely and replaced with a modern, c. 1974, exhaust fan. The window on the west side of the south wall is missing one pane from the bottom sash.



Figure C-11 Early back door's mortise lock



Figure C-12 Exhaust fan replaces top sash

- **Ceiling:** There is visible termite damage to the ceiling joists exposed in the southeast corner of the room and the adjoining east wall sill plate. The 9½" x 1¾" ceiling joists are 16" on center and run east-to-west. An I-beam that runs from north-to-south for the length of the house is visible from the corner of the wall south of the staircase to the south

perimeter wall. On the east side of the I-beam, the ceiling is sheathed with a gypsum or plaster board. On the west side of the I-beam the ceiling is ¼" plywood, probably dating to the 1970s.



Figure C-13 Termite damage to ceiling joists and sill plate

- **Baseboards:** The north wall, south of the staircase has Type B-1 baseboards, dating either to the 1933 rebuilding or to 1925 and reused in 1933. The north wall separating the kitchen from the boiler room (Room 006) has the 1970s-era, Type B-14 baseboard. A painted baseboard representation is on the remaining walls.
- **Finishes:** The walls, the floor, the ceiling, and the trim are all painted and are peeling extensively.
- **Mechanical & Electrical Systems:** A cast iron 1'-8" x 7'-0" radiator is mounted on the ceiling in the eastern quadrant of the room. A similar 1'-8" x 4'-8" radiator is mounted in the southwest corner of the ceiling. Electrical wiring is in surface-mounted conduit. Rectangular discolorations on the ceiling mark where two 1960s-era fluorescent ceiling lights, now missing, were mounted. A 220V outlet is in the middle of the south wall. A thermostat is on the north wall.
- **Other Features:** None are present.

Room 002: This room, housing the staircase from the basement to the first floor and

measuring 6'-7" x 11'-9", was originally designed in 1925 to open directly into the basement through a cased opening. A door was added in the 1933 repairs to separate the two areas.



Figure C-14 Landing between first floor and basement

- **Flooring:** The floor of the bottom landing and intermediate landing are poured-in-place concrete slabs dating to 1933.
- **Walls:** The north, west, and south walls of the basement are gypsum or plaster board on stud framing. The east wall is poured-in-place concrete up to the level of the intermediate landing; gypsum or plaster board on studs are above.
- **Doors:** The doorway from this room to the kitchen (Room 001) has 1925-era Type C-1 casings, mitered at the corners. It is probably reused.
- **Windows:** None are present.
- **Ceiling:** The ceiling is sheathed with gypsum or plaster board.
- **Baseboards:** The Type B-2 baseboard, slightly different from that of the upper two

stories of the staircase, probably dates to 1933.

- **Finishes:** The walls, floor, and ceiling are all painted and are peeling extensively.
- **Mechanical & Electrical Systems:** Mounted on the east wall of the landing is a 24-fin, 1'-8" x 4'-6" wall radiator. Above the landing is a 1970s-vintage ceiling light missing the globe.
- **Other Features:** The staircase consists of a poured-in-place concrete intermediate landing. There are wood treads and risers from the intermediate landing to both the first floor and the basement. The lower run has a galvanized 1¼" pipe handrail on the north side and a wood handrail on the south side, apparently more recent by its lack of wear.

Room 003: The 11'-3" x 12'-4" laundry room was not used for this purpose until 1974. The 1923 plans identify this area as the "Store Room," with the laundry relegated to the southwest quadrant of the basement. This room has remained relatively unchanged through the building's many renovations and repairs. According to the 1945 alteration drawings, an additional closet was added north of the original closet that occupies the southeast corner. This closet, however, does not show up again in the 1972 drawings, so presumably it was removed that year in the alterations.

- **Flooring:** The floor is a poured-in-place concrete slab dating to 1933.
- **Walls:** The east wall is 1933-vintage, poured-in-place concrete while the others are gypsum or plaster board on stud framing. There is extensive damage (rot) to the wall plate on the east wall and to the reused 1925 window casing.
- **Doors:** The doorway from Room 001 to Room 003 has original 1925 Type C-1 casings with mitered corners, and a 1925-vintage, five-panel door. Two early, 3¼" butt hinges are in place; however, the latching mechanism is missing.

- *Windows:* There is one six-over-six light window with Type M-1 muntins on the east wall, probably a reused 1925 window unit. One pane of glass is missing from the top sash and four panes from the bottom sash.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* The baseboards are the early Type B-1. There are poor replications of this baseboard along the southeast corner, probably dating to the 1972 repairs. All of the baseboards have a ¾", quarter-round shoe molding. The shoe molding along the north wall has extensive rot.
- *Finishes:* The walls, floor, and ceiling are all painted and are peeling extensively.
- *Mechanical & Electrical Systems:* 1950s-vintage, electrical metal conduit is mounted on the walls. Marks on the ceiling indicate that one fluorescent ceiling light is missing.



Figure C-15 Tank in Room 003

- *Other Features:* In the northeast corner of the room, part of the metal tank from the adjacent room is visible.

Room 004: This 8'-9" x 12'-4" room occupying the northeast corner of the basement was historically know as the "Fuel Room" or the "Coal Bin." The earliest drawings, dated 1923, and photographs confirm that there were originally two windows in this room, one on the north wall and another on the east wall. In the repairs that followed the devastating 1933 hurricane, the original concrete foundation walls were replaced with the existing poured-in-place concrete walls, and the east window was eliminated. In 1923 the room was also larger than it is today. The west wall was originally designed to be several feet west of its current position where it has been since 1933, under the sections of I-beam that run north-south for the length of the station at its center.

- *Flooring:* The floor is a poured-in-place concrete slab dating to the 1933 repairs.
- *Walls:* The north and east walls are poured-in-place concrete of the 1933 repairs. The west wall is ¼" plywood on stud framing. This wall was probably rebuilt when the fuel oil system was installed at a date which has not been determined. According to NPS drawings, the tank was not installed when the 1974 repairs were conducted. The south stud wall is sheathed in 5½" wide tongue-and-groove plank boards laid horizontally. A wall in this location was initially constructed in 1933. It may have been dismantled to install the tank.
- *Doors:* The doorway from Room 004 to the boiler room (Room 006) has been lowered for overhead piping. The door casing is original, Type C-1, although cut down to fit the modified doorway dimensions. The door itself is made of plywood, a modern addition which probably occurred when the fuel oil system was installed.
- *Windows:* The room's one window, a six-over-six light window with Type M-1 muntins, is on the north wall and has the original 1925-vintage Type C-1 casings. Its



Figure C-16 Northeast corner of Room 004

bottom sash is missing all three muntins and all of its panes of glass.

- **Ceiling:** 4¼" x ¾" tongue-and-groove pine boards are laid north-to-south. The ceiling is crisscrossed with radiator pipes. There is an exposed I-beam along the west edge of the ceiling with a 6" web and 4" flange.
- **Baseboards:** None are present.
- **Finishes:** The walls, ceiling, and floor and plywood tank covering are painted and are peeling extensively.
- **Mechanical & Electrical Systems:** A ceramic light fixture is mounted on the ceiling along with remnants of electric wire conduit and plastic-wrapped Romex.
- **Other Features:** Along the entire east side of the room there is a cylindrical metal tank, presumably for fuel oil storage, and a plywood enclosure, both of unknown construction date. The paint on the tank enclosure is in much better condition than in the rest of the room.

Room 005: Through the 1925-era five-panel double doors on the north wall of the boiler room (Room 006), is this small, 4'-5" x 12'-0" room. Containing electrical panels when created in 1933, it was identified for containing the electric generator and pump.

- **Flooring:** The floor is a poured-in-place concrete slab dating to 1933.
- **Walls:** The 1933 north and west walls are poured-in-place concrete. The east wall is ¼" plywood on stud framing.
- **Doors:** The casing around the double doors, opening into the boiler room (Room 006) is original, 1925-vintage, Type C-1, apparently reused. It is a modern wall rebuilt at an unknown date.
- **Windows:** There is one six-over-six light window on the west wall with 1925-era Type M-1 muntins and Type C-1 casings, apparently reused in the 1933 repairs. The window is missing one pane of glass from the top sash and four panes from the bottom.
- **Ceiling:** The ceiling is sheathed with gypsum or plaster board. In the northwest corner there is a 2'-0" x 1'-0" opening of unknown purpose.
- **Baseboard:** A section of Type B-1 baseboard, dating to 1925/1933, is on the south wall, west of the door from Room 006, and shows signs of rot. On the other wall sections, painted simulations of baseboards have been applied.
- **Finishes:** The walls, floor, ceiling, and trim are all painted and are peeling extensively.
- **Mechanical & Electrical Systems:** Four electrical panels, one for fuses and three for breakers, are mounted on the south wall. One ceramic light fixture is mounted on the ceiling.
- **Other Features:** There are two poured concrete equipment platforms rising several inches above the floor.

Room 006: The room now called the boiler room is approximately 8'-10" x 12'-4".

- **Flooring:** The floor is a poured-in-place concrete slab.



Figure C-17 Electrical Panels in Room 005

- **Walls:** The west wall is poured-in-place concrete dating to 1933. The framed north and east walls were constructed in 1933; the elevations facing Room 006 now have modern ¼” plywood sheathing. The south wall first appears on a 1962 NPS inventory and again on 1975 repair drawings, but as a straight wall, not set at an angle as it is now; it now has modern ¼” plywood sheathing also. These walls may have been dismantled, at least partially, when the fuel oil tank was installed, a date apparently after 1974.

- **Doors:** A 2’-4” x 6’-2” doorway connects to Room 004. It has original, 1925-vintage, Type C-1 mitered casings that have been cut down to a reduced height. A door constructed of plywood is currently in place. The original doorway was apparently reduced when the overhead oil boiler and pipes were installed. The casing on the door to the kitchen (Room 001), probably dating to the 1974 remodeling, is Type C-17, with square-cut corners. Centered on the north

wall is a pair of 1925-vintage, double doors, each five-panel and 2’-0” x 6’-6”. The doors have a mortise lock, 3½” five-knuckle butt hinges, and stile-mounted overhead and foot locks. The casing is also 1925-vintage, reused Type C-1.

- **Windows:** There is one six-over-six light window with Type M-1 muntins and Type C-1 casings in the northwest corner of the west wall. The window is missing one pane of glass from the top sash and four panes from the bottom sash.



Figure C-18 Reused 1925 double doors from Room 005 (L) and shortened doorway from Room 004 with modern door (R).

- **Ceiling:** The ceiling is sheathed with gypsum or plaster board.
- **Baseboards:** The east wall beside the chimney has the original, Type B-1 baseboard installed in 1933. The other walls have painted-on baseboard representations.
- **Finishes:** The walls, floor, ceiling, and trim are all painted and are peeling extensively.
- **Mechanical & Electrical Systems:** An inoperative oil boiler made by American

Radiator and Sanitary Corporation is in the southeast corner of the room. The model is A-3 # A35P series 1B J1. It is vented into the chimney with a 6" galvanized vent pipe. Production of this oil boiler stopped in 1968, when the company ceased operation. The company records no longer exist. The installation date is not known. The large fuel oil tank does not appear on the last NPS drawings of 1974. Electric wiring in flexible metal conduit is exposed on the walls. One ceramic ceiling light fixture is in place. In the northwest corner of the room is a Rheem



Figure C-19 Oil Boiler in Room 006

brand, 65-gallon electric water heater serial number R 048 8C02249 model 81V-66D; according to company records, the unit was constructed in April 1988.

Room 007: Room 007 is a 4'-0" x 11'-9" hallway created in 1933 when a back stairwell between the basement and the first floor was added to the west elevation of the station. From outside, the hall leads onto a poured-in-place concrete landing, down



Figure C-20 Electric water heater in Room 006
• *Other Features:* None are present.

several stairs, into the basement. A closet running along the north wall of the hall would have been under the stairs to the first floor. The stairs to the first floor were removed in 1974; a small frame closet at the landing was added at that time.

- *Flooring:* The floor is a poured concrete slab. On the west side of the hallway three concrete stairs lead up to a concrete landing. Wooden steps to the first floor have been removed.

- *Walls:* The south, west, and north walls are made of poured-in-place concrete. The wall creating the closet once beneath the stairs is a stud wall sheathed with pine tongue-and-groove boards of random widths ranging from 4¾" to 5¾" in ¼" increments. When the steps were removed in 1974, a stud wall, sheathed in 4¼" pine tongue-and-groove boards, enclosed the remainder of the space where the stairs had been located.



Figure C-22 Public Restrooms



Figure C-21 Room 007

- *Doors:* Ghost marks of small 3/4" hinges on the Room 007 side of the doorway to the kitchen (Room 007) indicate there was once a lightweight door, such as a screen door, in this location. The doorway has 1933-vintage Type C-4 door casing. A 1933-vintage, four-panel door with a mortise lock and missing doorknobs opens from the closet that was once beneath the stairs going up to the first floor. The doorway has a 3 7/8" rounded door surround, the only one of its kind in the house. At the intermediate landing on the west wall is a reused 1925-vintage sash door. It is missing its original locking mechanism, but its three 4 1/2", five-knuckle, butt hinges are in place. The door has a 1933-vintage Type C-4 door casing. At this landing on the north wall, a 1'-11" x 5'-5" plywood door with original galvanized, strap hinges opens from the 1974 closet into the hall. It is cased with 3 1/2" x 3/4" square-edged planks with square-cut corners.

- *Windows:* None are present.
- *Ceiling:* The ceiling is made of 1/4" plywood, probably installed when the stair was removed in 1974.
- *Baseboards:* The baseboards are painted on.
- *Finishes:* The walls, ceiling, and trim and floor are painted.
- *Mechanical & Electrical Systems:* The wall light on the north wall is missing. In the closet beneath the stairs is a ceramic light fixture in place with plastic-wrap, Romex wiring.
- *Other Features:* There is a closet on the north wall off the landing.

Room 008: This, the men's public restroom, was built along with the adjacent women's public restroom in 1962 when the station served as park headquarters for Cape Hatteras National Seashore. It measures 9'-2 1/2" x 5'-7".

- *Flooring:* The floor is a poured-in-place concrete slab.

- *Walls:* The south wall is formed from the earlier perimeter poured-in-place concrete wall of the stair tower. The north and west walls are concrete block. The east wall is a stud wall with ¼" plywood sheathing.

- *Doors:* A wood slab door provides access from the exterior. The door has severe water and termite damage.

- *Windows:* None are present.

- *Ceiling:* The ceiling is acoustical tile.

- *Baseboards:* None are present.

- *Finishes:* The walls are painted and peeling extensively.

- *Mechanical & Electrical Systems:* Electrical fixtures are missing.

- *Other Features:* A ceramic sink is on the east wall. One ceramic toilet and one ceramic urinal are located along the south wall.

Room 009: This room was built as a women's public restroom in 1962. It measures 9'-2½" x 5'-7½".

- *Flooring:* The floor is a poured-in-place concrete slab.

- *Walls:* The east and south walls are the poured-in-place concrete walls of the station and stair tower, respectively. The north wall is concrete block. The west wall, separating this from the men's public restroom, is a stud wall with ¼" plywood finish.

- *Doors:* The wood slab door providing access from the exterior is severely damaged by water and termites.

- *Windows:* No exterior windows are present, though a reused 1925-vintage window is in place on the east wall of this room, in the rebuilt 1933 perimeter wall of the station.

- *Ceiling:* The ceiling is acoustical tile.

- *Baseboards:* None are present.

- *Finishes:* The walls are painted and peeling extensively.

- *Mechanical & Electrical Systems:* Electrical fixtures are missing.

- *Other Features:* A ceramic sink is on the east wall. Two ceramic toilets are located along the south wall.

Room 101: This 14'-0" x 12'-5" room, now called the living room, was originally used as an office. A chart case occupied the entire north wall but was removed in 1974; ghost marks are visible at the walls and baseboards. In 1945 a hallway was partitioned off of the northwest quadrant of the room extending from the stair hall (Room 102) to Room 108, which was then used as the officer's quarters. The hall was removed in the 1974 alterations when Room 108 was converted into a large bathroom.

- *Flooring:* Modern, commercial-grade, wall-to-wall carpeting is on top of 1925-era tongue-and-groove 2¼" wide wood flooring, laid north-to-south. Tongue-and-groove 4½" x 1" subflooring laid diagonally can be seen through a hole in the ceiling of the room below.

- *Walls:* All of the walls are gypsum or plaster board on stud framing. On the west, south, and part of the east wall are the original 1925-era 3¾" chair rails. The north wall has no chair rail since the large chart case formerly occupied the entire wall.

- *Doors:* The doorway leading to the stair hall (Room 102) has been reworked. It is noted on the 1945 drawings that the original door was relocated when the new hallway was constructed to connect the stair hall (Room 102) to Room 108, then the Officer's Quarters. The door is now a modern, 2'-8" x 6'-8" x 1¼" hollow-core slab door. The casing has the same rounded edges of the 1925 and 1933 casings, but only part of it is likely to be early. The top of the casing is 4¾" wide, probably an original piece, while the casing on the east side of the door measures 4½" wide, probably a 1945 modification. The doorway to the bathroom (Room 108) on the west wall has 1925-era Type C-1 mitered casing. The doorway to Room 112, one of the rooms created by enclosing the side porch, is a 1925 feature; it

originally connected to the open south porch. The doorway retains its 1925 Type C-1 mitered casing. The current door is also a modern, 2'-8" x 6'-8" x 1 1/4" hollow-core slab door.



Figure C-23 Southeast corner of Room 101 with original window converted to an open bookcase



Figure C-24 Room 102 with plywood ceiling medallion and central light, staircase newel, balustrade, handrail, and pendants

- **Windows:** The room's one remaining window, a six-over-six light, 1925-era window with Type M-1 muntins, is on the east wall and is missing all of its muntins on the lower sash. A second window opening on the east wall was closed in 1962 when the east addition was constructed. Cracks in the gypsum or plaster board interior wall patch still indicate its original location.
- **Ceiling:** The ceiling is sheathed with gypsum or plaster board and has extensive water damage.
- **Baseboards:** The baseboard along the east wall is the original, 1925-era Type B-3, as is the baseboard on the east side of the door to Room 112 and the north side of the door to Room 108. The baseboards in the southwest corner of the room between the two doors are 1925-era, Type B-4. The baseboards on the north wall are Type B-11 from a 1974 repair.
- **Finishes:** The walls, ceiling, and trim are all painted and are peeling extensively.
- **Mechanical & Electrical Systems:** Surface-mounted wire molding is on the walls. The ceiling fixture is missing. There is one 1925-era cast iron 16-fin radiator with the dimensions 2'-1" x 3'-4" x 8" under the window. A galvanized, reflective heat shield is on the wall behind the radiator. There are two radiator pipes going up the east wall to the second floor.
- **Other Features:** An open shelf between this room and Room 111 is located in the original window opening on the south wall.

Room 102: The stair hall measures approximately 7'-1" x 14'-4". The major change to this room occurred in 1974 when a doorway was constructed in the west wall connecting to Room 106, a former closet that was in turn converted to the main entrance hall.

- **Flooring:** Modern, 12"-square vinyl tiles, probably dating to the 1974 modifications, are on top of sheet linoleum. These tiles continue into the entrance hall (Room 106).

- *Walls:* The north and south walls are gypsum or plaster board on stud framing. The west wall is sheathed with plywood, probably dating to the 1974 modifications. Chair rails, 1925-vintage, are on parts of the south, west, and north walls.
- *Doors:* The doorways leading to Room 103 on the north wall and Room 101 on the south wall have 1925-era, mitered Type C-1 casings. The doors to both are missing. The doorway to Room 101 has two 3½", five-knuckle butt hinges in place on the north side of the west jamb; marks on the south side of the same jamb indicate that the door was once hinged on the opposite side. The doorway from the entrance hall, Room 106, is 2'-5" x 6'-6" with two modern 3½", five-knuckle butt hinges in place, but the door is missing. The casing is Type C-7, with square-cut corners, installed in 1974 when the doorway was created.
- *Windows:* None are present.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* Baseboards on the stringers and all walls are 1925-vintage, Type B-2.
- *Finishes:* The walls, ceiling, trim, staircase, and the plywood medallion on the ceiling are all painted and are peeling extensively.
- *Mechanical & Electrical Systems:* There is one ceramic light fixture mounted on the ceiling. An unadorned round plywood medallion ¼" thick with a diameter of 2'-0" frames the room's single light.
- *Other Features:* The staircase has a square newel with a pyramidal cap, 1" square balustrade, molded handrail, and conical pendants.

Room 103: This 4'-0" x 12'-0" hallway was partitioned off of Room 104 in 1974 when Room 104 was converted from a bunk room into a kitchen.

- *Flooring:* Modern, commercial-grade, wall-to-wall carpeting is on top of 12" square, vinyl tiles, which are on top of sheet linoleum.

- *Walls:* The north and west walls are sheathed with ¼" plywood. The south and north walls are gypsum or plaster board on studs and have original chair rails.
- *Doors:* The doorway from Room 102 to Room 103 is missing its 2'-8" x 6'-8" door. Two 3½", five-knuckle hinges are in place on the west jamb of the door. There are indentations for 4" butt hinges also on this jamb. On the east jamb there are marks for 3¼" butt hinges that are left from when the swing of the door was reversed as shown in the drawings for the 1945 alterations. The 1974 drawings depict this doorway as a cased opening so the door was presumably taken off at the time the 1974 alterations were made. A doorway for a 3'-0" x 6'-8" door is on the east wall of the hall. This doorway has Type C-10 mitered casing.
- *Windows:* None are present.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* The east and south walls have 1925/1933-era Type B-3 baseboards. The north and west walls have Type B-12 baseboards dating to 1974.
- *Finishes:* The walls, ceiling, and trim are all painted and are peeling extensively.
- *Mechanical & Electrical Systems:* One 1970s-vintage light is mounted on the ceiling. One water pipe is exposed on the east wall.
- *Other Features:* None are present.

Room 104: This 12'-8" x 12'-0" room was used as a mess room in the 1925 and 1933 plans, then as a bunk room in 1945, and finally, in a reduced size, as a kitchen in 1974. For much of its life it had three windows; the two windows that were on the east side were eliminated during construction of the 1962 two-room addition to the east elevation.

- *Flooring:* Modern commercial-grade wall-to-wall carpeting in poor condition is on top of 1925-era 2¼" wide tongue-and-groove wood flooring laid north-to-south.

- **Walls:** The walls are gypsum or plaster board on stud framing. The original 1925 chair rails are on the north and east walls. At the west wall, on the north side of the closet, the original chair rail continues; however, on the south side of the closet is a modern 4" x 3/4" square-cut chair rail. The south wall has no chair rail as it was added in 1974 to create a hallway to the 1962 east addition. A modern, wooden crown molding runs throughout the room.
- **Doors:** The closet has an original, 1925-era five-panel door. It has original 1925-era Type C-1, mitered casing. The doorway to Room 104 has Type C-1 casing as well.
- **Windows:** The room's one remaining window is on the north wall and has the same 1925-era Type C-1 casing as the doors. It is a 1925-era six-over-six light window with 1925-era Type M-1 muntins. The window's bottom sash and top rail are cracked and out of alignment. One pane of glass is missing from the bottom sash.
- **Ceiling:** The gypsum or plaster board ceiling has been covered at an unknown time by modern 12" square, acoustical ceiling tiles.
- **Baseboards:** Original 1925, Type B-3 baseboard is in place throughout the room except for the added south wall, which has a section of modern Type B-12 baseboard. Modern 3/4" quarter-round shoe molding, installed with the modern carpet, is also along every wall.
- **Finishes:** The walls and trim are painted and are peeling extensively.
- **Mechanical & Electrical Systems:** Outlets are on the south wall only and there is no ceiling light fixture. One 1925-era 20-fin cast iron radiator with the dimensions 1'-7" x 4'-1" x 9 1/2" is under the window. A galvanized, reflective heat shield is on the wall behind the radiator. There are three exposed radiator water pipes on the east wall connecting to the second floor room above.
- **Other Features:** The room's one closet is located on the west wall just south of the door to Room 104. Original baseboards



Figure C-25 Original window, Room 104



Figure C-26 Closet in Room 104

were used to create shelves at some point. All three walls of the closet have 1925-era Type B-3 baseboards and early ¾” quarter-round shoe moldings.

Room 105: This 17’-0” x 11’-5” room was designated as the ranger’s office in the 1974 plans. It was used in 1925 and again in



Figure C-27 Room 105

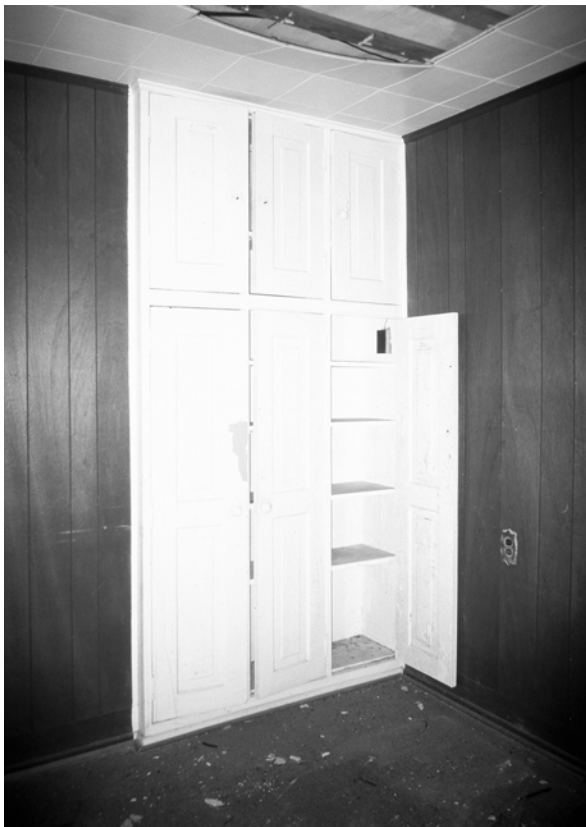


Figure C-28 Section of chart case in Room 105, originally located in Room 101

1933 as a kitchen, and in 1945, as a bunk room.

- **Flooring:** Modern commercial-grade wall-to-wall carpeting is on top of 1925-era tongue-and-groove 2¼” wide wood flooring, laid north-to-south.
- **Walls:** Modern, 1970s-vintage, walnut-veneer paneling in 4’ x 8’ sheets covers all of the walls. Gypsum or plaster board is exposed on the north and west walls beneath the paneling as well as the original 1925 chair rails.
- **Doors:** All four doorways in this room have 1925-era, Type C-1 casing with mitered corners. The door from Room 104 measures 2’-8” x 6’-7½” x 1¼” and is a five-panel door with 3¾”, five-knuckle butt hinges. It is, however, missing its original locking mechanism. The door from the entrance hall has the same dimensions as the previous door, however, the original door was replaced by a 1970s-era hollow-core slab door with a 1970s-era mortise lock and 4” five-knuckle butt hinges. The door from the office (Room 109) is missing. Three 3¾” five-knuckle butt hinges remain on the jamb, however. The door from the ranger’s office (Room 110) is a 1970s-era, six-panel wood door measuring 2’-8” x 6’-7” x 1¼”.
- **Windows:** The room’s one window, a 1925-era six-over-six light window with Type M-1 muntins, is on the north wall. It has 1925-era Type C-1, mitered casings.
- **Ceiling:** The early gypsum or plaster board ceiling has been covered by modern 12” square, acoustical ceiling tile added at an unknown date. The gypsum or plaster board is exposed in the southeast quadrant where a plumbing leak occurred. An exposed waste pipe is on the east wall of the room.
- **Baseboards:** The 1925-era, baseboard Type B-3 is exposed on the north and west walls behind the paneling.
- **Finishes:** The walnut veneer paneling is varnished, factory-applied. The original chart case is painted.

- *Mechanical & Electrical Systems:* One 1925-era 14-fin cast iron radiator with the dimensions 1'-7" x 2'-10" x 9½" is under the window. A galvanized, reflective heat shield is mounted on the wall behind the radiator. There is a smoke detector mounted on the ceiling.
- *Other Features:* A section of cabinets identified as one of two types of "cupboard" units on the 1923 elevational drawings and described as a "chart case" on the floor plans of the same, has been moved from its original location along the north wall of Room 101 to the south end of Room 105's east wall. From the 1923 drawings it is clear that the cabinet has been inverted when reinstalled.

Room 106: This 4'-0" x 10'-2" room was converted from a pantry to an entrance hall sometime between March 1954 and 1962. An original window on the west elevation was made into a door opening onto the porch. A door to the stair hall (Room 102) was installed on the east wall of the room at the same time, in effect creating a central hallway.

- *Flooring:* 12" square vinyl tiles, 1970s-era, cover ¼" plywood underlayment.
- *Walls:* 1970s-era, 4'-0" x 8'-0", veneer wood panels of beaded-board design are on all four walls.
- *Doors:* The opening to the stair hall (Room 102) has Type C-6, mitered casing unique to this room. The casing was installed with the creation of the doorway which occurred between March 1954 and 1962. The door is missing. The doorway to Room 105, an original 1925 doorway, has 1925-era, Type C-1 casing. The doorway to the porch on the west wall of the entrance hall has 5½", square-edge Type C-5 casing and has square-cut corners. This casing dates to the conversion of a 1925 window to a doorway sometime between 1954 and 1962. The door measures 2'-8" x 6'-8" x 1¾". The door may be a 1925-era sash door but it is currently covered on both sides by

plywood for protection. It has two 3½", five-knuckle, butt hinges. There is a place for a third hinge but it has been patched with a dutchman repair.

- *Windows:* None are present.
- *Ceiling:* Modern acoustical ceiling tiles, 12" square, have been laid over 1x nailers, which are over gypsum or plaster board. The tiles probably date to the 1954-62 period when the room was converted to an entrance hall. Exposed through a hole in the ceiling are 1¾" x 9½" ceiling joists.
- *Baseboards:* Baseboards are Type B-8, unique to this room, with ¾", half-round shoe molding.
- *Finishes:* Exposed door trim is painted.
- *Mechanical & Electrical Systems:* One modern light fixture is in place.
- *Other Features:* None are present.

Room 107: This room contains two toilet stalls installed in 1974 and opens off of Room 108. It measures approximately 5'-8" x 8'-3".

- *Flooring:* Modern sheet vinyl flooring over wafer board, probably dating to the 1974 remodeling, continues from Room 108.
- *Walls:* The walls are covered in laminated 4'-0" x 8'-0" panels and have modern wooden crown molding. These elements probably date to 1974.
- *Doors:* A 2'-6" x 6'-0" cased opening connects this room and Room 108.
- *Windows:* One 1925-era six-over-six light window, with Type M-1 muntins and Type C-1 casing, is on the west wall and in good condition.
- *Ceiling:* Modern acoustical ceiling tiles, 12" square and probably dating to the 1974 remodeling, are laid over gypsum or plaster board. There are several exposed ceiling joists with 9½" depth.
- *Baseboards:* The baseboards, apparently dating to 1974, are Type B-13.
- *Finishes:* The ceiling and trim are painted and are peeling extensively.

- *Mechanical & Electrical Systems:* There is one fluorescent ceiling light.
- *Other Features:* This room has two toilet stalls with laminate partitions.

Room 108: This room, measuring 10'-1" x 12'-0", was converted to a bathroom in 1974. In earlier plans it was designated the "Keeper's Room" and "Officer's Headquarters."

- *Flooring:* Modern sheet vinyl flooring, probably dating to 1974, is over wafer board in the bathroom. Early twentieth-century sheet linoleum is in the closet.
- *Walls:* The walls are covered in laminate 4'-0" x 8'-0" panels and have modern wood crown molding. These elements probably date to the 1974 remodeling.
- *Doors:* The door from the living room (Room 101) is a 1970s-era, hollow-core slab door with modern, 3½" butt hinges. The surround for this door and for the door to the toilet room (Room 107) is 1974-era Type C-11 and has square-cut corners. A 2'-6" x 6'-8" cased opening provides access to Room 107. The doorway from the small closet on the north wall is 2'-6" x 6'-8".
- *Windows:* The room's one window, a 1925-era six-over-six light window with Type M-1 muntins and Type C-1 casing, is in good condition.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* Baseboards apparently dating to 1974 are Type B-13 in the bathroom and its closet. Modern shoe molding is along all walls while early shoe molding of the same design is in the closet.
- *Finishes:* The ceiling and trim are painted and are peeling extensively.
- *Mechanical & Electrical Systems:* None are present.
- *Other Features:* Two molded-plastic shower units consisting of three sides and a top are along the south wall of the room. The plumbing fixtures are 1970s-era stainless steel. These features appear to date to the 1974 remodeling.

Room 109: This 7'-3" x 11'-11" office was created in 1962 by modifying the stair tower that had been added in 1933.

- *Flooring:* Modern, commercial-grade, wall-to-wall carpeting in poor condition is on top of 1933-era 2¼" tongue-and-groove wood flooring running north-to-south.
- *Walls:* The walls are gypsum or plaster board on studs. There is a patch in the south wall for the 1962 doorway onto the porch.
- *Doors:* The doorway to Room 105, originally an exterior door to the porch, has Type C-1, mitered casing.



Figure C-29 Paired windows in the south wall of Room 109

- *Windows:* One pair of 1974-era two-over-two aluminum windows measuring 2'-4" x 3'-2" is on the south wall. It has 1974 Type C-11, mitered casing. One 1933-era four-over-four double-hung wood window with Type M-1 muntins and 1933 Type C-4 casing is on the west elevation.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* Type B-10, 1962-era baseboards are on all walls.
- *Finishes:* Walls, ceiling, floor, and trim are painted.
- *Mechanical & Electrical Systems:* There is surface-mounted wire molding leading up to the ceiling, but no light fixture is mounted.

- *Other Features:* There is a pass-through opening that measures 2'-4" wide x 2'-10" tall, which was originally a window, on the wall between this room and Room 110. Its surround has four mitered corners. A raised platform in the southeast corner provides head height for the entrance door in Room 007 below.

Room 110: This 9'-3" x 11'-11" ranger's office is the first floor space of a two-floor addition constructed in 1962. Immediately



Figure C-30 Northwest corner of Room 110

below, two public restrooms were constructed, Rooms 008 and 009.

- *Flooring:* The floor has modern, commercial-grade, wall-to-wall carpeting in poor condition on top of 2¼" tongue-and-groove flooring running north-to-south.
- *Walls:* On the east wall there are exposed diagonal boards, the original wall sheathing with weatherboard ghost marks. The diagonal boards are tongue-and-groove, 4¼" pine. The other walls are gypsum or plaster board over studs. On the south wall there is a pass-through opening to the adjoining office (Room 109). There is water damage to the wall material under the windows on the north and west walls.
- *Doors:* The doorway from Room 105 has 1933-era Type C-4 casing with mitered corners.

- *Windows:* On the west wall there is one four-over-four light window with Type M-2 muntins. On the north wall there is a reused 1925-era six-over-six Type M-1 window.
- *Ceiling:* The ceiling is made of modern 12" square, acoustical tiles. There is rainwater damage in the northeast corner of the room.
- *Baseboards:* The baseboards are Type B-10 dating to 1962.
- *Finishes:* The walls, trim, and ceiling are painted.
- *Mechanical & Electrical Systems:* There is surface-mounted wire molding leading up to the ceiling, but the ceiling fixtures are missing. There are remnants of a thermostat on the east wall. A wall heater is on the south wall under the opening, and appears to date to initial construction of the room in 1962.
- *Other Features:* None are present.

Room 111: This 7'-6" x 7'-2" room was one of three created sometime between 1954 and 1962 by enclosing the side porch on the south elevation.

- *Flooring:* The floors have modern, commercial-grade, wall-to-wall carpeting over plywood underlayment. Beneath that is the wood porch deck.
- *Walls:* The north wall is the house's weatherboard with an exposure of 4¼" and a thickness of 5/8". The west wall is ¼" plywood on studs. The east and south walls are gypsum board over studs.
- *Doors:* The door is missing from the doorway from Room 112. The casing is Type C-8 with mitered corners.
- *Windows:* The east and south walls have 1950s-era two-over-two, paired aluminum double-hung windows.
- *Ceiling:* The ceiling is sheathed with gypsum board.
- *Baseboards:* The baseboards on the south, east, and west walls of the room are Type B-9 with a ¾" quarter-round shoe molding.



Figure C-31 Bookshelf created in original window opening in Room 111

- *Finishes:* The walls, ceiling, and trim are painted and peeling extensively.
- *Mechanical & Electrical Systems:* The room was lit by one fluorescent, ceiling-mounted light fixture.
- *Other Features:* An open bookshelf is located between this room and Room 101 in the original window opening on the north wall.

Room 112: This 7'-6" x 8'-4" room was one of three created sometime between 1954 and 1962 by enclosing the side porch on the south elevation. This room is the only one of the three that has a doorway into the main house.

- *Flooring:* The floors have modern, commercial-grade, wall-to-wall carpeting over plywood underlayment and wood porch deck below.

- *Walls:* The north wall is the house's weatherboard with an exposure of 4¼" and a thickness of 5⁄8". The east wall is sheathed with ¼" plywood, while the south and west walls are gypsum board on studs.
- *Doors:* The cased opening to Room 111 has Type C-8 casing with mitered corners. The doorway to Room 113 has Type C-9 casing that has square cut corners.
- *Windows:* The south wall has one pair of two-over-two, aluminum double-hung windows.
- *Ceiling:* The ceiling is sheathed with gypsum board.
- *Baseboards:* The baseboards on the south, east, and west walls of the room are Type B-9 with a ¾" quarter-round shoe molding.
- *Finishes:* The walls, trim, and ceiling are all painted and are peeling extensively.
- *Mechanical & Electrical Systems:* There is one fluorescent ceiling light. There is an



Figure C-32 Room 112

electric wall heater on the south wall.

- *Other Features:* None are present.

Room 113: This 7'-6" x 8'-3" room was one of three created sometime between 1954 and 1962 by enclosing the side porch on the south elevation.

- *Flooring:* The floors have modern commercial-grade wall-to-wall carpeting over plywood underlayment with wood porch deck below.
- *Walls:* The north wall is the house's weatherboard with an exposure of 4¼" and a thickness of 5⁄8". The east, south, and west walls are of gypsum board on stud framing.
- *Doors:* The door from Room 112 is constructed of plywood on a 2" x 4" frame with 1960s-era, 3", five-knuckle hinges. The door casing is Type C-9.
- *Windows:* The south wall has 1950s, two-over-two, paired windows. The west wall has a 1925-era six-over-six Type M-1 window that was probably relocated from its original opening in the north wall of this room.
- *Ceiling:* The ceiling is sheathed with gypsum board.
- *Baseboards:* The baseboards are Type B-9 with ¾" quarter-round shoe molding
- *Finishes:* The walls, trim, and ceiling are all painted and are peeling extensively.
- *Mechanical & Electrical Systems:* The ceiling light is missing. There is an electrical panel on the east wall.
- *Other Features:* The original window opening on the north wall has been converted to a bookshelf closed to the adjacent room.

Room 201: This room is the largest room in the station, measuring 14'-0" x 24'-10". It was originally even larger as it included the majority of what is today Room 206 forming an L-shape in plan. In 1933 the northwest portion of the L-shape was partitioned off to create a bathroom. The new room, Room 206, was entered through a new doorway from the stair hall, Room 202.

- *Flooring:* There is modern, commercial-grade wall-to-wall carpeting in poor condition in this room.
- *Walls:* The walls are sheathed with gypsum or plaster board on stud framing. There is a crack extending from the west corner of the doorjamb to the ceiling. Water damage is visible below the northernmost window on the east wall.
- *Doors:* The door from the stair hall, (Room 202) is a modern, hollow-core slab door that is 2'-8" x 6'-7". It has 1970s-era locking hardware and 3½", five-knuckle butt hinges. This doorway has 1933-era Type C-4 casing with mitered corners.



Figure C-33 Room 201

- *Windows:* The room's six windows are the original 1925 six-over-six Type M-1 windows, each with original Type C-1 mitered casings. All window units measure 3'-0" x 4'-6". The northernmost window on the east wall is missing its south section of casing, its apron, and two panes of glass. The southernmost window on the east wall has the bottom rail out of position in both sashes. The easternmost window on south wall is in good condition, while the westernmost is leaking above the lintel. The southernmost window on the west wall is missing one pane of glass from both the top and bottom sash. The northernmost window on the west wall is in good condition.

- *Ceiling:* The ceiling is sheathed with gypsum or plaster board. There is an I-beam running north-to-south just west of the doorway, boxed-in with gypsum or plaster board. There is a patch, approximately 3'-0" square, in the west section of the ceiling.
- *Baseboards:* The baseboards are 1925-era Type B-5 with modern 3/4", quarter-round shoe molding securing the 1970s-era, wall-to-wall carpet.
- *Finishes:* The walls, ceilings, and trim are all painted and peeling extensively.
- *Mechanical & Electrical Systems:* Surface-mounted metal conduit and outlet boxes are present. One 1970s-era, fluorescent light is mounted on the west portion of the ceiling. A rectangular discoloring on the ceiling marks where another fluorescent light once was on the east section. The room has two radiators, one under the southernmost window on the east wall and one under the westernmost window of the south wall. A galvanized metal heat shield backs both radiators.
- *Other Features:* None are present.

Room 202: The stair hall measures 7'-1" x 12'-4".

- *Flooring:* The same modern, commercial-grade, wall-to-wall carpeting that appears in Room 201 is present and is also in poor condition.
- *Walls:* The walls in Room 202 are sheathed with gypsum or plaster board. The west wall has an opening for plumbing access; its panel is missing.
- *Doors:* The cased opening to a west side vestibule (Room 203) on the north wall has 1974-era Type C-14 casing with mitered corners. The doorway on the south wall to Room 201 also has 1974-era casing members, with a west jamb and top casing of Type C-11, and an east jamb of Type C-15. The doorway to Room 206, however, has 1933-era Type C-4 casing with mitered corners.
- *Windows:* One 1925-era six-over-six Type M-1 window is on the east wall above

the stair landing between the first and second floors. There is water damage to the wall material below the window.

- *Ceiling:* The ceiling is sheathed with gypsum or plaster board. There is a crack in the ceiling 5" from the north wall, near the west wall, corresponding to the location of the original attic hatch.
- *Baseboards:* The baseboards and stair stringer are 1925-era Type B-6, except for the section south of the door to Room 206, which is 1925-era Type B-5. The Type B-6 sections have a 1" quarter-round shoe molding, while the Type B-5 section has a 3/4" shoe molding.
- *Finishes:* The walls, ceiling, and trim are painted and peeling extensively.
- *Mechanical & Electrical Systems:* No electrical outlets or fixtures are present. There is one light switch.



Figure C-34 Drop-down, folding attic stair in Room 202

- *Other Features:* The staircase has a plain 5" square newel post with a pyramidal cap. The balusters are 1" square and 3½" on center. In the ceiling in front of the door leading to Room 201 is a hatch framed with Type C-5 casing covering a 1970s-era drop-down folding attic stair. There are ghost marks of the earlier, presumably 1933-era ladder, on the hatch framing.

Room 203: Gypsum board on stud walls were added north of the doorways to Room 204 and Room 205 in 1974 creating this small 4'-4" x 4'-5" vestibule between the bedrooms.

- *Flooring:* Modern, commercial-grade, wall-to-wall carpeting is on top of sheet linoleum.
- *Walls:* The walls are sheathed with gypsum board.
- *Doors:* Leading from Room 204 is a reused 1925-era five-panel door measuring 2'-8" x 6'-7", with modern 3¾" butt hinges. The modern doorway has C-13 casing. The cased opening to the stair hall (Room 202) has modern Type C-12 casings with mitered corners. In the doorway to Room 205 the north jamb is 4 ½" and its south jamb is 4 ¾" with square edges and mitered corners.
- *Windows:* None are present.
- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* Modern Type B-10 baseboards are along the east wall and south of the doorway from Room 204. A section of original Type B-5 baseboard is on the west wall. East from the cased opening to Room 202 is another section of Type B-5 baseboard, continuing until a seam approximately halfway along the wall where a section of Type B-10 baseboard begins.
- *Finishes:* The walls, ceiling, and trim are painted and are peeling extensively.
- *Mechanical & Electrical Systems:* One ceramic fixture is mounted on the ceiling.
- *Other Features:* None are present.

Room 204: Originally, this large bedroom was subdivided into two rooms, a "Spare Room" and a "No.1 Man's Room," and a connecting hall. In 1945 the walls partitioning the room and the hall were taken out, the floor was repaired, and the now one large room became a six-man bunk room. In 1974 the bunk room was subdivided again when the vestibule (Room 203) was constructed. This room measures approximately 17'-0" x 12'-0".

- *Flooring:* Modern, commercial-grade, wall-to-wall, carpeting in poor condition is on top of 2¼" tongue-and-groove, flooring running north-to-south.



Figure C-35 Room 204

- *Walls:* The stud walls are sheathed with gypsum or plaster board.
- *Doors:* The doorway to Room 203 has Type C-16 casings that have square-cut corners, dating to 1974.

- **Windows:** The room's three windows, one on the north wall and two on the east wall, are the 1925 six-over-six Type M-1 windows. Both of the sashes are in place on the window on the north wall, but there is extensive water infiltration at the sill and damage to the wall below the window. The northernmost window on the east wall is missing three panes of glass from its top sash. The southernmost window on the east wall is missing a section of casing on the south jamb apron, its bottom rail is out of position, and its sash is out of square. The bottom sash is missing six panes of glass. This window also shows signs of water infiltration at the sill. All three windows have 1925-era Type C-1 casings.
- **Ceiling:** The ceiling is sheathed with gypsum or plaster board. It has a crack running east-to-west that corresponds to cracks on the east and west walls, and patches in the baseboards along those walls, where a dividing wall was removed in 1945.
- **Baseboards:** The baseboard on the south wall, north of the doorway is the 1970s-era Type B-10. The other baseboards in the room are 1925-era, Type B-5.
- **Finishes:** The walls, ceiling, and trim are painted and are peeling extensively.
- **Mechanical & Electrical Systems:** There are two 1925-era cast iron radiators, each centered under a window of the east wall. The northernmost is a 14-fin radiator and the other is a 9-fin radiator. Each radiator has a galvanized metal heat shield behind it. Although there are no light fixtures, there are two ceiling junction boxes, surface-mounted metal conduit, and one outlet box.
- **Other Features:** A previous leak around the chimney stack has damaged the surrounding ceiling and associated wall elements.

Room 205: This bedroom was slightly downsized to its current dimension of 12'-7" x 12'-4" in 1945 when the adjacent bathroom (Room 206) was enlarged.

- **Flooring:** Modern, commercial-grade, wall-to-wall carpeting in poor condition is on top of 2¼" tongue-and-groove flooring laid north-to-south.
- **Walls:** The walls are sheathed with gypsum or plaster board. There is water damage to the walls in proximity to the chimney stack on the west wall. Water damage is also present below the windows on the west and north wall elevations.
- **Doors:** The one doorway accessing the room is from the vestibule (Room 203). The door casing is 1925-era Type C-1 with mitered corners. A 1970s-era, 2'-8" x 6'-7", hollow-core slab door now swings into the room. It has 3½" modern butt hinges; however, it is missing its modern locking mechanism.



Figure C-36 Chimney in Room 205

- **Windows:** The room's two windows, one on the west wall and one on the north, are both 1925-era six-over-six Type M-1

windows. At the window on the north wall, the bottom rail of both sashes are damaged. The west casing is 1933-era Type C-4 while the east and the head casing are 1925-era Type C-1. The window on the west wall's top sash is out of place, and its casing is uniformly the original Type C-1.

- *Ceiling:* The ceiling is sheathed with gypsum or plaster board.
- *Baseboards:* Original Type B-5 baseboards occur throughout the room except on the east wall, north of the chimney, which has a Type B-10 baseboard as a modern repair. All baseboards have a 1970s-era, ¾" quarter-round shoe molding.
- *Finishes:* The walls, ceiling and trim are painted and are peeling extensively.
- *Mechanical & Electrical Systems:* None are present.
- *Other Features:* None are present.

Room 206: This bathroom is now L-shaped in plan, measuring 10'-4" x 12'-0". In 1933 it was partitioned off of Room 201 to form a long, rectangular bathroom, and a small window was added on the west elevation to provide natural light. In 1945 the room was enlarged to its present size, acquiring part of Room 205.

- *Flooring:* Sheet vinyl flooring is over vinyl, which is on top of plywood underlayment.
- *Walls:* Laminate panels are on all of the walls.
- *Doors:* The doorway at the stair hall (Room 202) has 1933 Type C-4 casings, mitered at the corners. The door is a 1970s-era, hollow-core slab door with modern 3", five-knuckle butt hinges. There are scars on the casing indicating that the previous hinges were 3½" butt hinges.
- *Windows:* Room 206 has one 1925-era, six-over-six Type M-1 window, and one 1933-era, four-over-four Type M-2 window. The six-over-six window has a modern 4⅝" x ¾" square-edge mitered casing, unique to this window, and all glass is in place. The



Figure C-37 Room 206

four-over-four window has 1933-era Type C-4 mitered casings.

- *Ceiling:* Modern acoustical ceiling tiles, 12" square, are laid over gypsum or plaster board.
- *Baseboards:* All baseboards are 1933-era Type B-7, with ¾" shoe molding.
- *Finishes:* The ceiling and trim are painted.
- *Mechanical & Electrical Systems:* One fluorescent light fixture is over each toilet stall and another is on the ceiling at the entrance to the room.
- *Other Features:* In the southwest corner of the room are two laminate toilet stalls across from a vanity with steel cabinets. Two cast fiberglass shower units are on the south wall just east of the toilet stalls. Each shower unit consists of three sides and a top. The plumbing fixtures in the room are 1970s-vintage chrome. The toilets have 1970s flush tanks.

Room 301: The attic is a rectangular, unfinished room that is centered over the original, rectangular-shaped portion of the building. The 1923 plans show, and physical evidence confirms, that the ceiling access opening was originally oriented in the stair hall (Room 202) below perpendicular to its current configuration, so that when descending from the “scuttle and ladder,” one would continue directly onto the staircase below. In 1933 the older opening was patched. A new opening with a “#60 Bessler Disappearing Stairway” that folded down perpendicular to the stairs in Room 202 was installed. This, the third folding stair, was installed presumably in the 1970s and has been in place since.

- **Flooring:** Pine tongue-and-groove flooring runs north-to-south.
- **Walls:** The knee wall is sheathed in 1” x 4³/₈” tongue-and-groove pine boards running horizontally. Just north of the opening in the floor for the stairs, a stud wall covered with wire mesh bisects the room from east-to-west.



Figure C-38 Attic, Room 301

- **Doors:** None are present.
- **Windows:** The attic has two windows in small gables extending above the hipped roof, one on its north end and the other on its south end. Both the sash and subsill are out of place in the north window; water damage to the surrounding framing is visible. The south window’s top sash is in

place; however, the bottom sash has been replaced with a ventilation cover. The original sash is stored in the attic. There is some water penetration and minor damage at the window’s subsill.

- **Ceiling:** The exposed roof rafters are 7½” x 1⁵/₈” at 16” on center, machine-planed pine boards. Deck boards are exposed and are the same 1” x 4³/₈” tongue-and-groove pine boards as the knee wall.
- **Baseboards:** None are present.
- **Finishes:** None are present.
- **Mechanical & Electrical Systems:** No light fixtures are in place; however, electrical wiring in conduit is present.
- **Other Features:** A folding ladder provides access to the attic from the second floor. A brick chimney stack, apparently sound and venting the basement furnace, extends through the attic space.



Figure C-39 Window in attic gable

Utility Systems

Although there are remnants of electrical and mechanical systems, none are

operational. Any reuse of this building will require complete replacement of mechanical, electrical, and plumbing systems.

Summary of Conditions

With vented coverings at the windows and a relatively new composition shingle roof, the building has been successfully mothballed for future reuse.

In general, the building is stable. However, prolonged deterioration of the painted surfaces, both interior and exterior, is now jeopardizing the capacities of the building materials to maintain integrity. Repainting

of the exterior is desperately needed to maintain a weathertight seal.

There is evidence of termites, especially in the basement area of the 1962 addition. But no active termites were observed. There is rot in the sill plates and some floor joists, especially along the east perimeter wall. These sections may need to be stabilized prior to any attempt to move the frame structure. These areas, as well as a perimeter section encircling the building at sill plate height, should have weatherboard and other surfaces removed to allow a comprehensive inspection and evaluation in preparation for relocation.

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

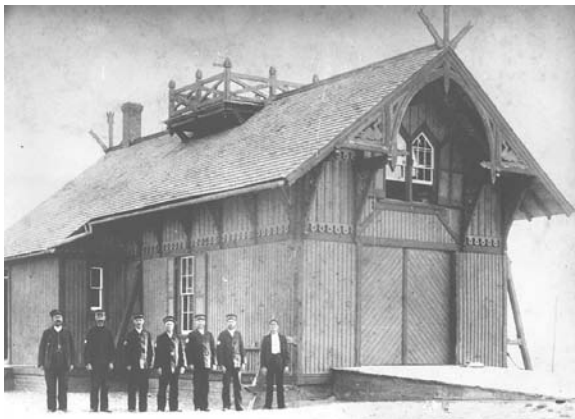


Figure A-1 1874 Type at Little Kinnakeet, c. 1890s
(North Carolina State Museum of Natural Sciences)

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-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. 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.



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



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

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.



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

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 recommend-

ations 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 buildings 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 constructed 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

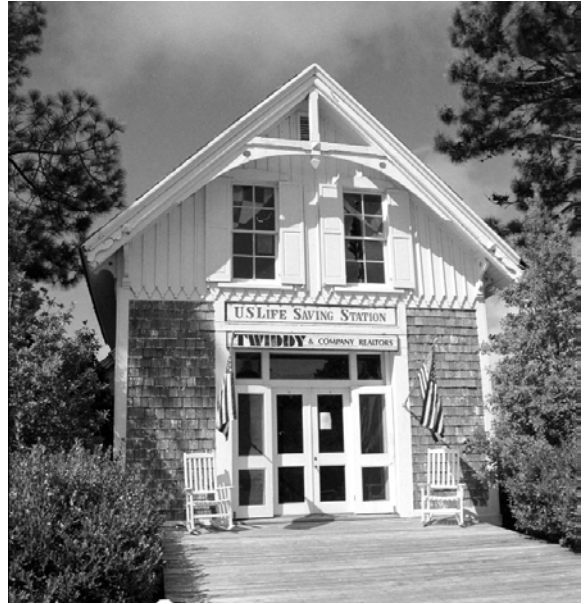


Figure B-1 Privately owned 1876 Type station in Corolla, now a real estate office (John Larson, September 2005)



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

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. 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 Maritime Museum, a state agency, and the nonprofit 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.



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

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



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)

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 nonprofit 501(c)3 organization, owns and maintains two restored stations, an 1874 Chandler Type and a Chicamacomico Type constructed in 1911.



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

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;
- 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;
- 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;



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

- 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.



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

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 firebox; 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 reconstructed, 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 restrooms, 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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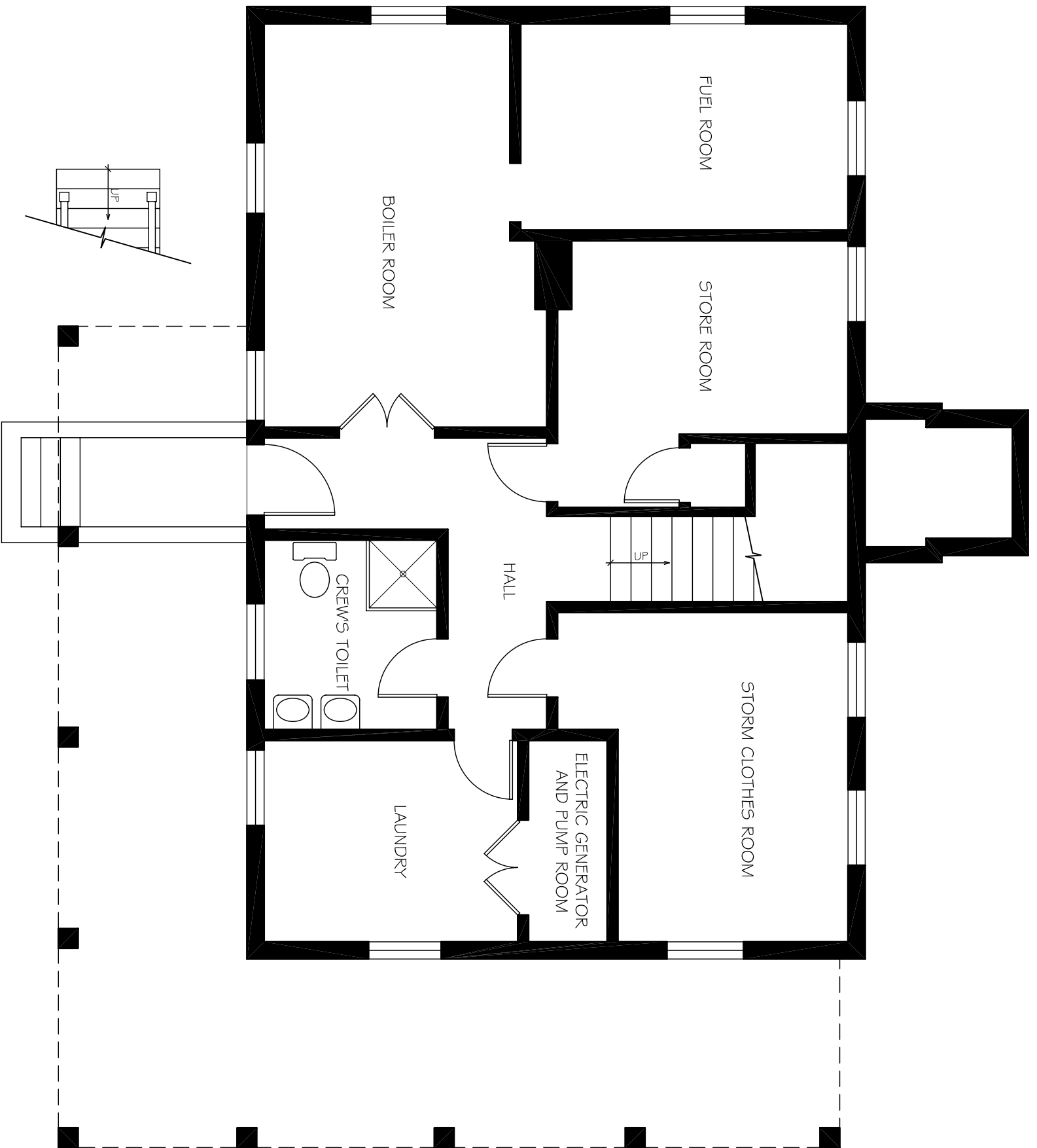
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N. Howell Subject: Bodie Island LSS- Roof Damaged by Lightning Strike Date: June ’79.

APPENDIX A

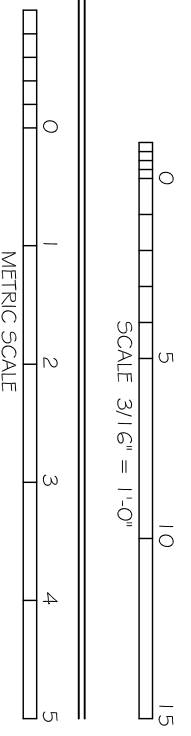
1925: Probable Floor Plans

- A.1 Basement Floor Plan
- A.2 First Floor Plan
- A.3 Second Floor Plan



BASEMENT PLAN

1925

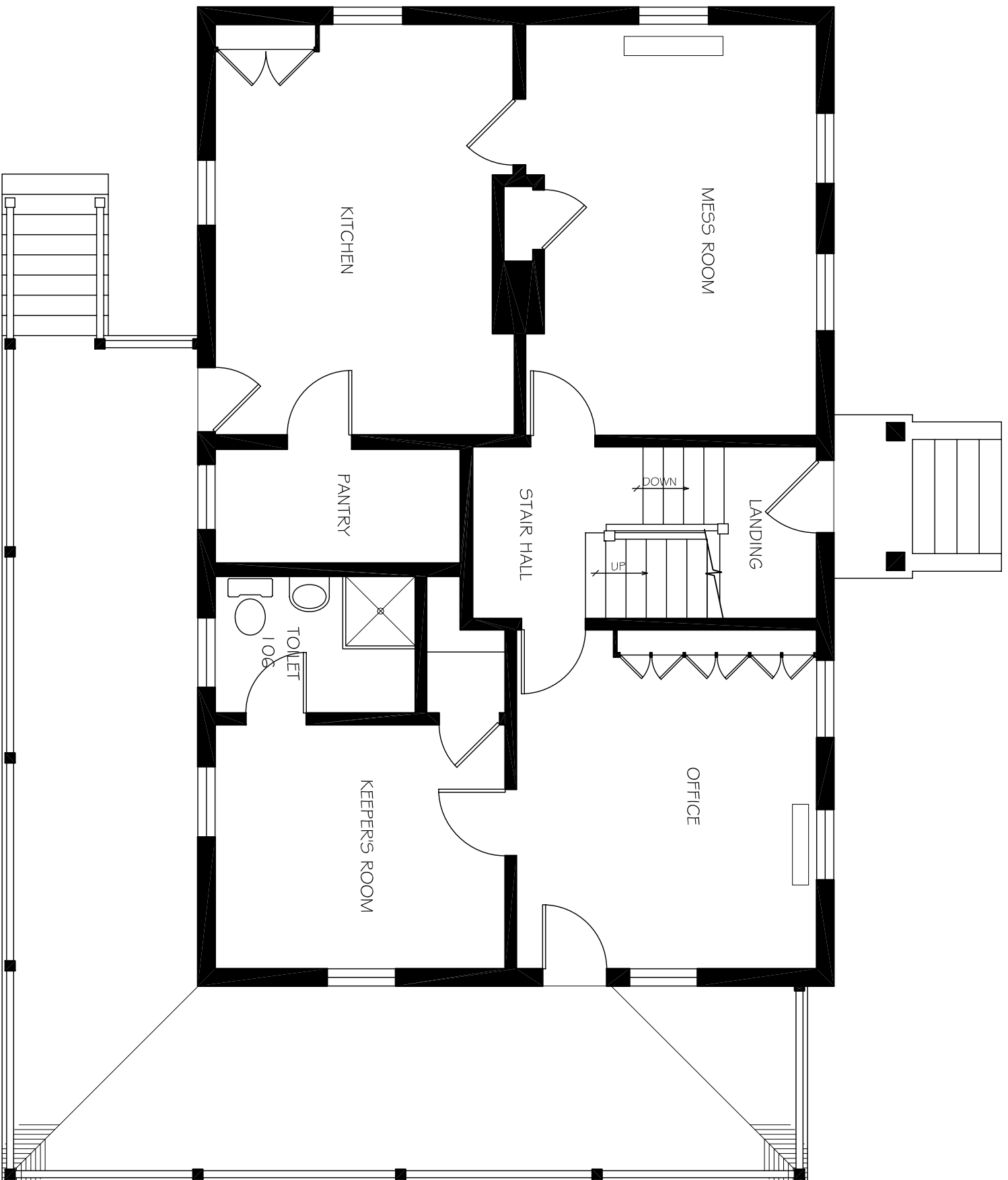


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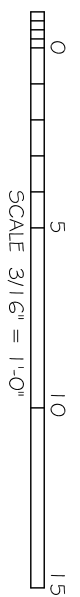
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FIRST FLOOR PLAN

1925



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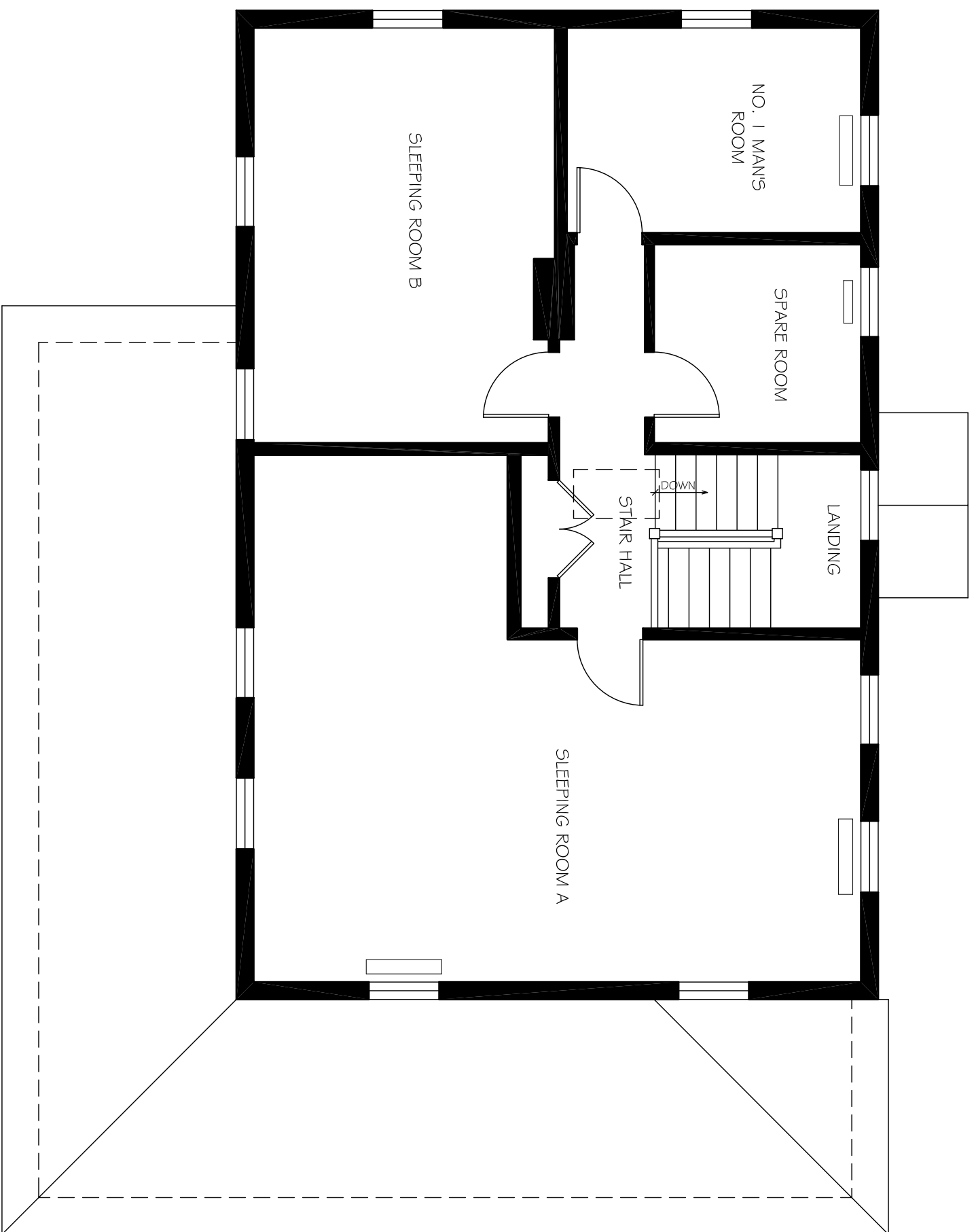
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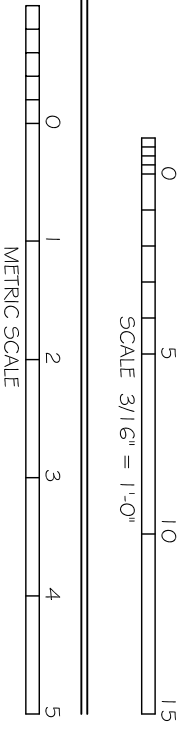
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SECOND FLOOR PLAN

1925



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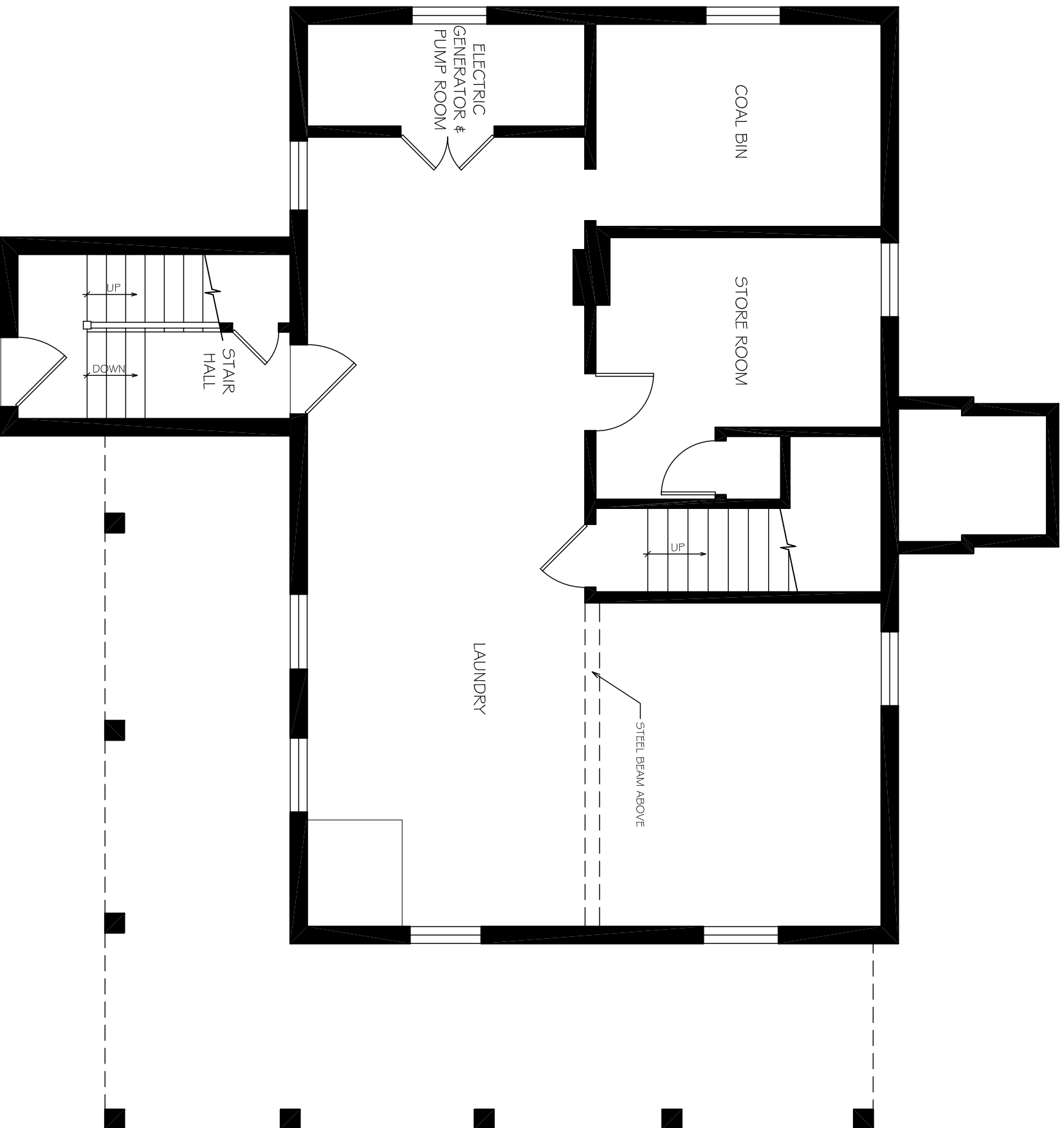
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APPENDIX B

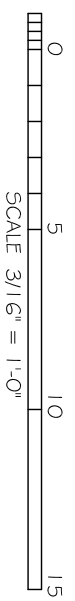
1933: Probable Floor Plans

- B.1 Basement Floor Plan
- B.2 First Floor Plan
- B.3 Second Floor Plan



BASEMENT PLAN

1933



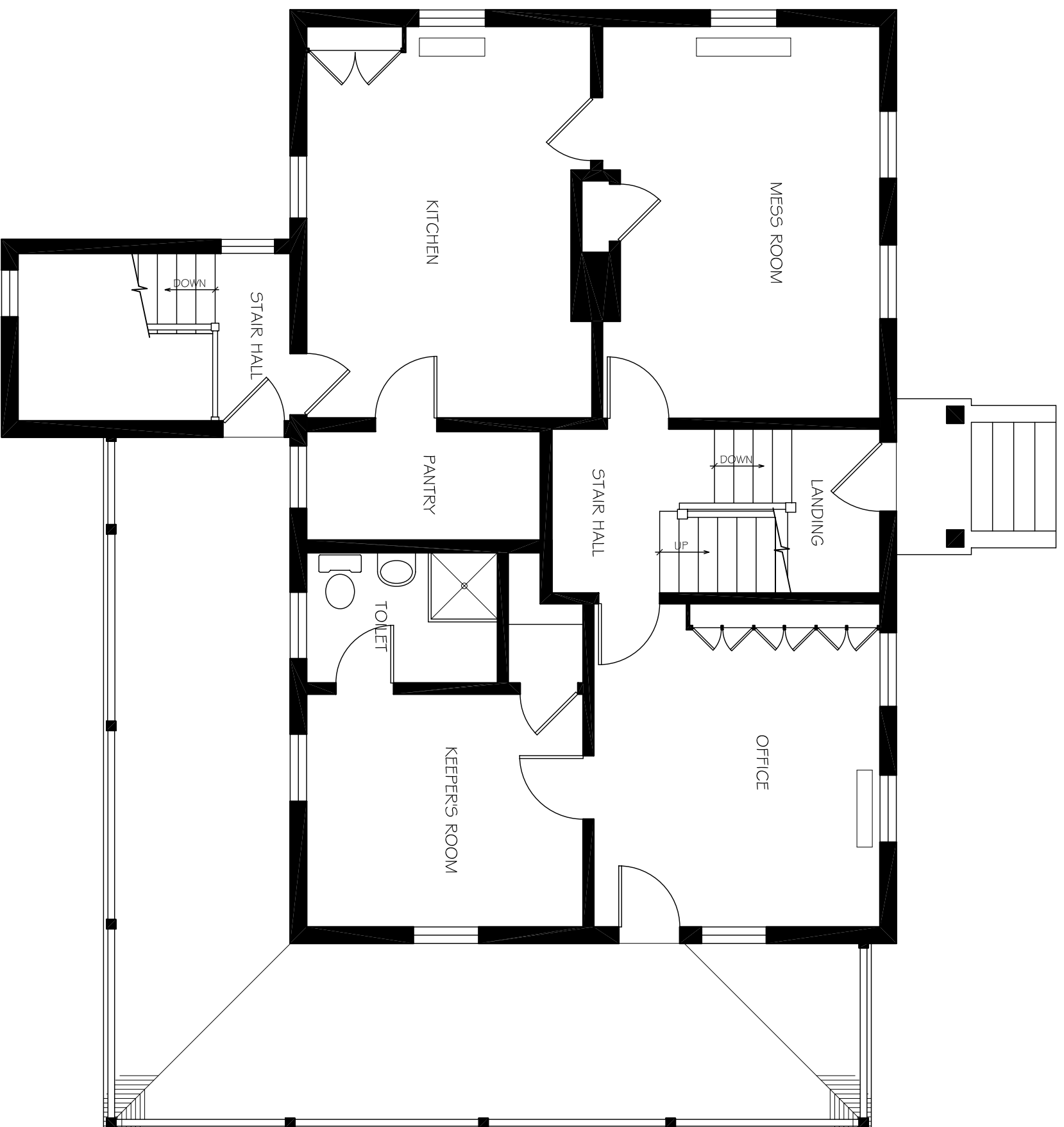
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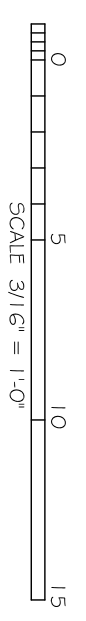
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1933

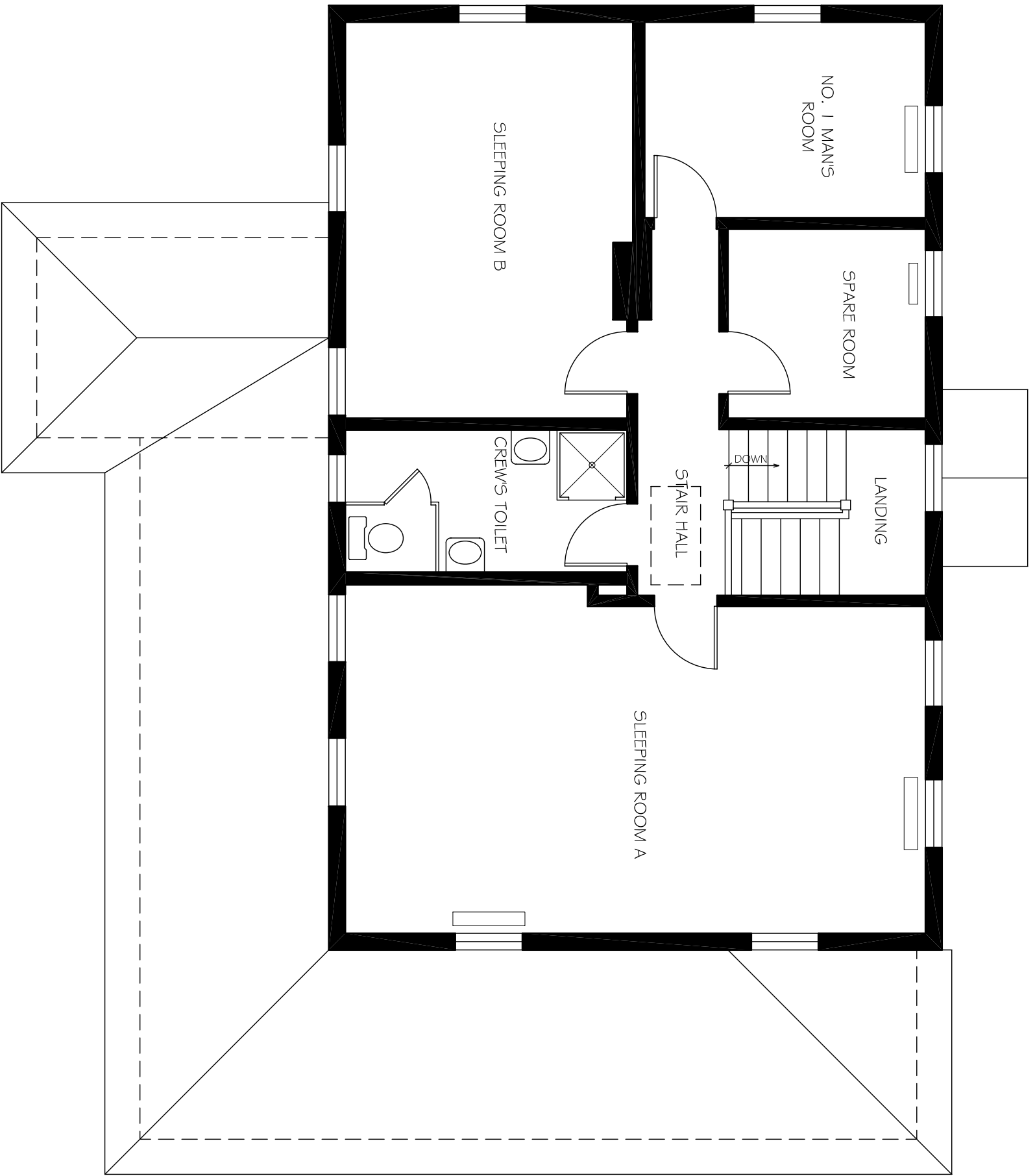


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SECOND FLOOR PLAN

1933



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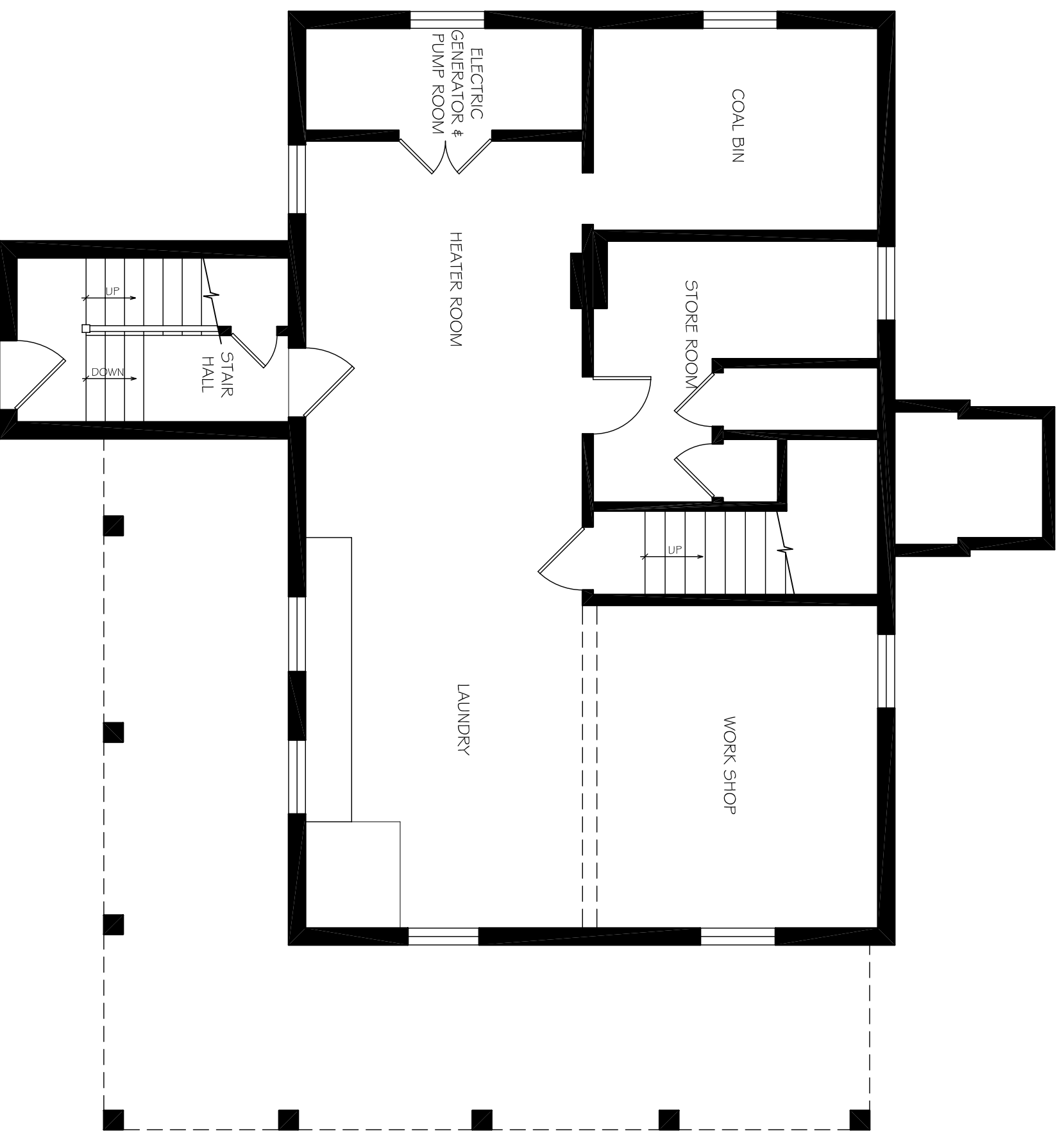
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APPENDIX C

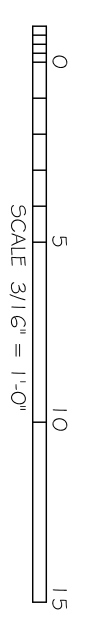
1945: Probable Floor Plans

- C.1 Basement Floor Plan
- C.2 First Floor Plan
- C.3 Second Floor Plan



BASEMENT PLAN

1945

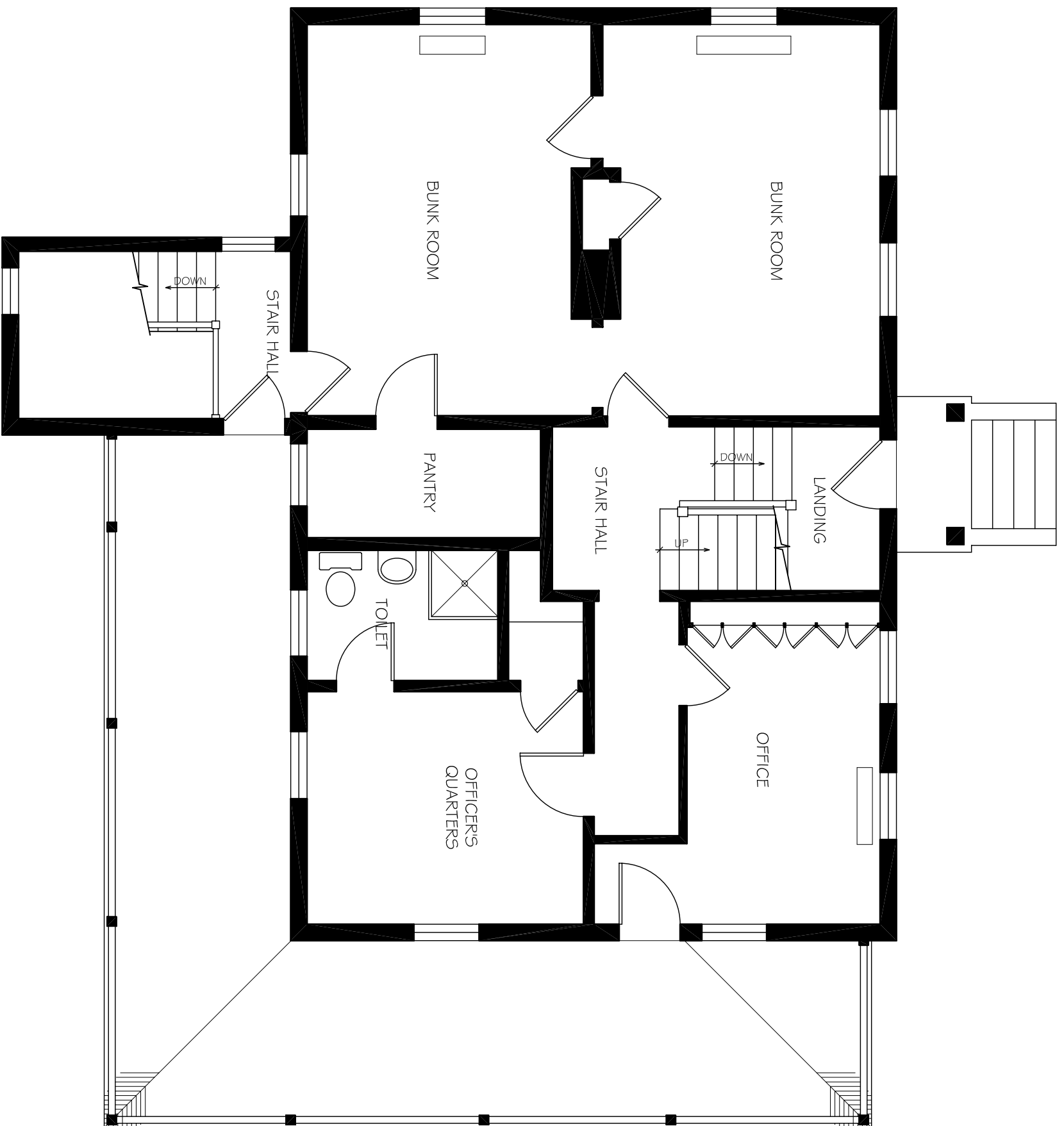


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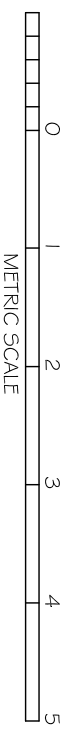
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1945



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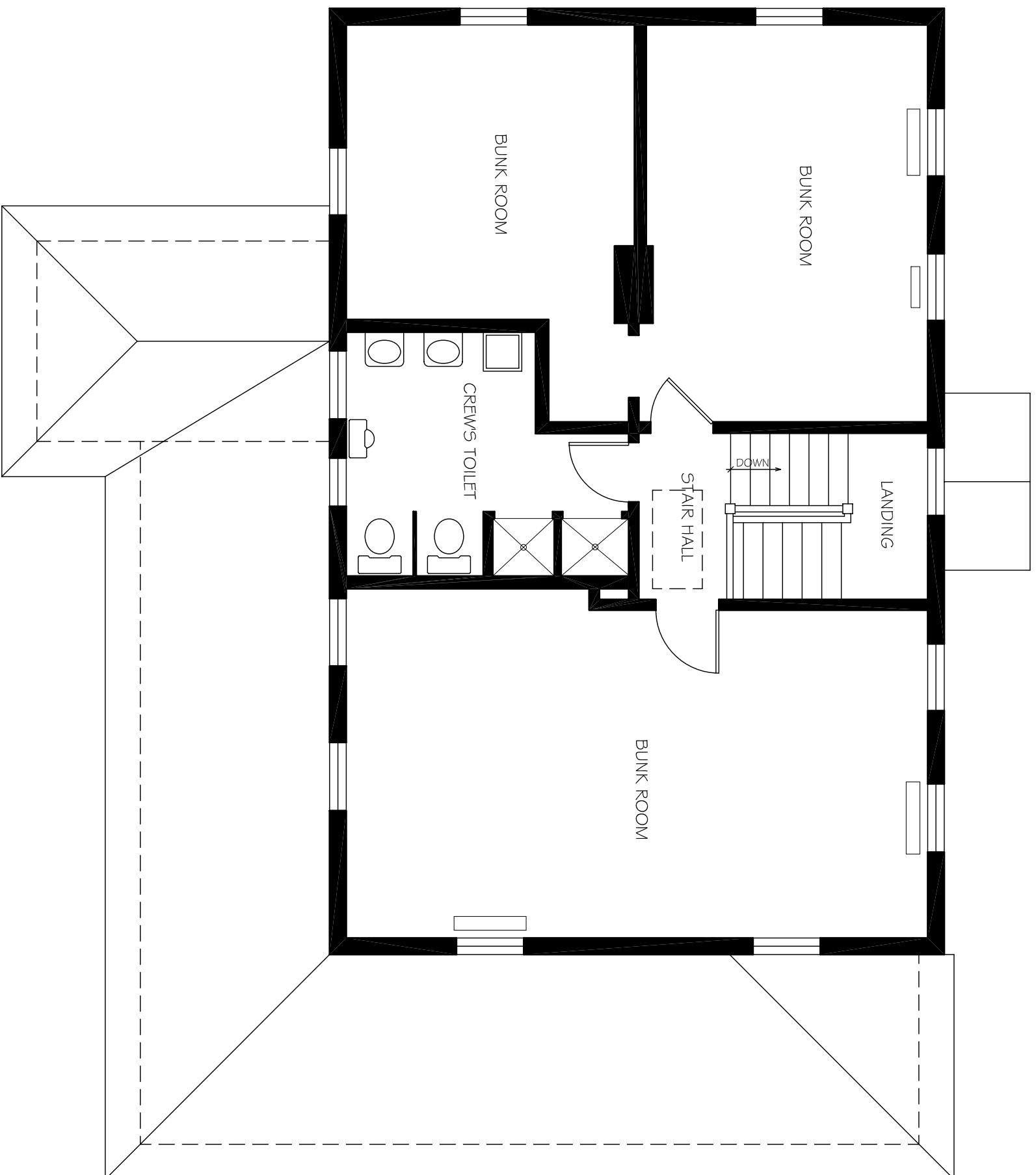
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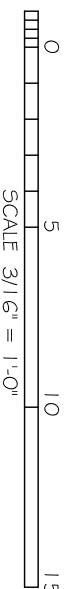
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SECOND FLOOR PLAN

1945



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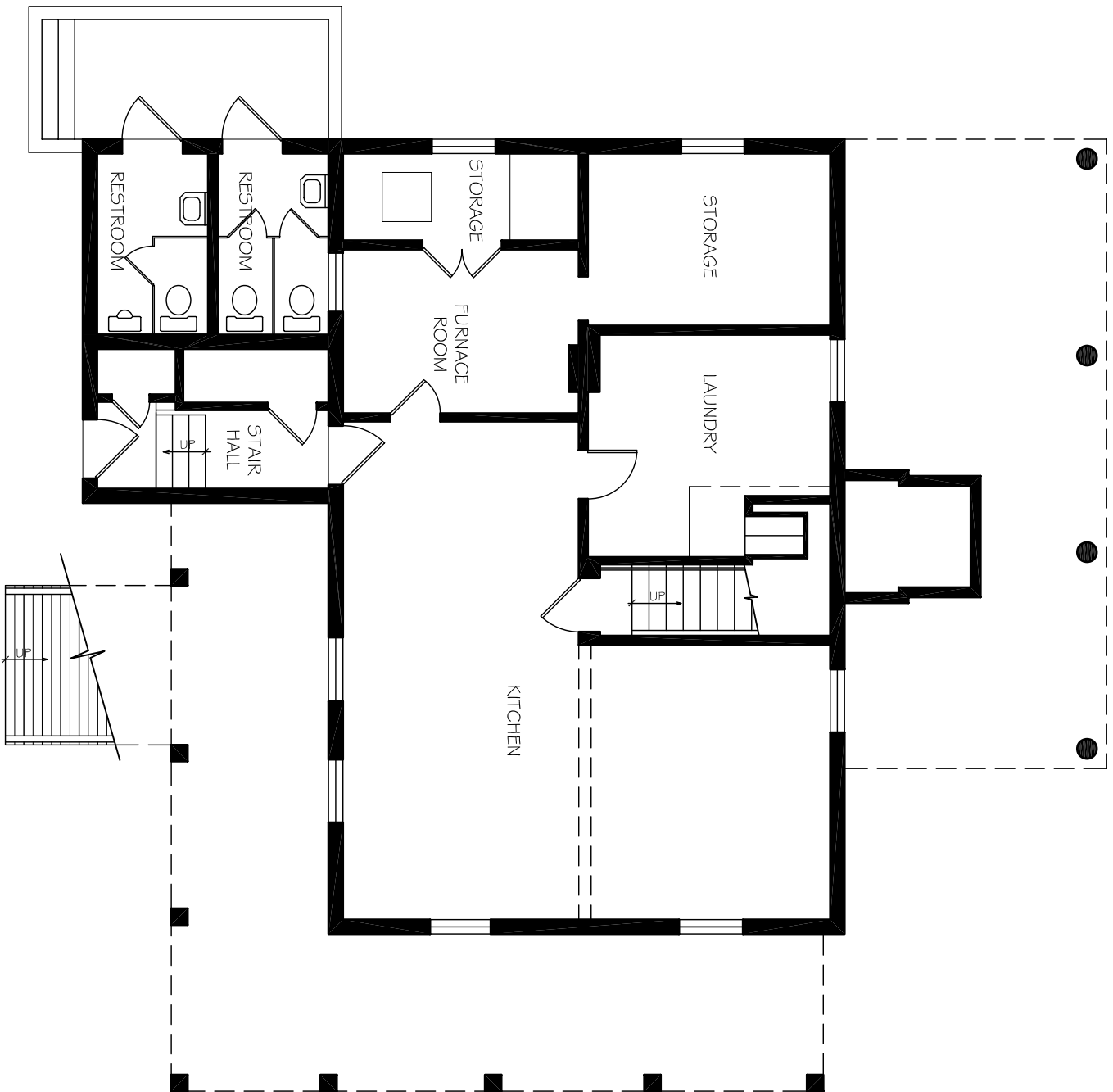
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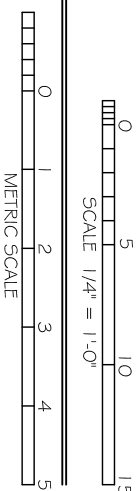
APPENDIX D

1962: Probable Floor Plans

- D.1 Basement Floor Plan
- D.2 First Floor Plan
- D.3 Second Floor Plan



BASEMENT PLAN
19'6"

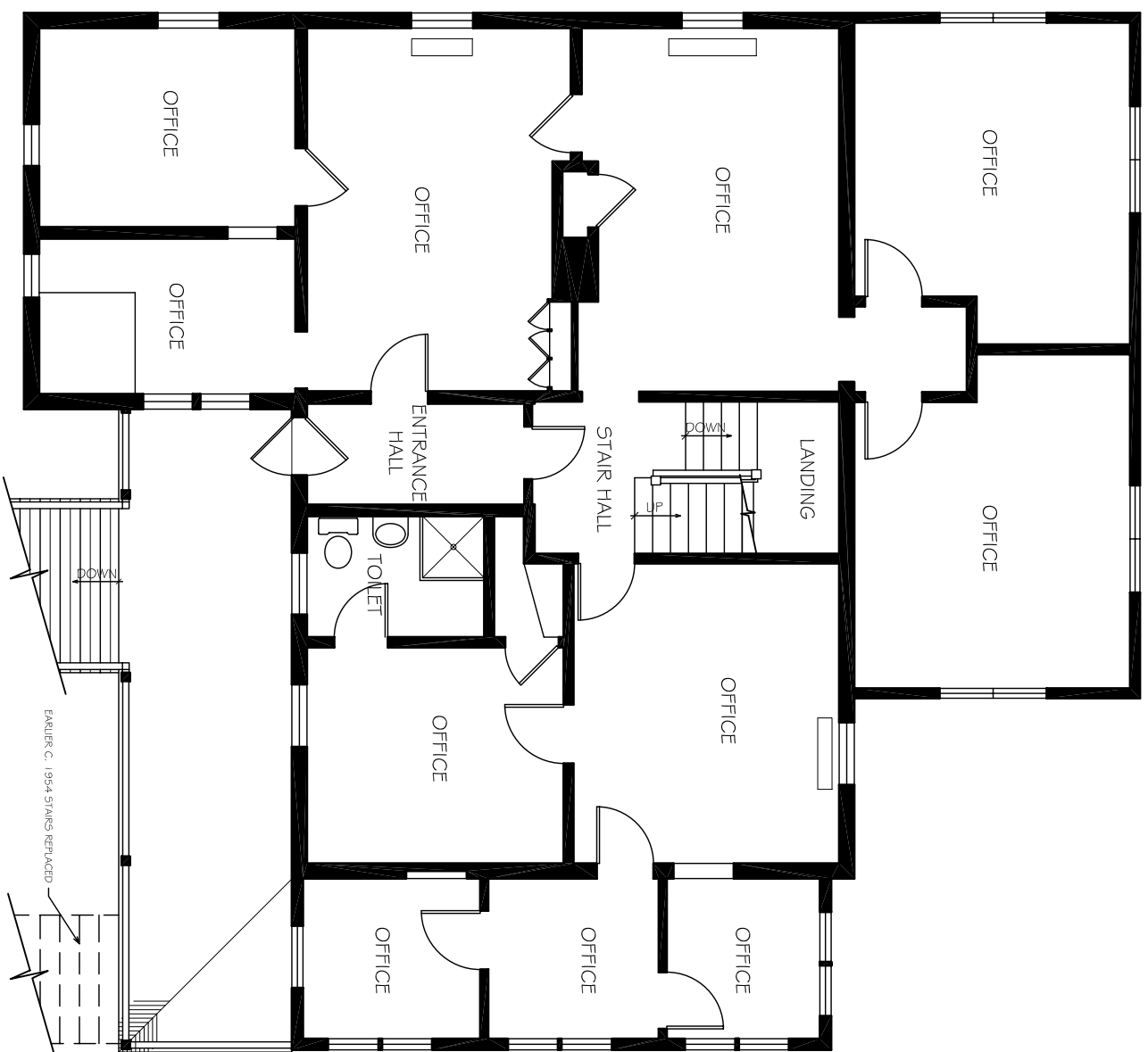


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BODIE ISLAND
COAST GUARD STATION
NAGS HEAD, NORTH CAROLINA

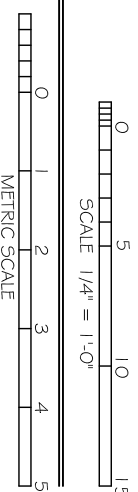
JOB #:	0503
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DRAWN BY:	JLPW
REVISIONS:	
SHEET #:	

D.1



FIRST FLOOR PLAN

1962

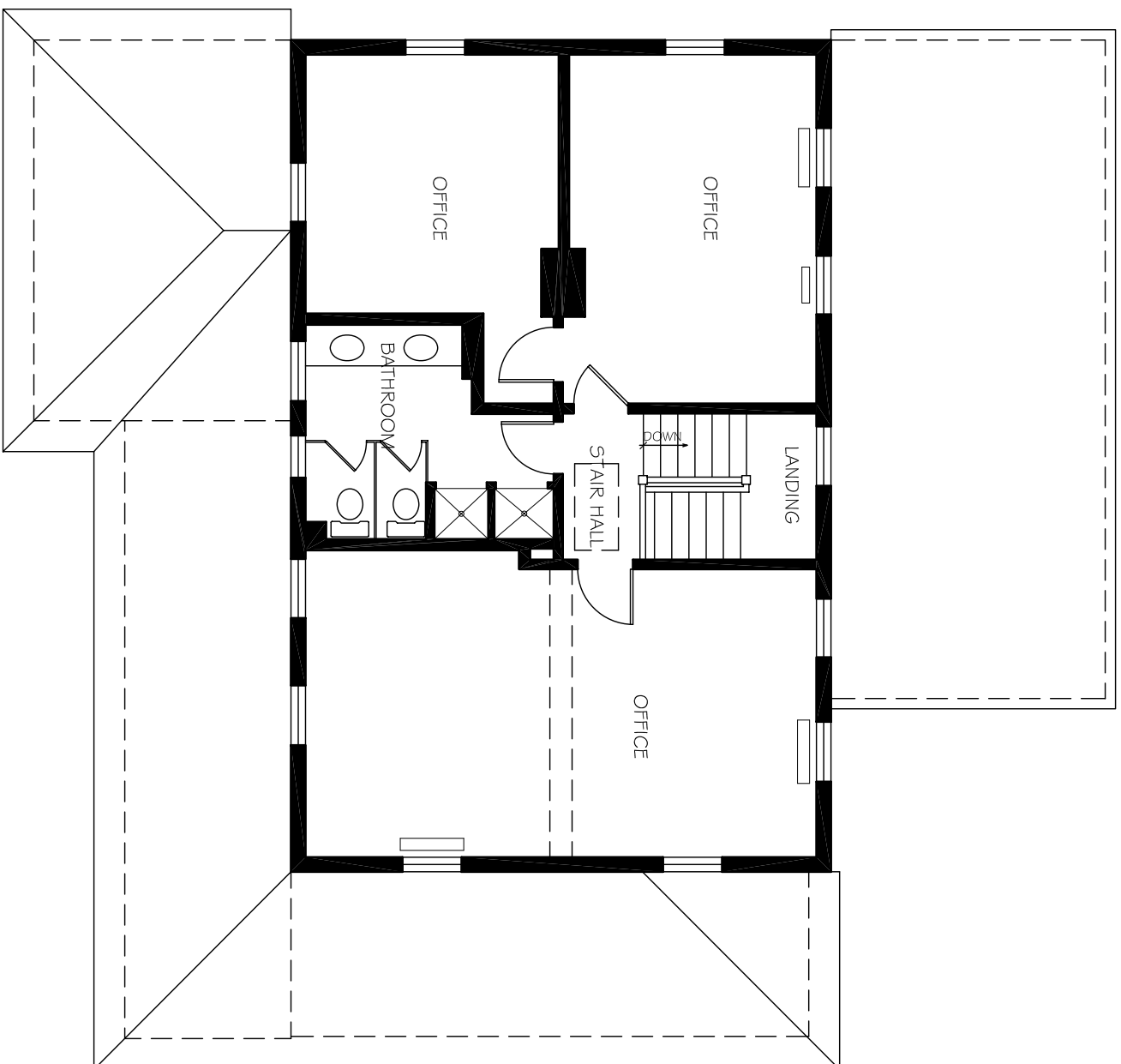


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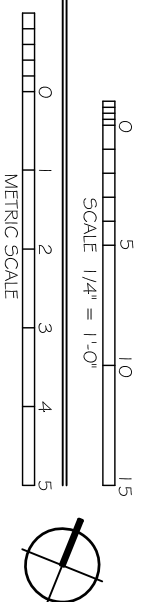
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D.2



SECOND FLOOR PLAN

1962



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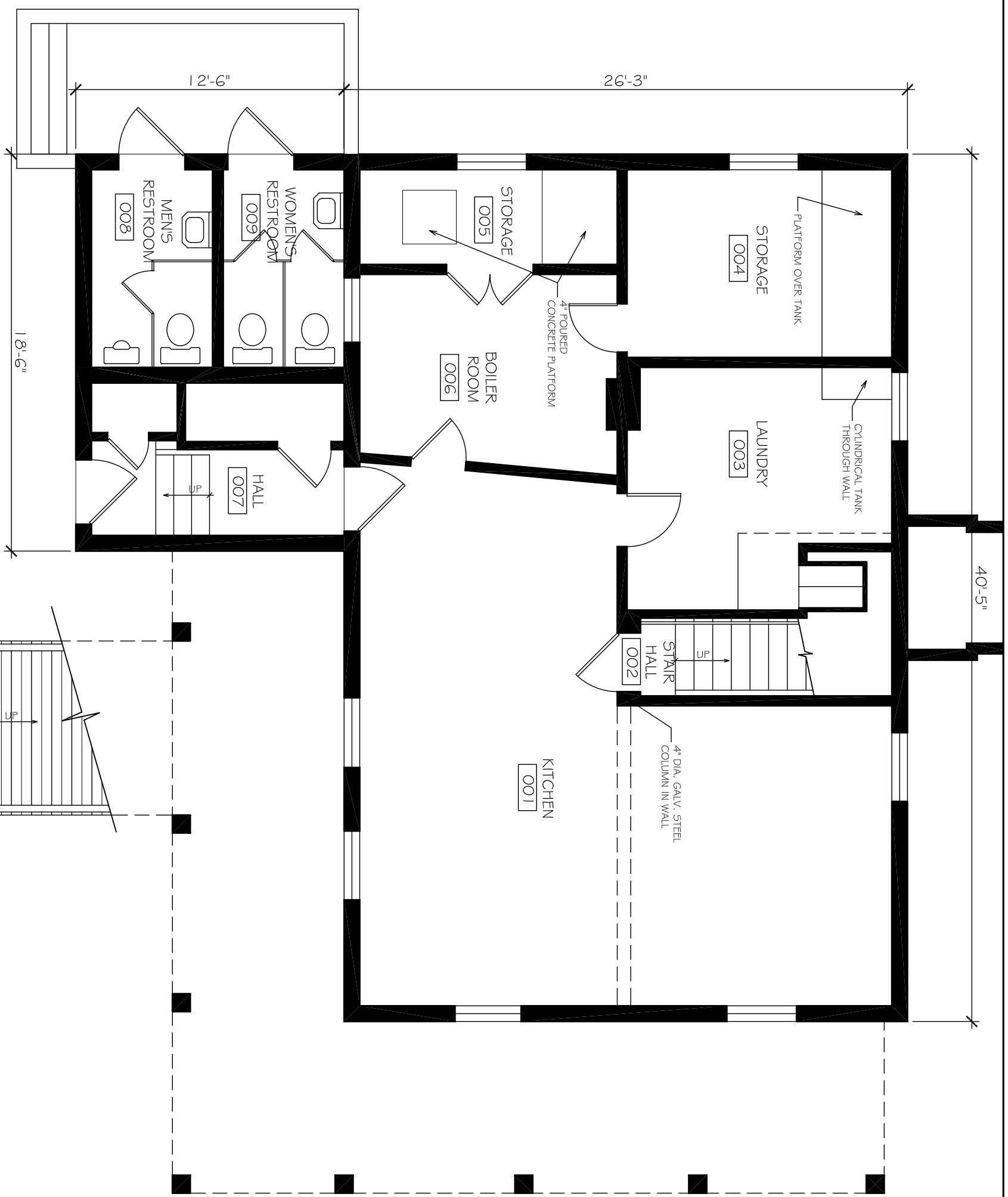
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D.3

APPENDIX E

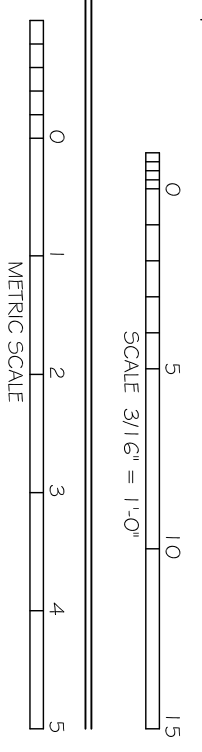
2005: As-Found Measured Drawings

- E.1 Basement Floor Plan
- E.2 First Floor Plan
- E.3 Second Floor Plan
- E.4 Attic Floor Plan
- E.5 Baseboard Profiles
- E.6 Baseboard Profiles
- E.7 Baseboard Profiles
- E.8 Window and Door Casing Profiles
- E.9 Window and Door Casing Profiles
- E.10 Window and Door Casing Profiles
- E.11 Chair Rail and Window Muntin Profiles
- E.12 Exterior Details



BASEMENT PLAN

2005

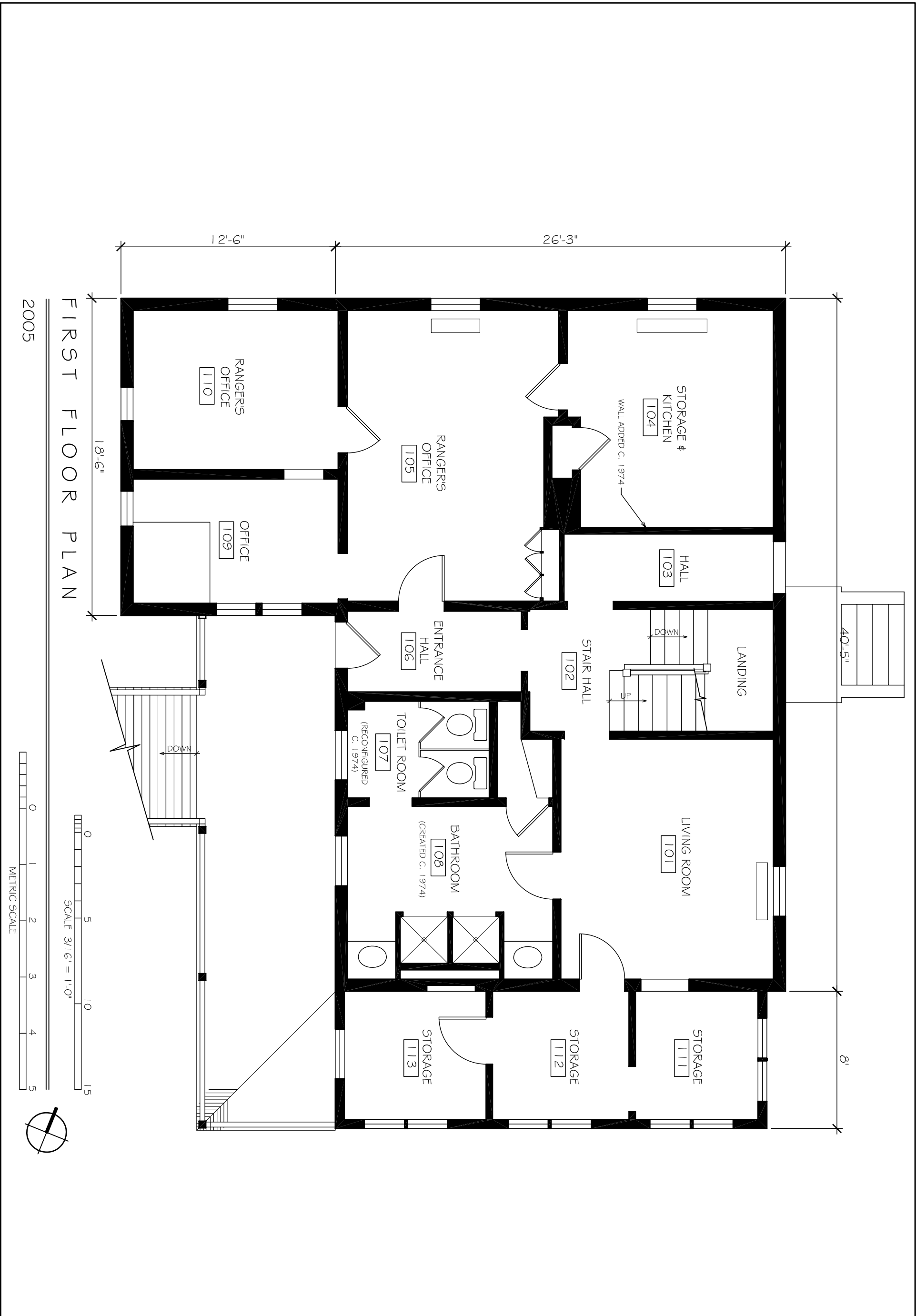


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E.1



FIRST FLOOR PLAN
2005

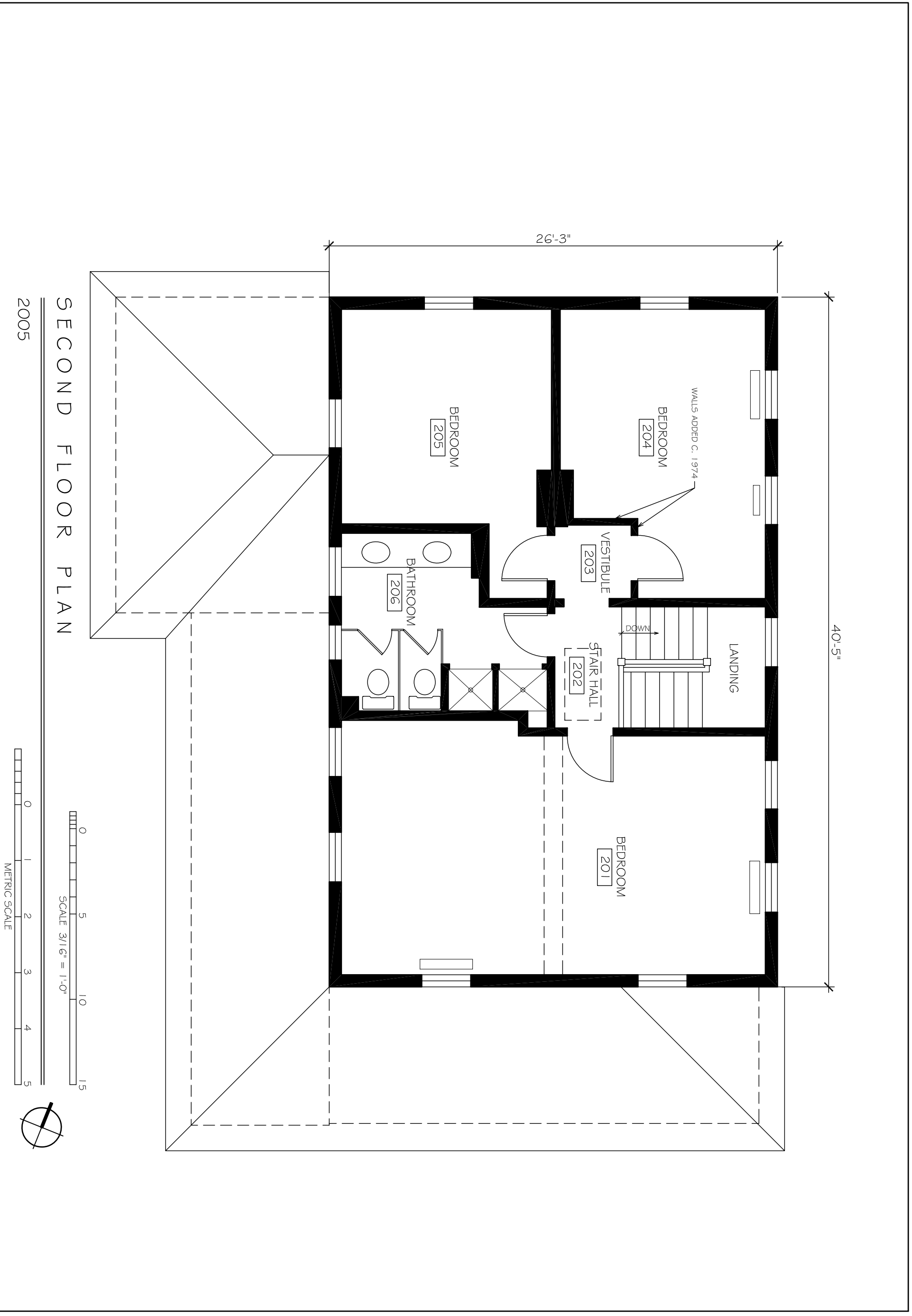


BODIE ISLAND
COAST GUARD STATION
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E.2



40'-5"

26'-3"

WALLS ADDED C. 1974

BEDROOM
204

VESTIBULE
203

DOWN

LANDING

STAIR HALL
202

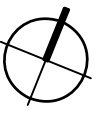
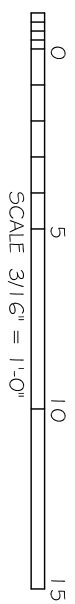
BEDROOM
201

BEDROOM
205

BATHROOM
206

SECOND FLOOR PLAN

2005

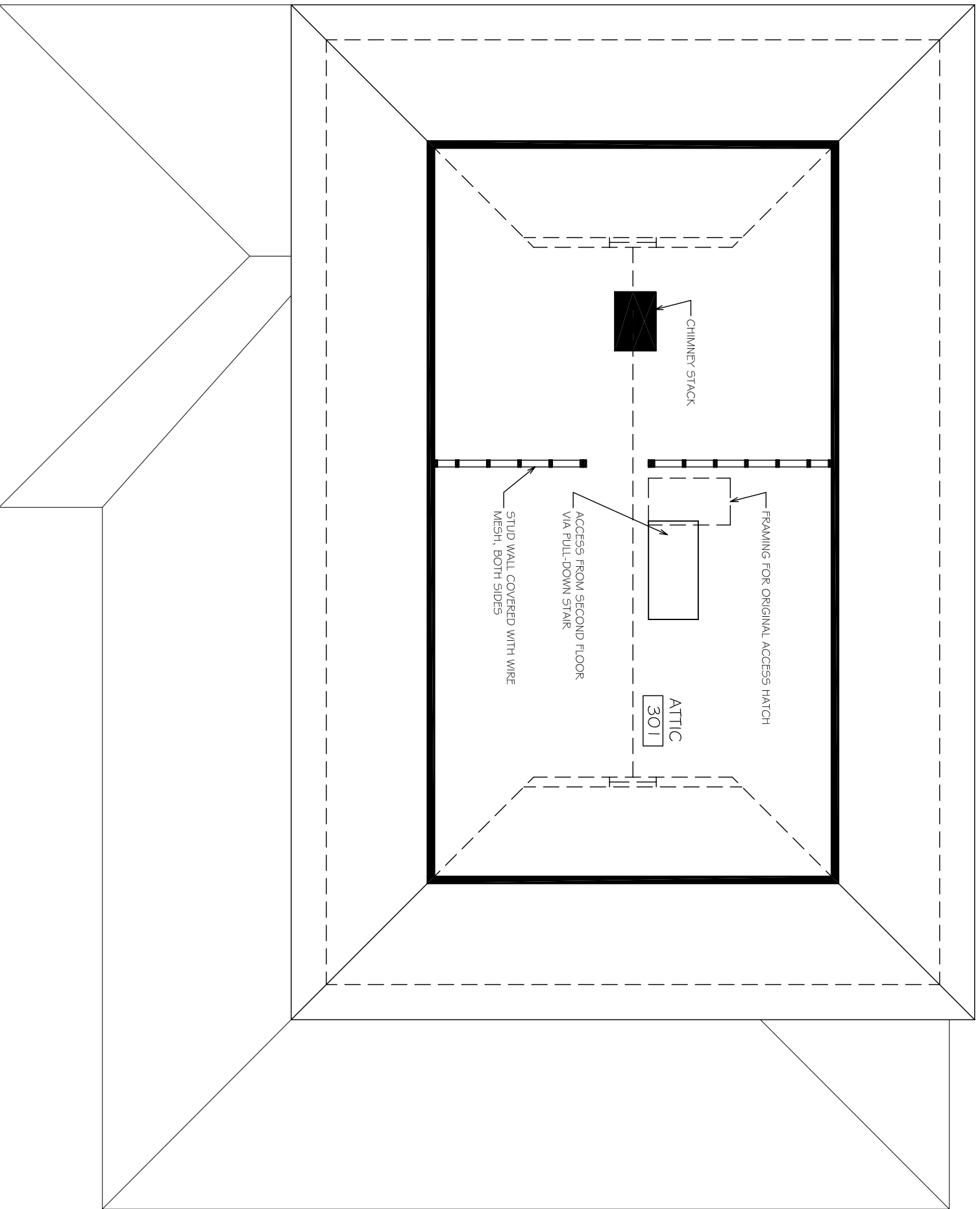


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COAST GUARD STATION
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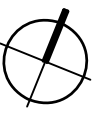
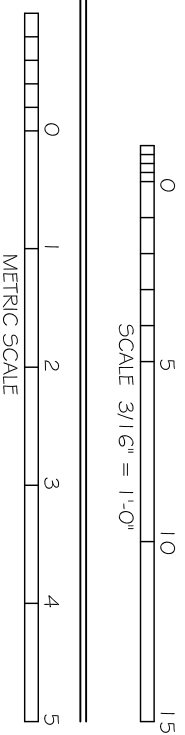
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SHEET #:	

E.3



ATTIC FLOOR PLAN

2005

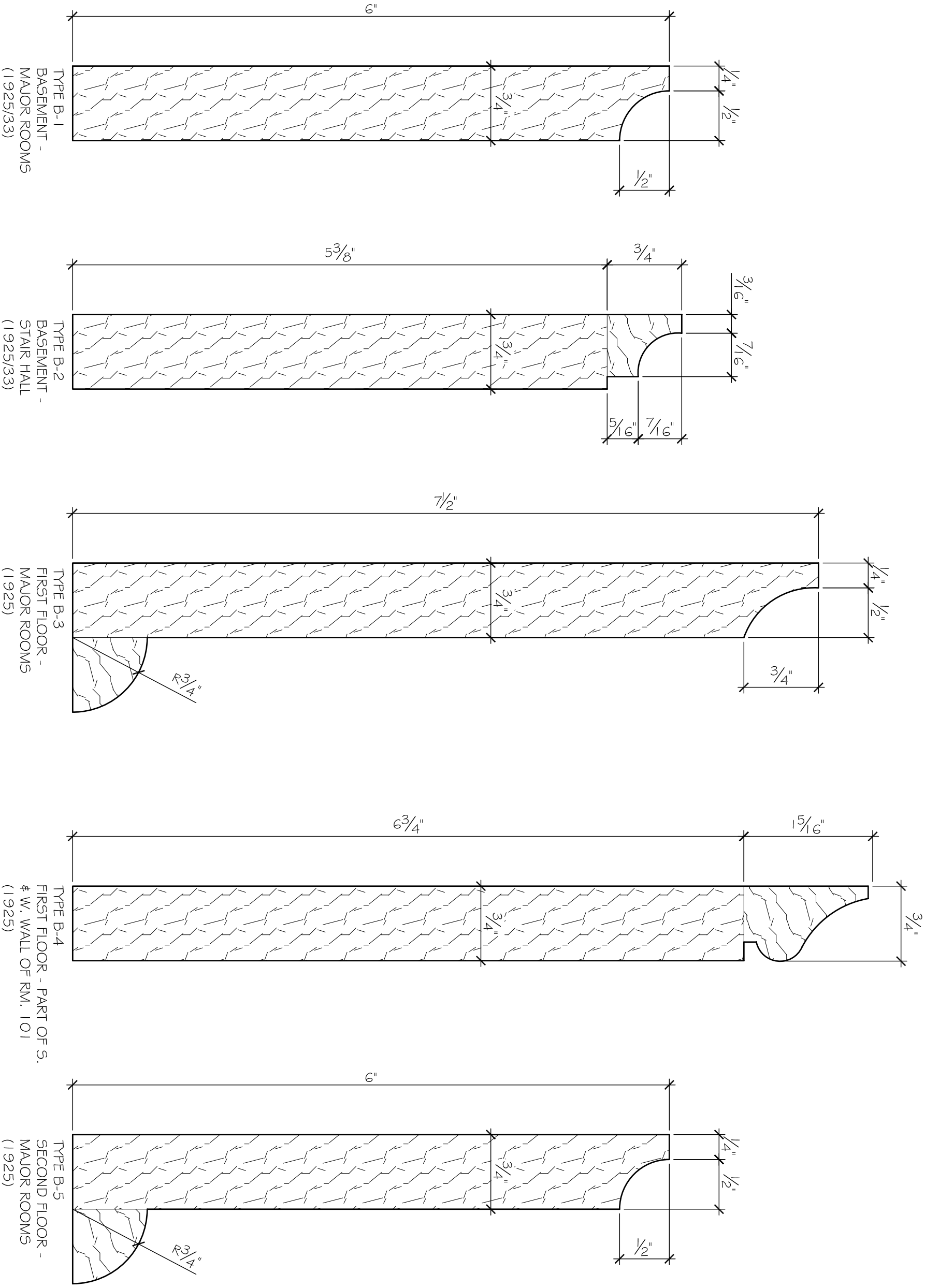


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SHEET #:	

E.4



TYPE B-1
BASEMENT -
MAJOR ROOMS
(1925/33)

TYPE B-2
BASEMENT -
STAIR HALL
(1925/33)

TYPE B-3
FIRST FLOOR -
MAJOR ROOMS
(1925)

TYPE B-4
FIRST FLOOR - PART OF S.
W. WALL OF RM. 101
(1925)

TYPE B-5
SECOND FLOOR -
MAJOR ROOMS
(1925)

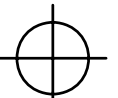
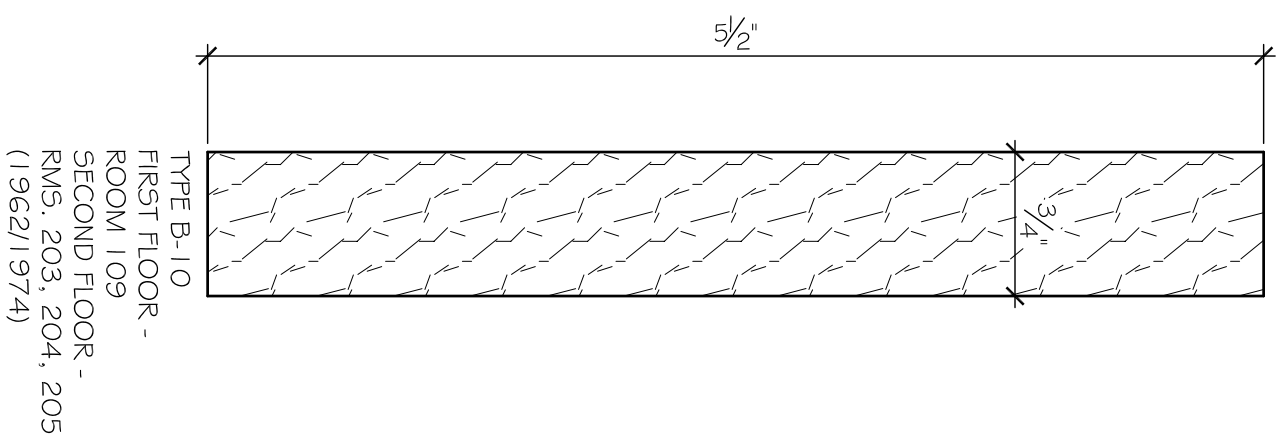
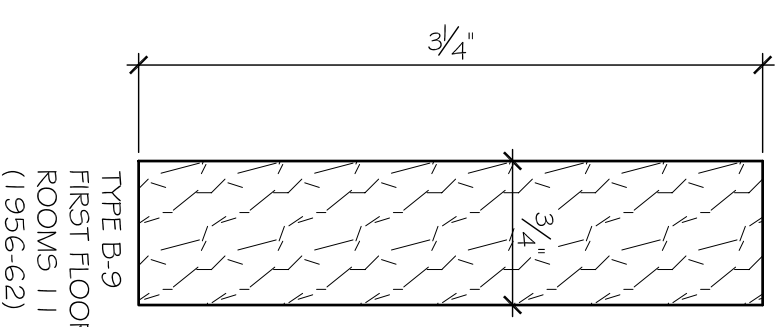
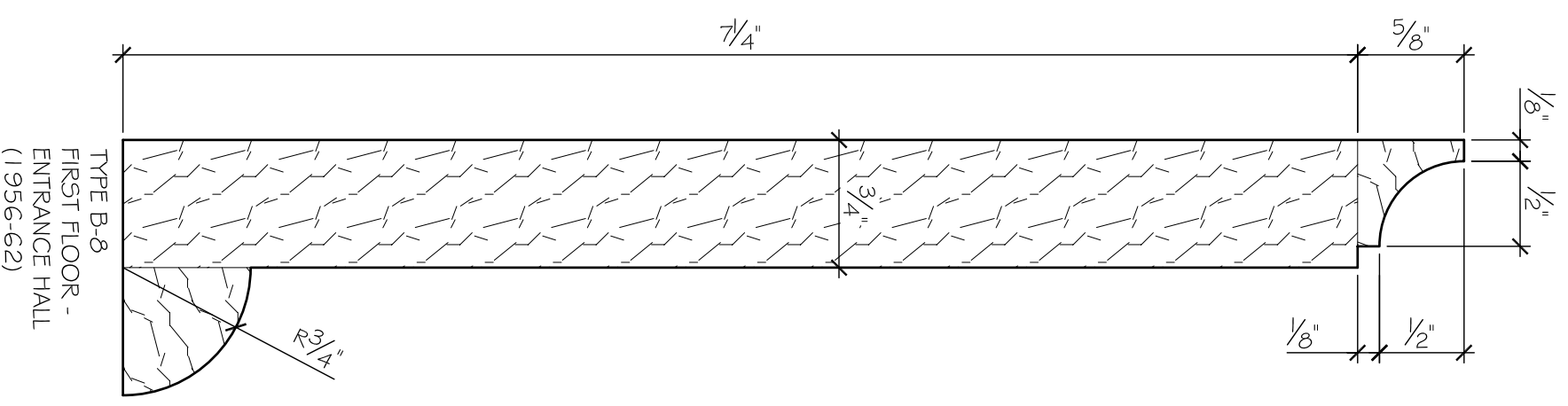
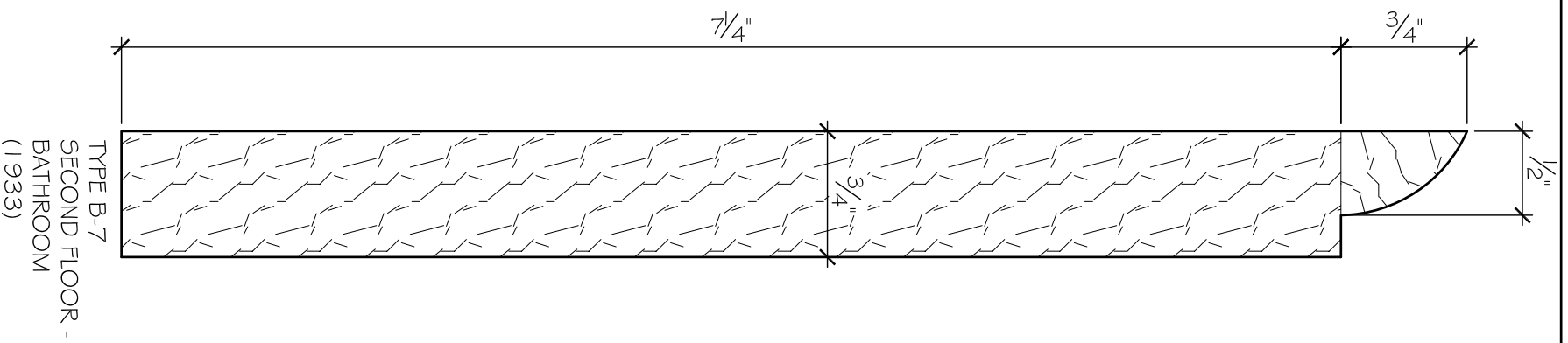
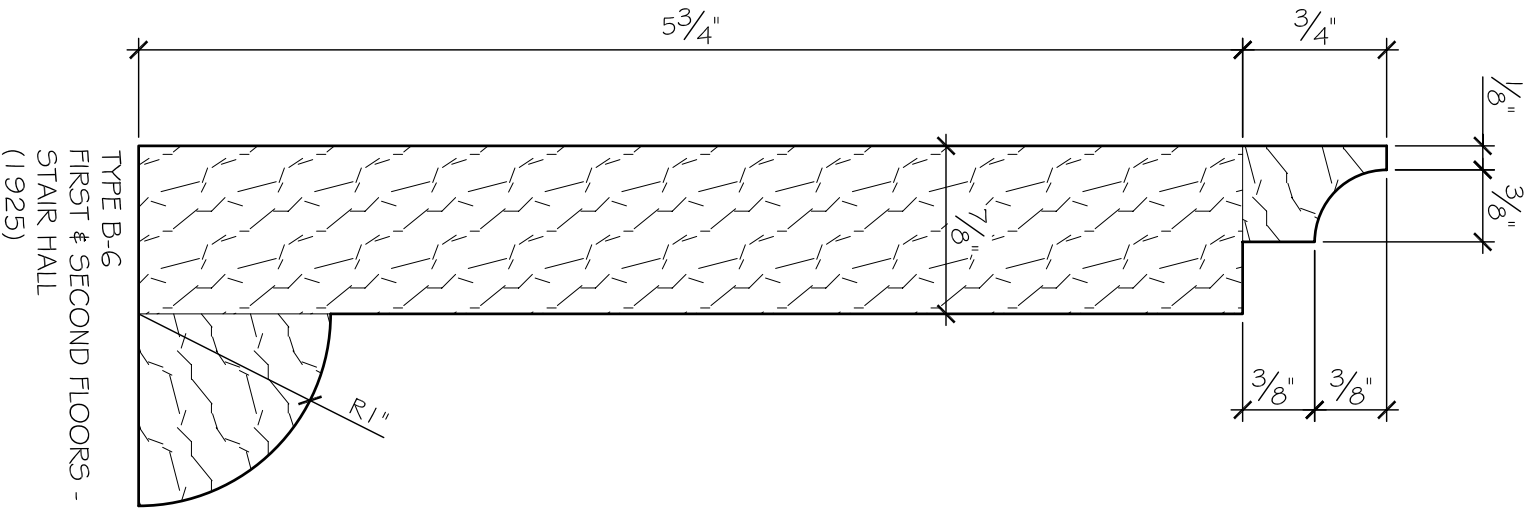
BASEBOARD PROFILES
SCALE: FULL SCALE

BODIE ISLAND
COAST GUARD STATION
NAGS HEAD, NORTH CAROLINA

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E.5



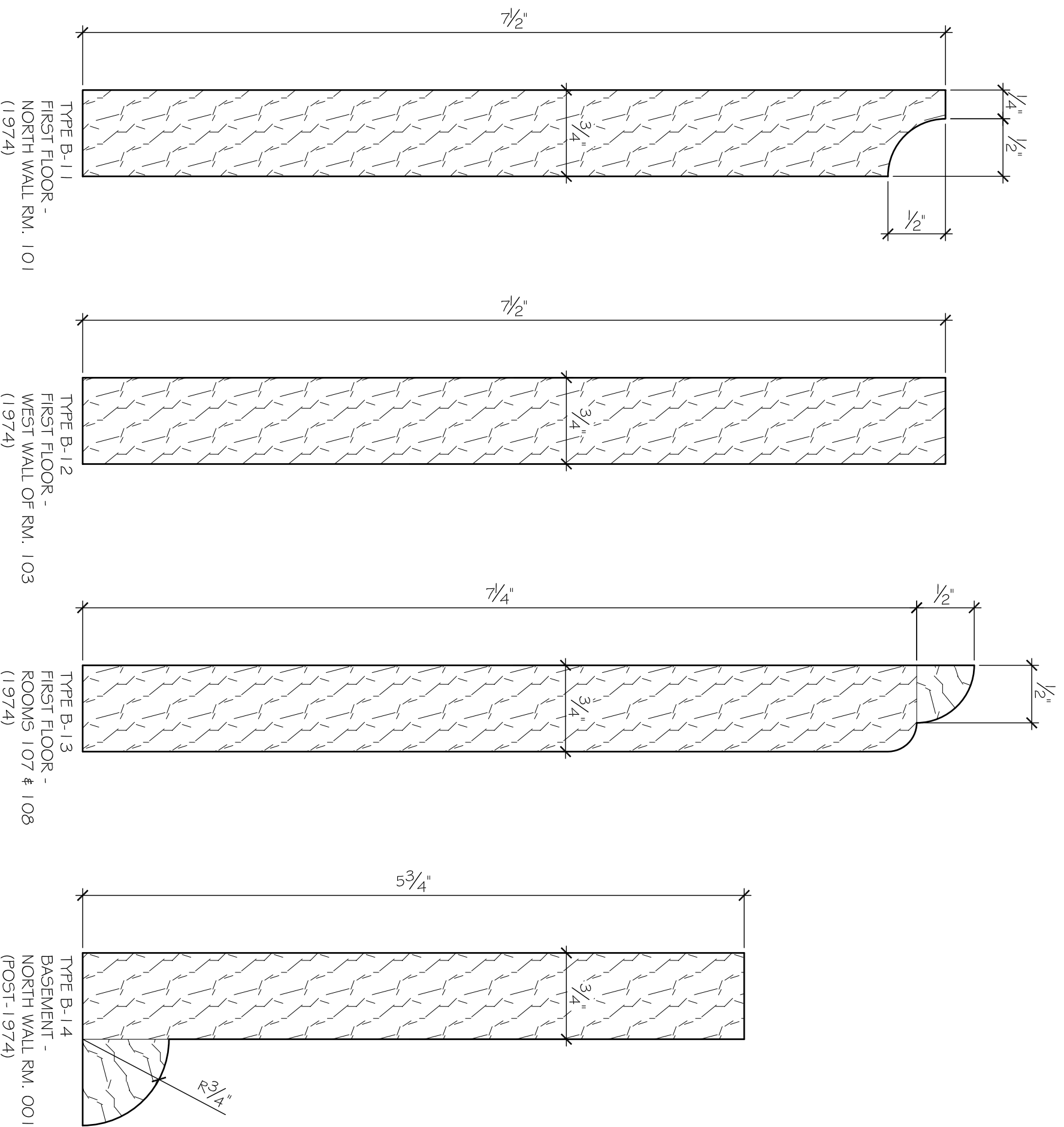
BASEBOARD PROFILES
SCALE: FULL SCALE

BODIE ISLAND
COAST GUARD STATION
NAGS HEAD, NORTH CAROLINA

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SHEET #:
E.6



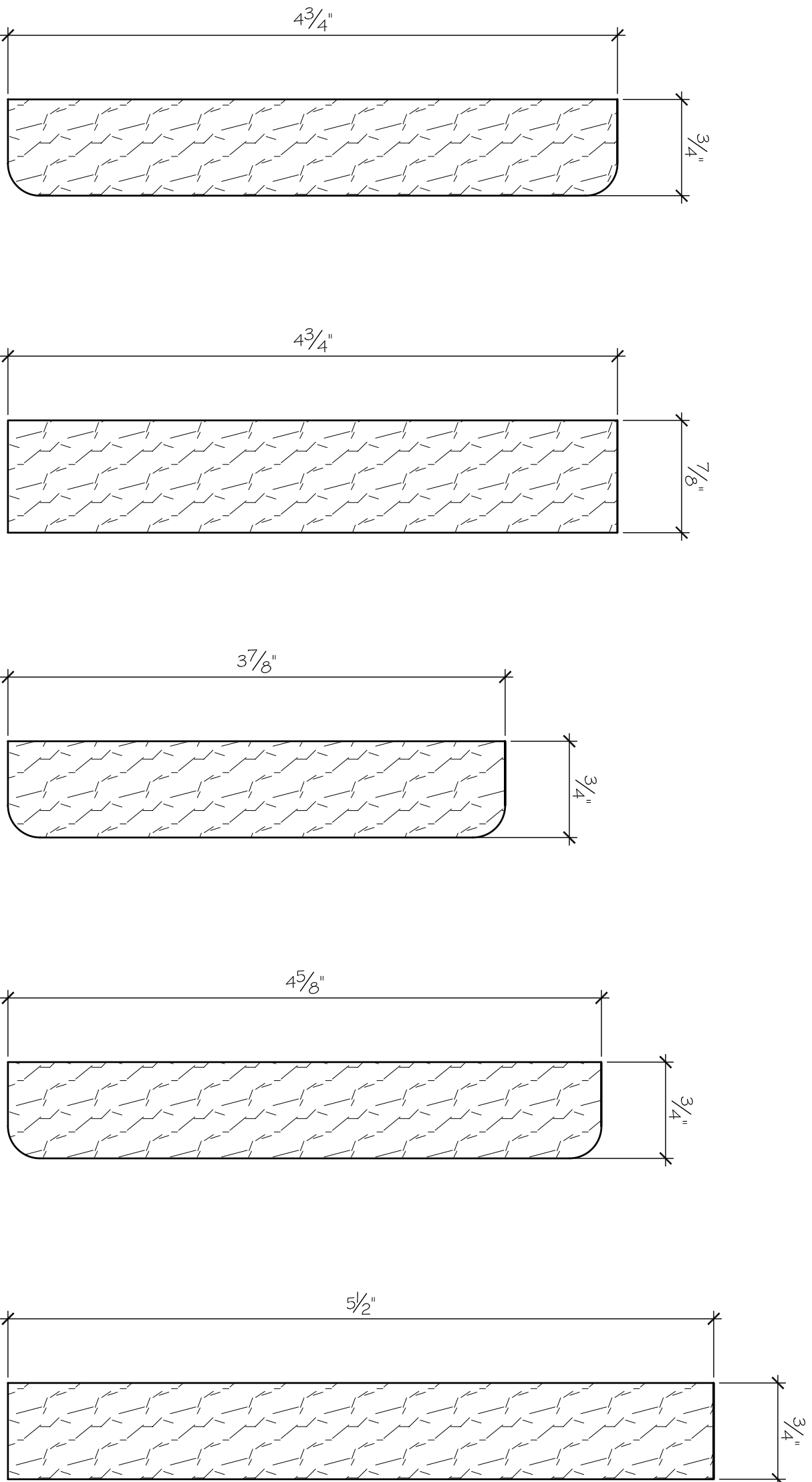
BASEBOARD PROFILES
SCALE: FULL SCALE

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E.7



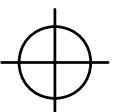
TYPE C-1
ALL FLOORS
DOOR & WINDOW
CASINGS
(1925)

TYPE C-2
BASEMENT - RM.
001 SIDE OF DOOR
TO RM. 007
(1933)

TYPE C-3
BASEMENT - RM. 007
DOOR TO NE CLOSET
(1933)

TYPE C-4
BASEMENT - RM. 007 SLIDE
OF DOORS TO RM. 001 &
TO OUTSIDE; FIRST FLOOR -
RM. 109 WINDOW CASING;
SECOND FLOOR - DOOR
CASING, W. WALL OF RM.
202 AND 206; WINDOW
CASING, RM. 201, 205,
206 (1933)

TYPE C-5
FIRST FLOOR - DOOR
CASING, WEST WALL OF
ROOM 106
(1956-62)



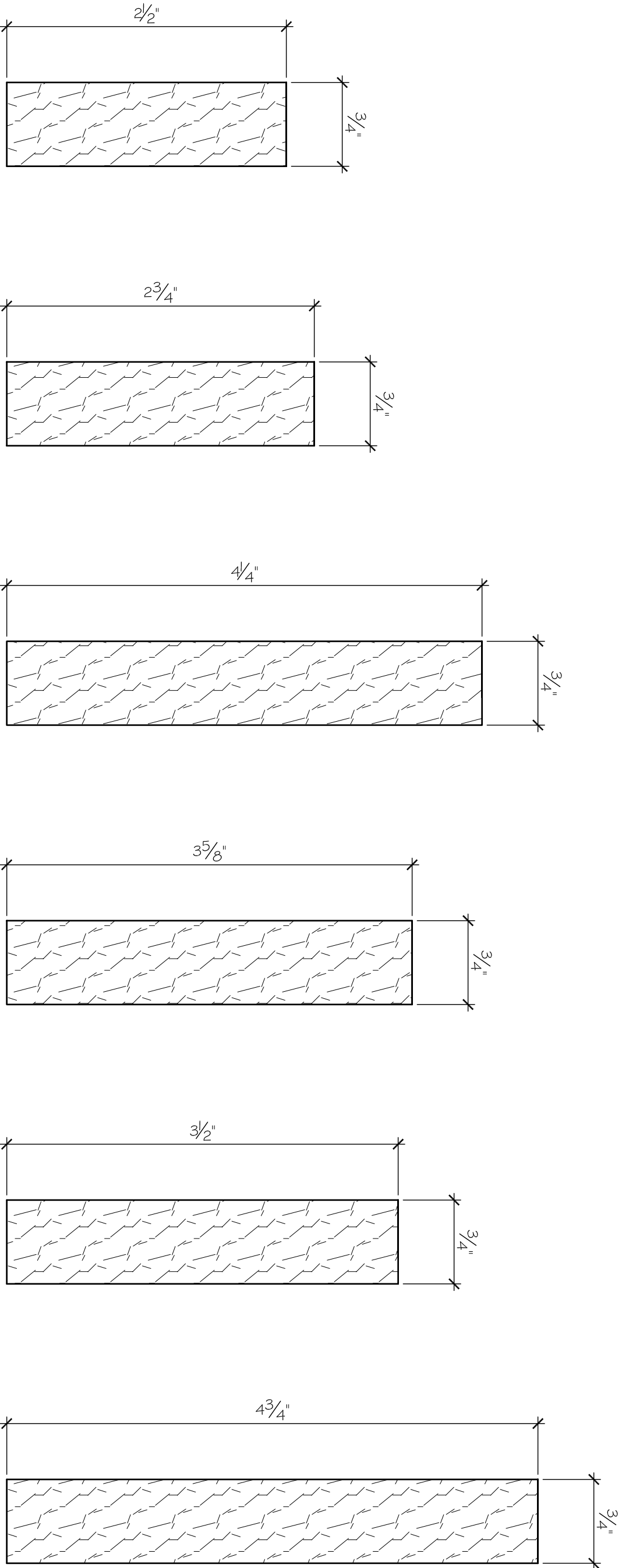
WINDOW AND DOOR CASING PROFILES
SCALE: FULL SCALE

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BODIE ISLAND
COAST GUARD STATION
NAGS HEAD, NORTH CAROLINA

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E.8



TYPE C-6
FIRST FLOOR - DOOR
CASING, EAST WALL OF
ROOM 106
(1956-62)

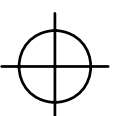
TYPE C-7
FIRST FLOOR -
DOOR CASING, WEST
WALL OF ROOM 102
(1956-62)

TYPE C-8
FIRST FLOOR -
DOOR CASING, ROOMS
111, 112, 113
(1956-62)

TYPE C-9
FIRST FLOOR - DOOR
CASING, ROOMS 111,
112, 113
(1956-62)

TYPE C-10
BASEMENT - DOOR
CASING, ROOM 007
DOOR TO NW CLOSET
(1962)

TYPE C-11
SECOND FLOOR -
DOOR CASING,
EAST WALL OF
ROOM 203
(1974)



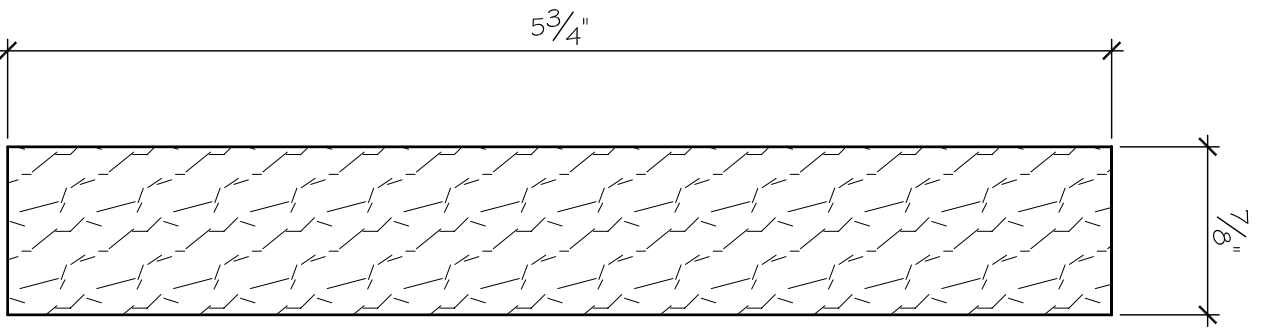
WINDOW AND DOOR CASING PROFILES
SCALE: FULL SCALE

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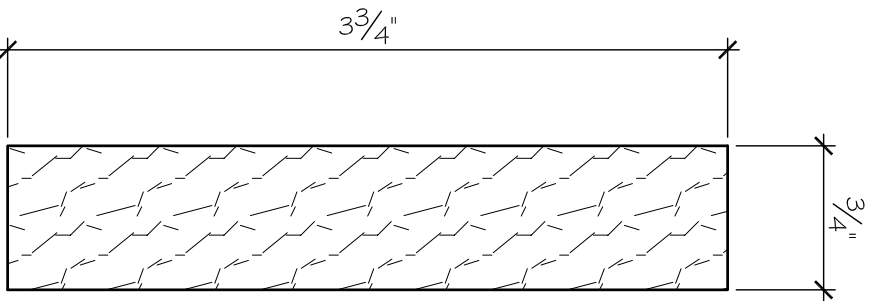
BODIE ISLAND
COAST GUARD STATION
NAGS HEAD, NORTH CAROLINA

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SHEET #:	

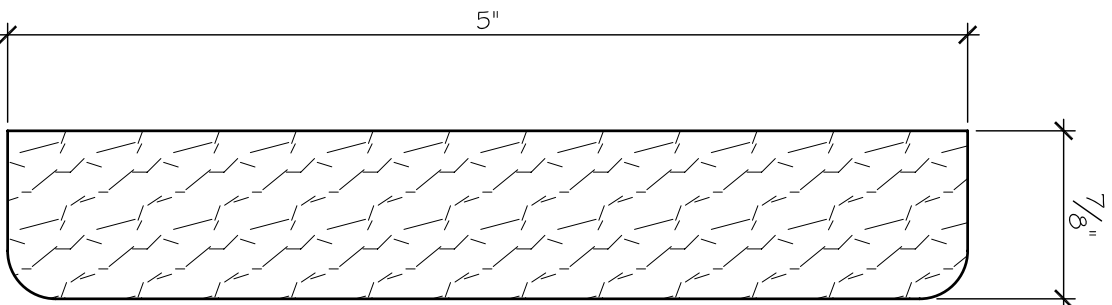
E.9



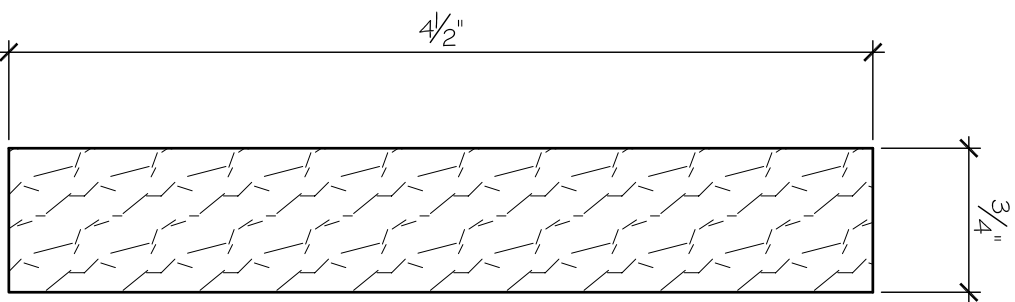
TYPE C-12
SECOND FLOOR -
CASED OPENING, SOUTH
WALL OF ROOM 203
(1974)



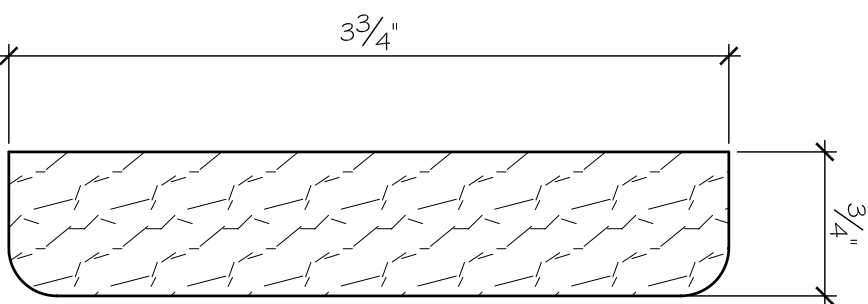
TYPE C-13
SECOND FLOOR - DOOR
CASING, ROOM 204
(1974)



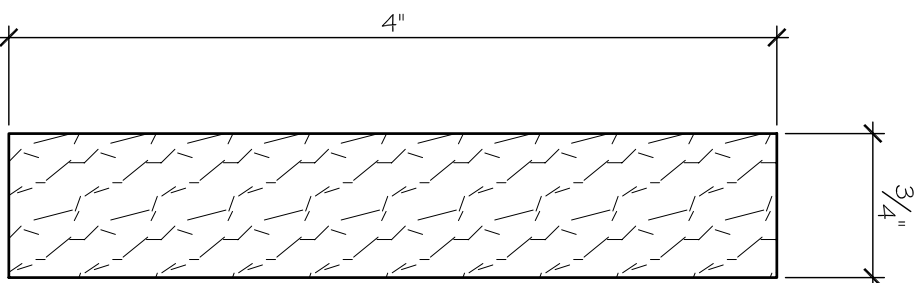
TYPE C-14
SECOND FLOOR -
CASED OPENING, NORTH
WALL OF ROOM 202
(1974)



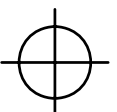
TYPE C-15
SECOND FLOOR -
PART OF DOOR
CASING, ROOM 202
TO ROOM 201
(1974)



TYPE C-16
SECOND FLOOR - DOOR
CASING, ROOM 204
(1974)



TYPE C-17
BASEMENT - DOOR
CASING, ROOM 001
TO ROOM 006
(1974)



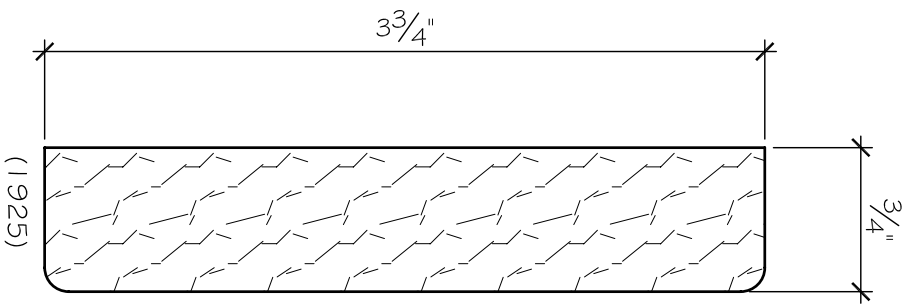
WINDOW AND DOOR CASING PROFILES
SCALE: FULL SCALE

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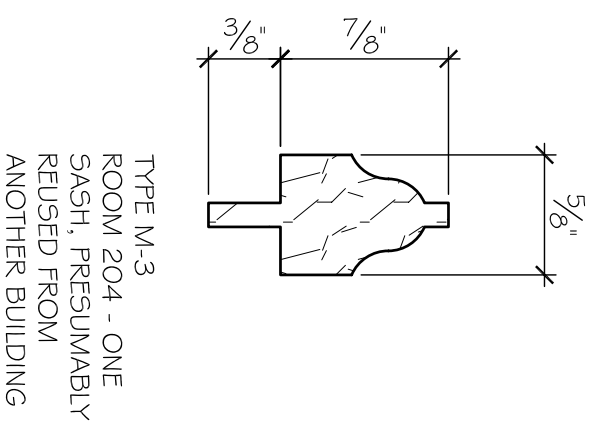
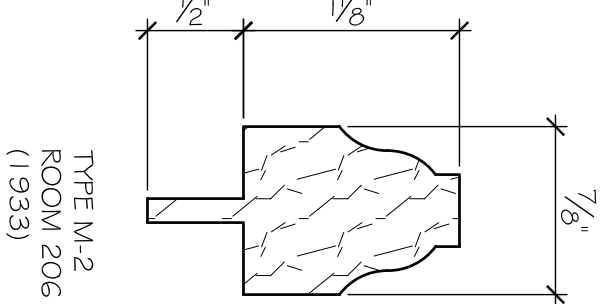
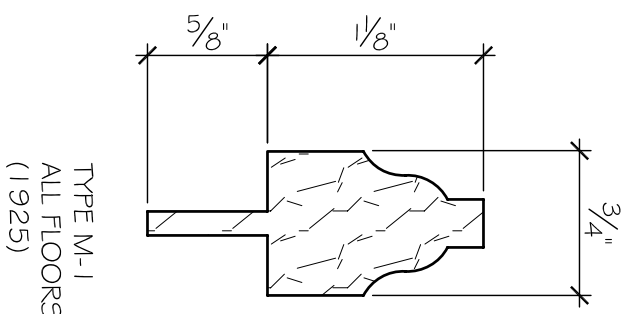
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E.10



CHAIR RAIL PROFILE
SCALE: FULL SCALE

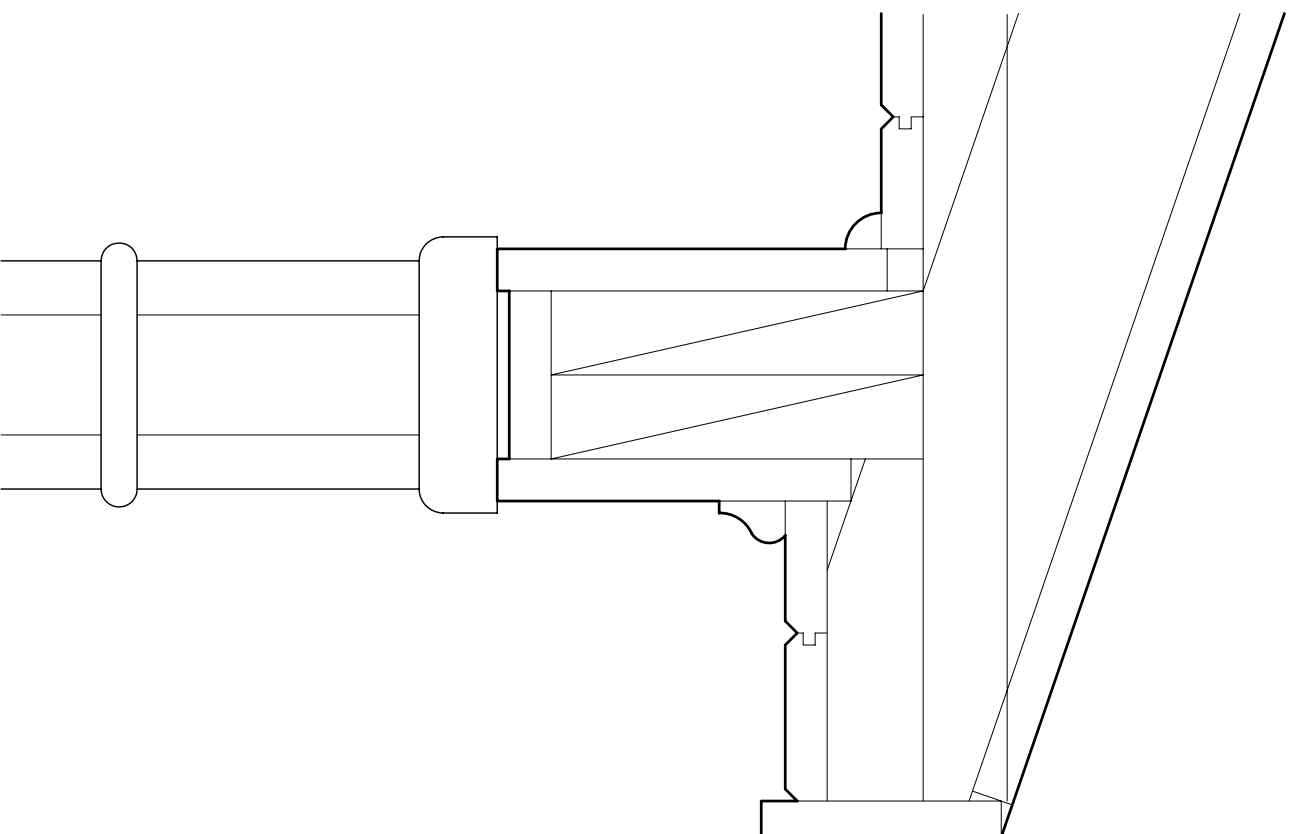


WINDOW MUNTIN PROFILES
SCALE: FULL SCALE

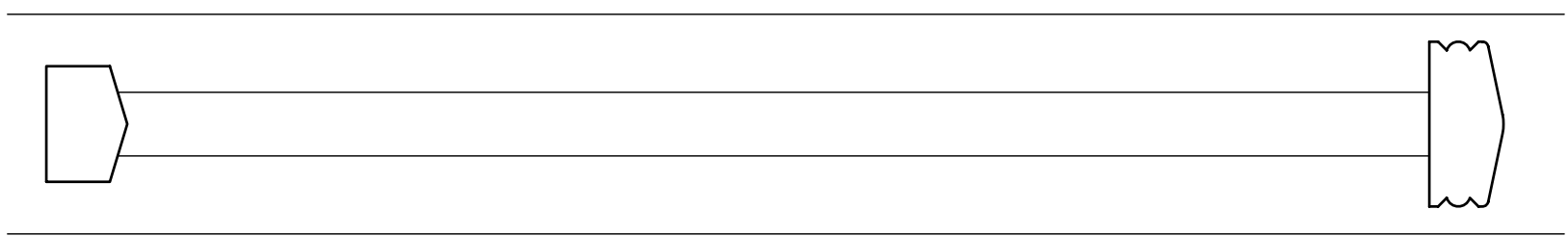
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BODIE ISLAND
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NAGS HEAD, NORTH CAROLINA

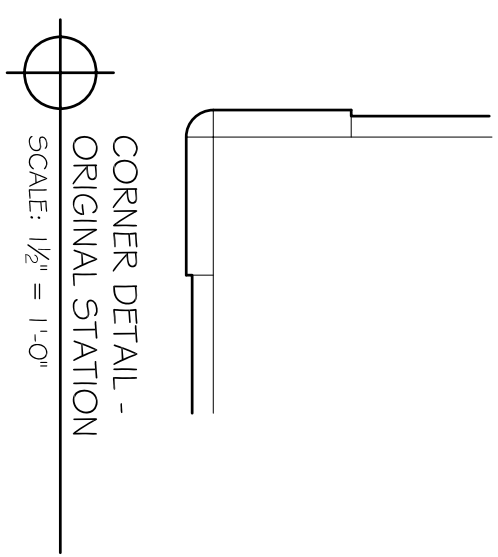
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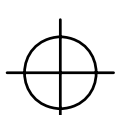


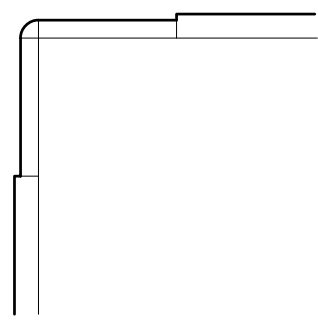

 PORCH EAVE
 SCALE: 3" = 1'-0"



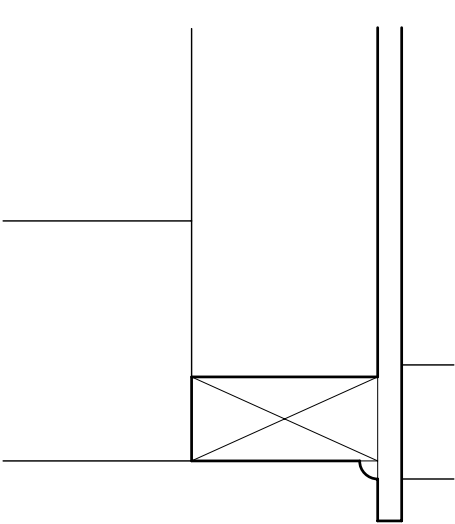

 PORCH RAILING
 SCALE: 3" = 1'-0"




 CORNER DETAIL -
 ORIGINAL STATION
 SCALE: 1/2" = 1'-0"




 CORNER DETAIL -
 ENCLOSED PORCH
 SCALE: 1/2" = 1'-0"




 PORCH FLOOR AND FRAMING
 SCALE: 1/2" = 1'-0"

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BODIE ISLAND
 COAST GUARD STATION
 NAGS HEAD, NORTH CAROLINA

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E.12

APPENDIX F

Historic Construction Documents

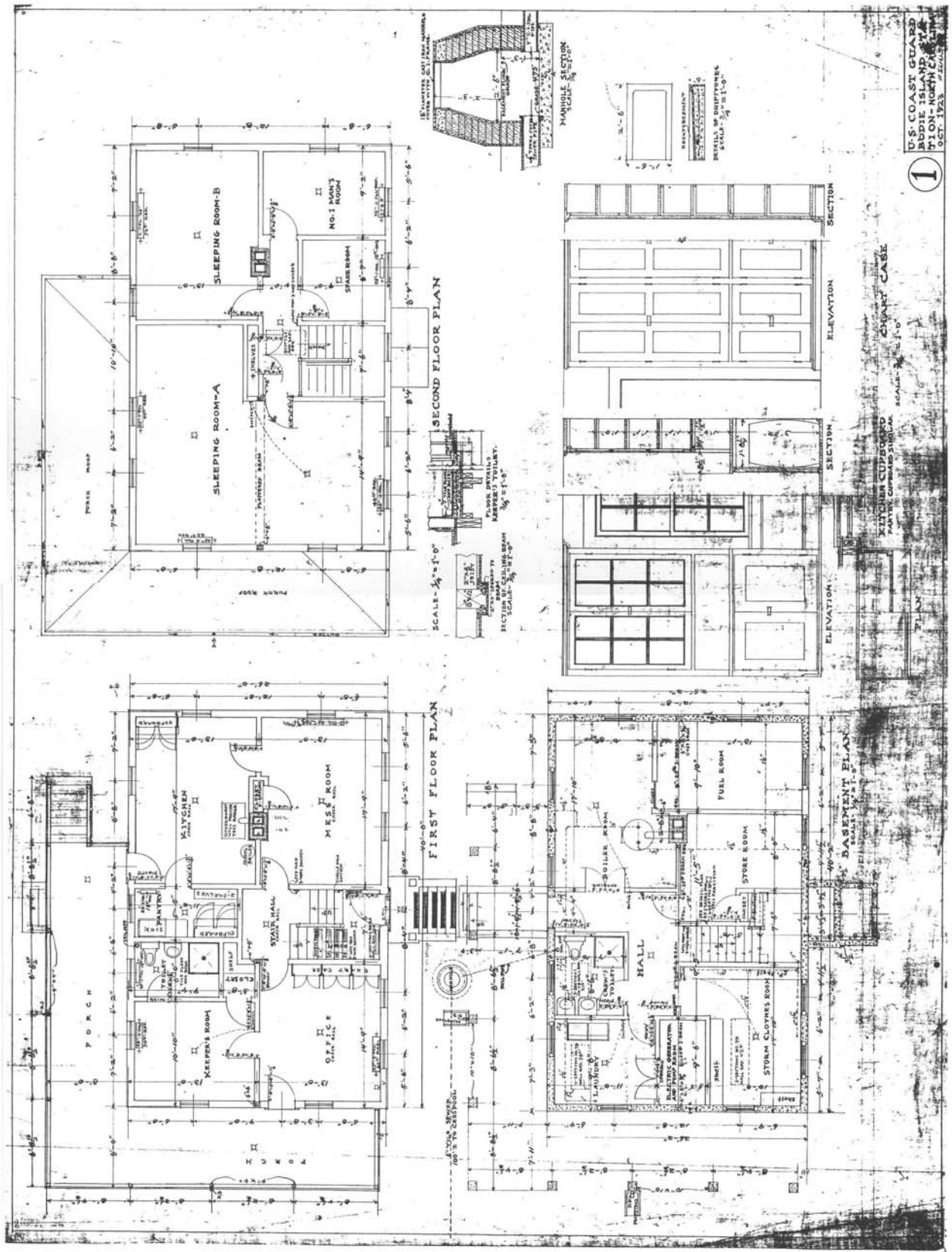
1. 1923: Original Construction
 - F1.1 Floor Plans and Cupboard Sections
 - F1.2 Building Elevations and Section
 - F1.3 Stair Section and Details
 - F1.4 Site Plan and Site Details
 - F1.5 Door and Window Details

2. 1933: As-built Drawings for new foundation and stair tower addition
 - F2.1 Floor Plans and Entrance Section
 - F2.2 Foundation Plan, Foundation Details, and Elevation

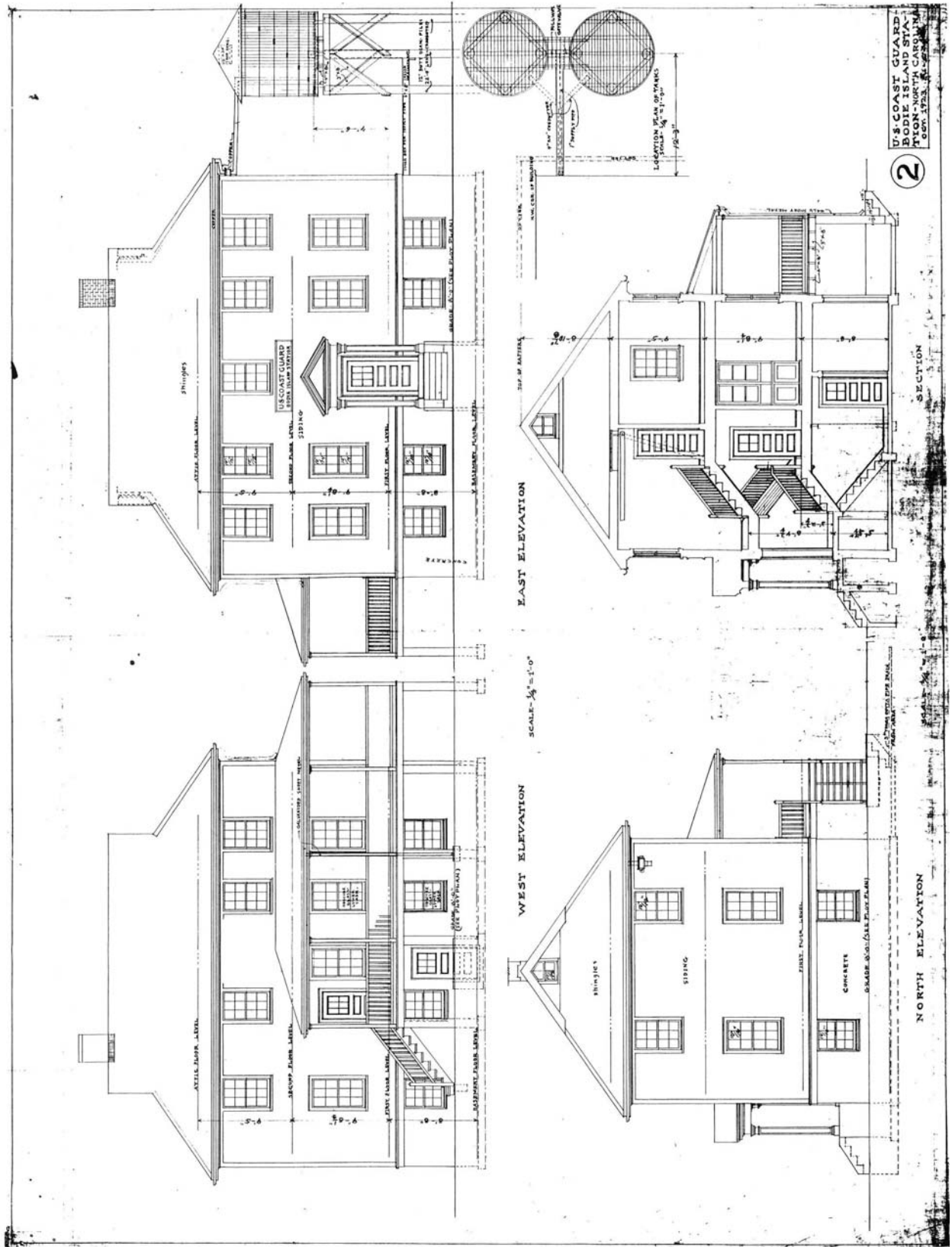
3. 1944/45: Ordnance Locker Drawing and Proposed Alterations
 - F3.1 Ordnance Locker Drawing
 - F3.2 Alterations to Present Dwelling

4. 1962: Drawings for NPS Additions
 - F4.1 Floor Plans – Building Inventory
 - F4.2 Plan and Elevations for East Addition
 - F4.3 Plan and Elevations for Public Restroom addition

5. 1974: Alterations
 - F5.1 Floor Plans

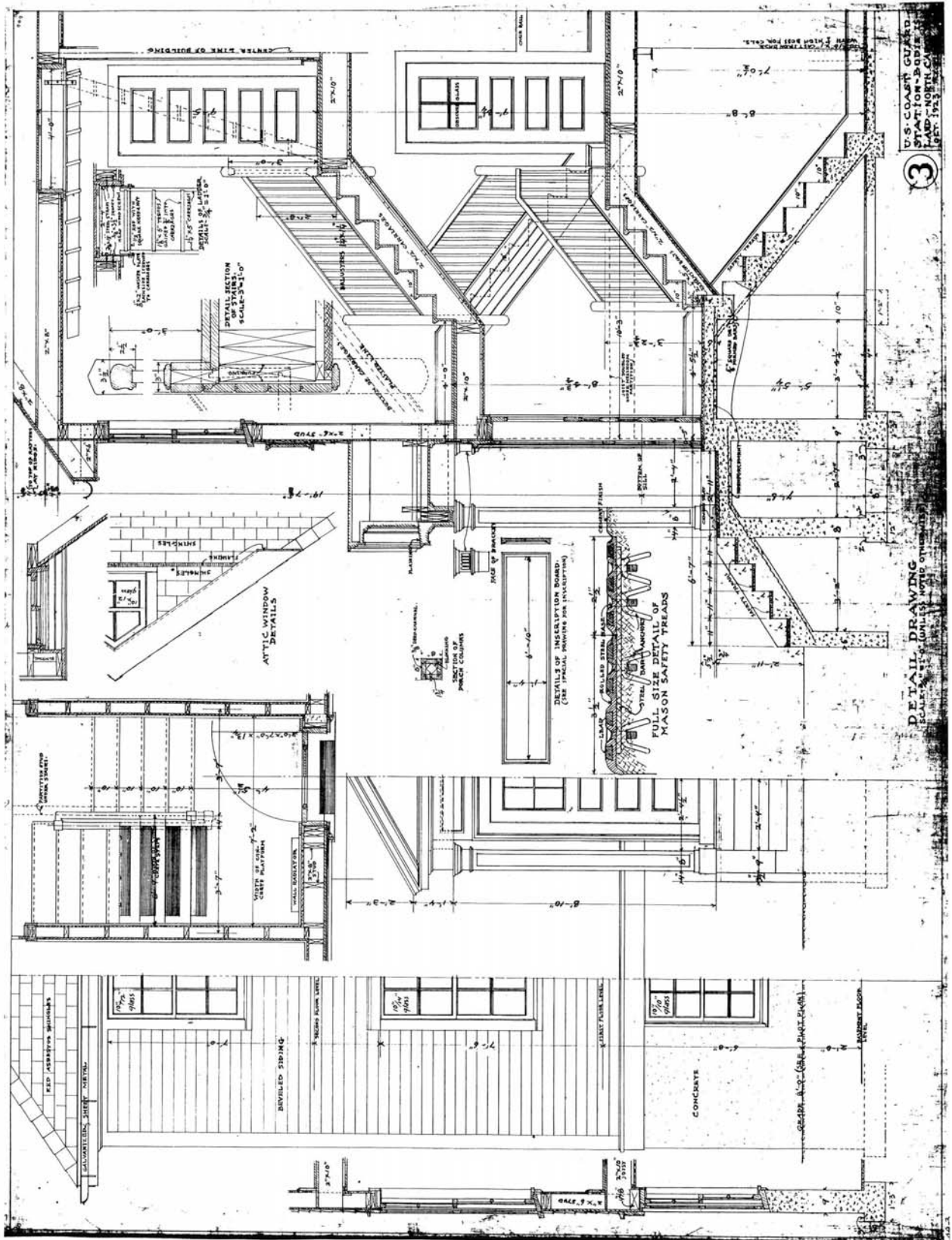


F1.1 1923 Floor Plans and Cupboard Sections
Source: Cape Hatteras NS Archives (CAHA), HICATS #4GRF-44-1

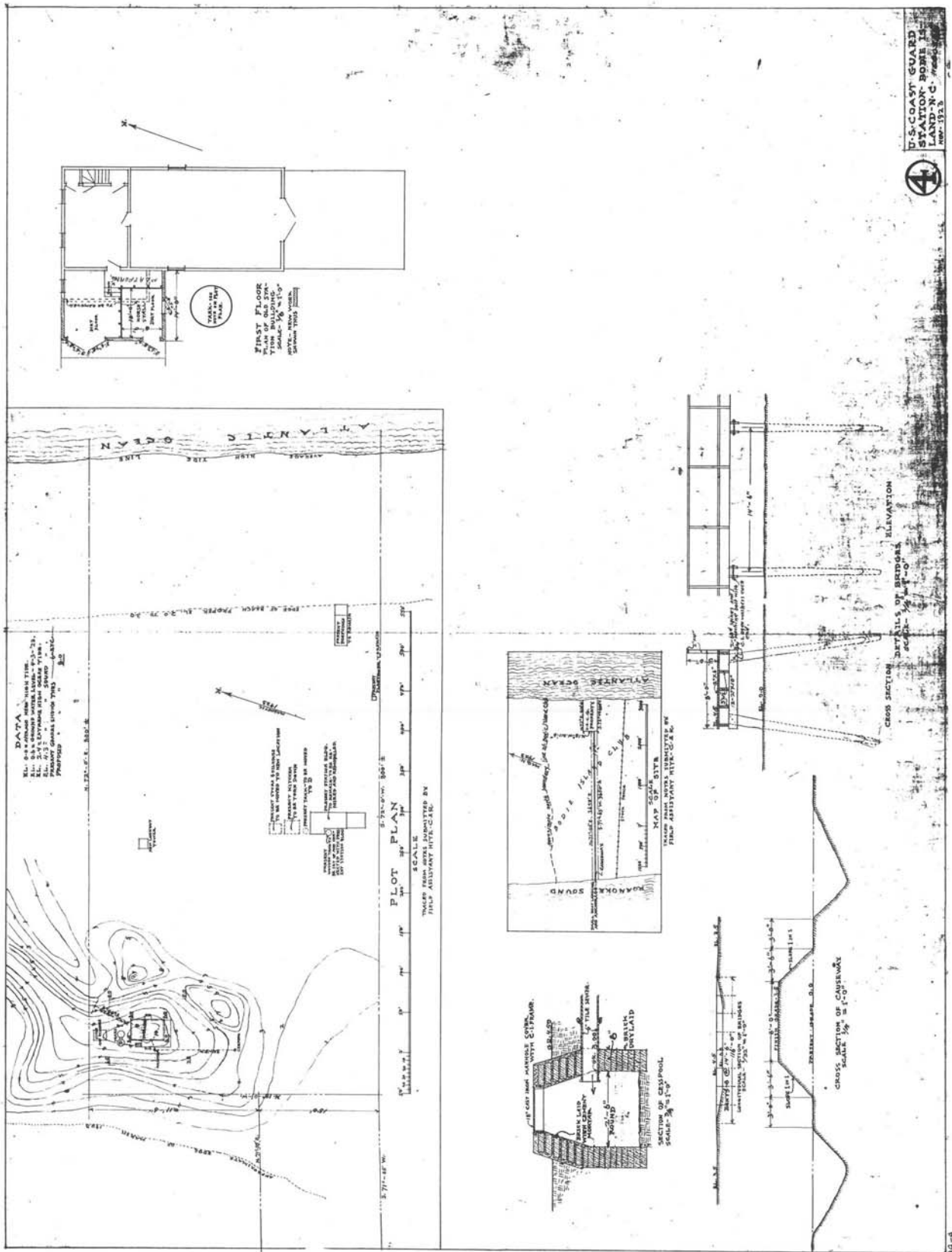


F1.2 1923 Building Elevations and Section

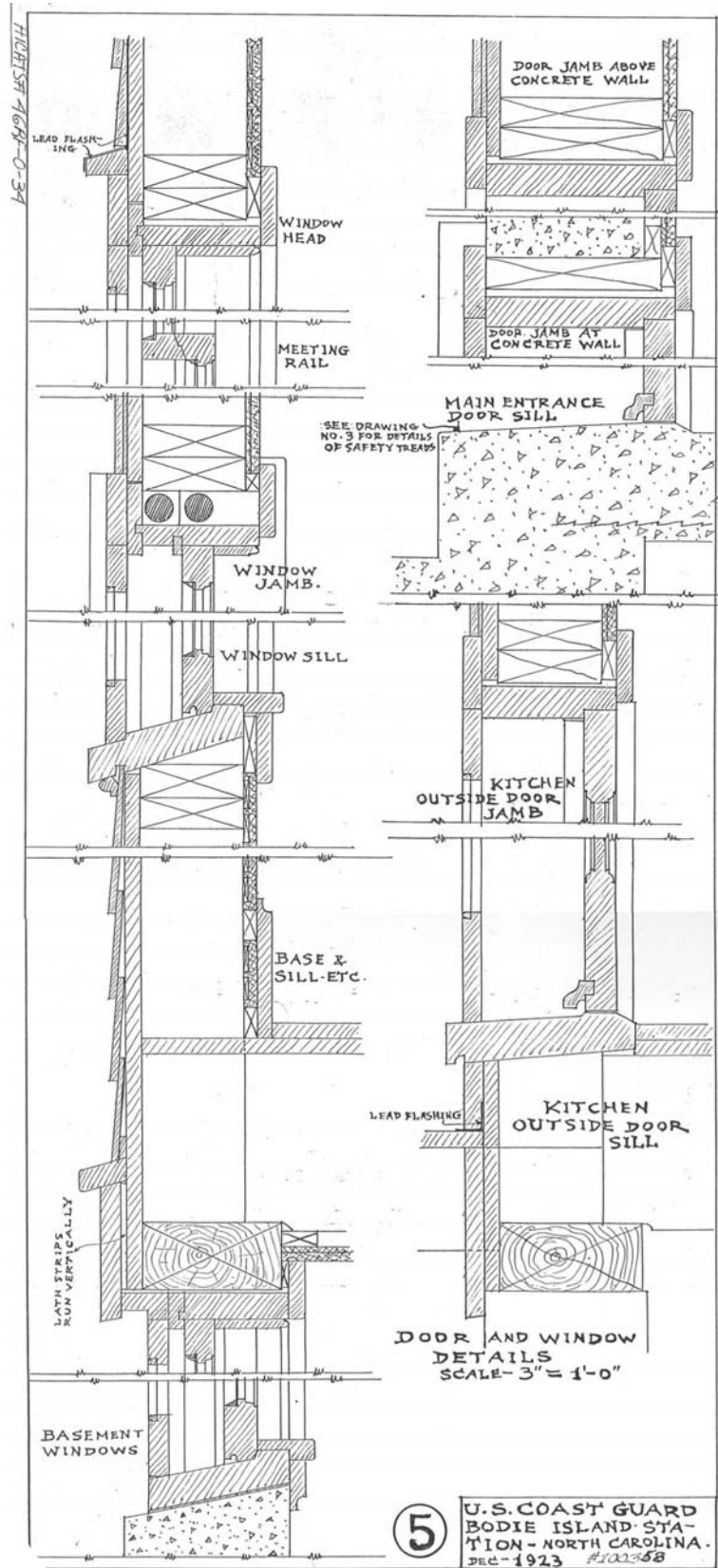
Source: CAHA, HICATS #4GRF-44-2



F1.3 1923 Stair Section and Details
Source: CAHA, HICATS #4GRF-44-3

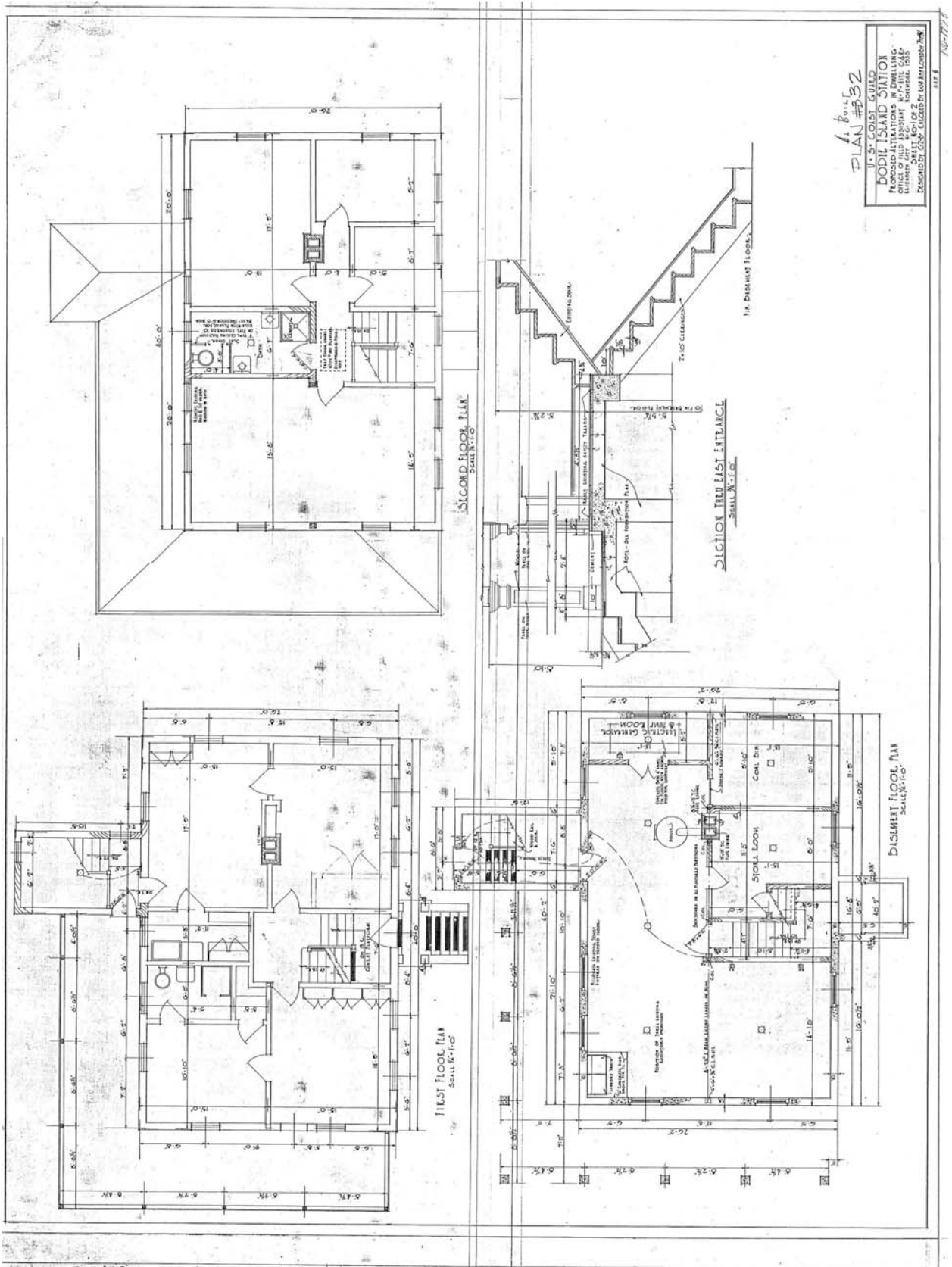


F1.4 1923 Site Plan and Site Details
 Source: CAHA, HICATS #4GRF-44-4



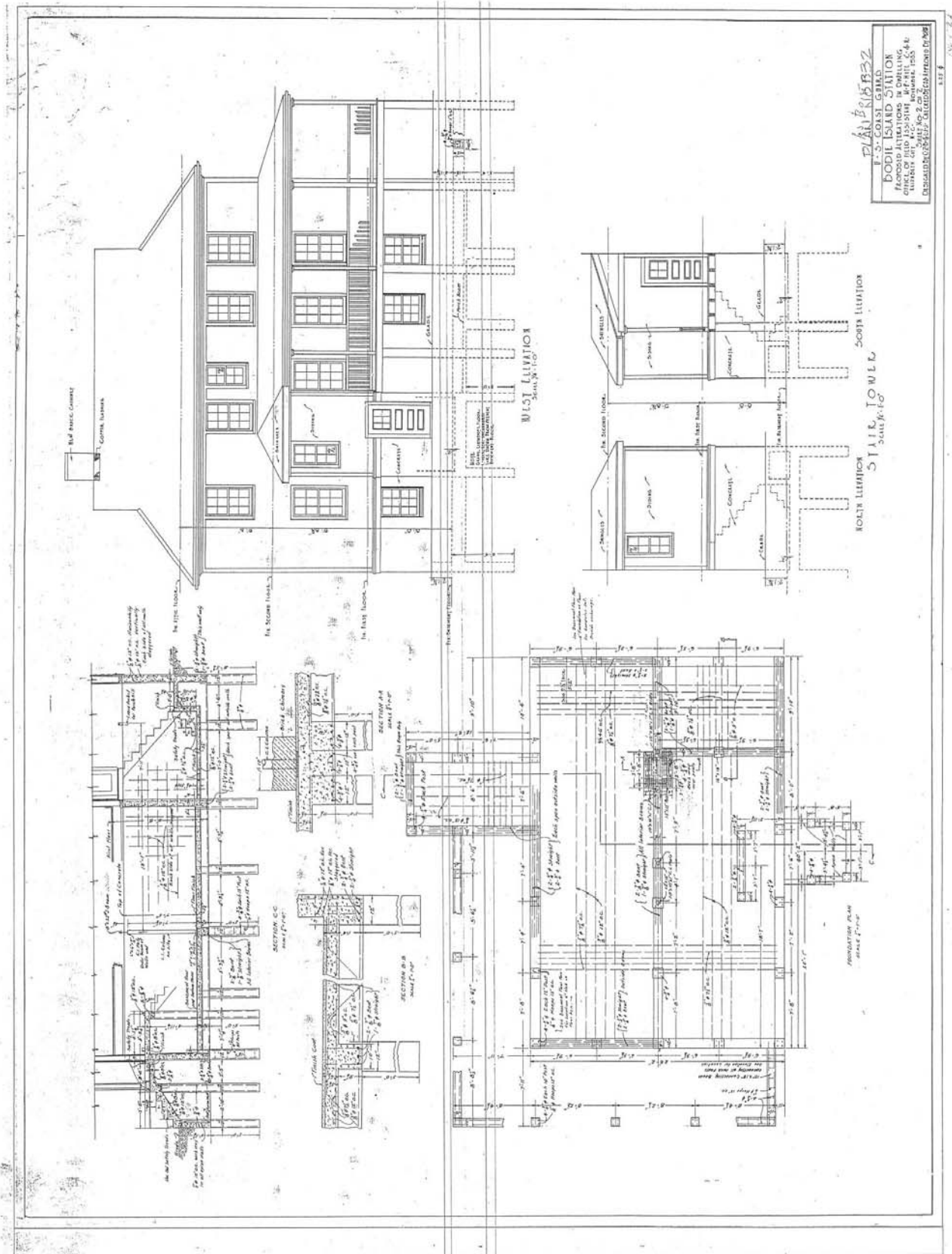
F1.5 1923 Door and Window Details

Source: CAHA, HICATS #4GRF-0-34

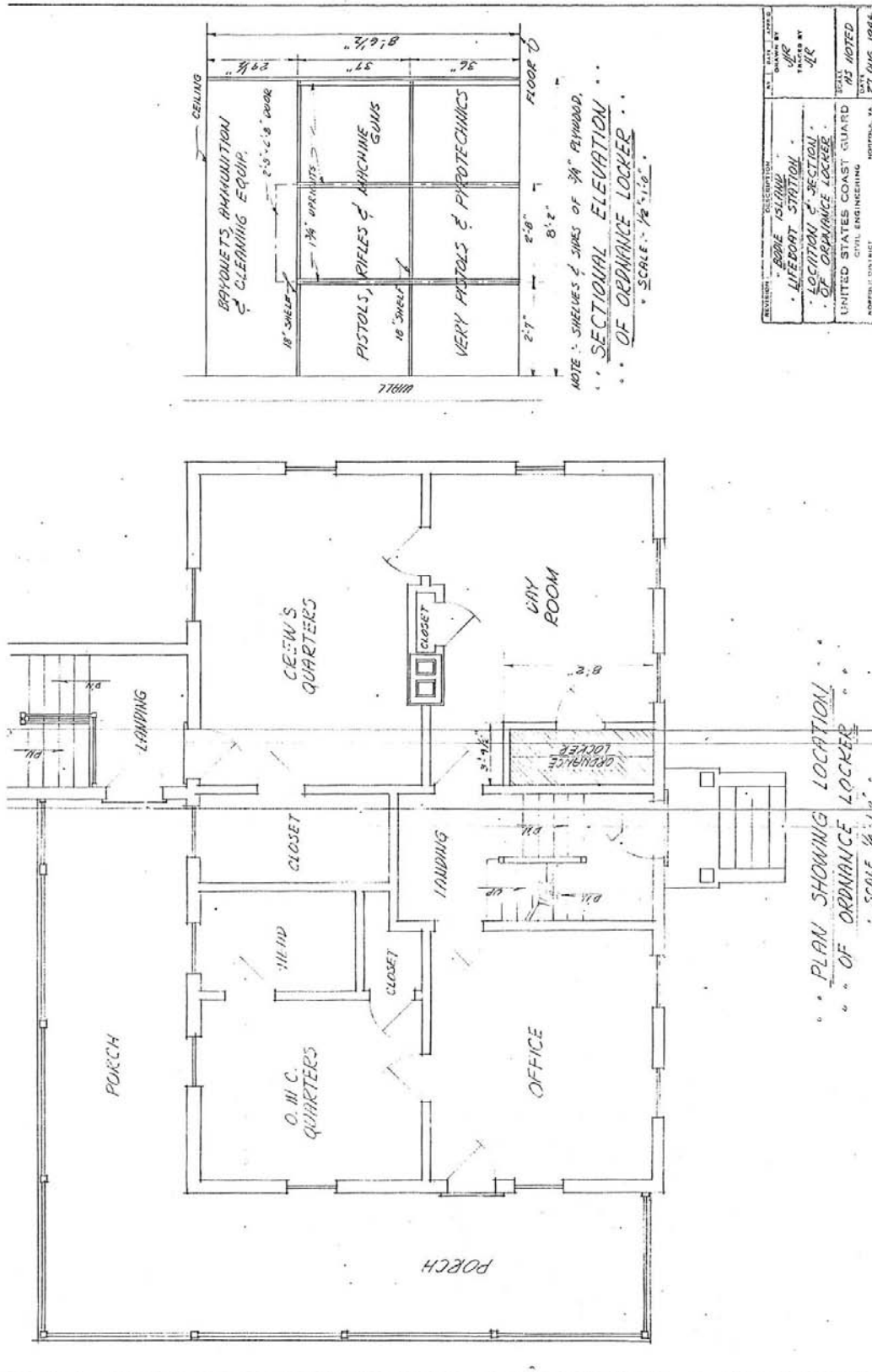


F2.1 1933 Floor Plans and Entrance Section

Source: CAHA, HICATS #4GRF-10-1

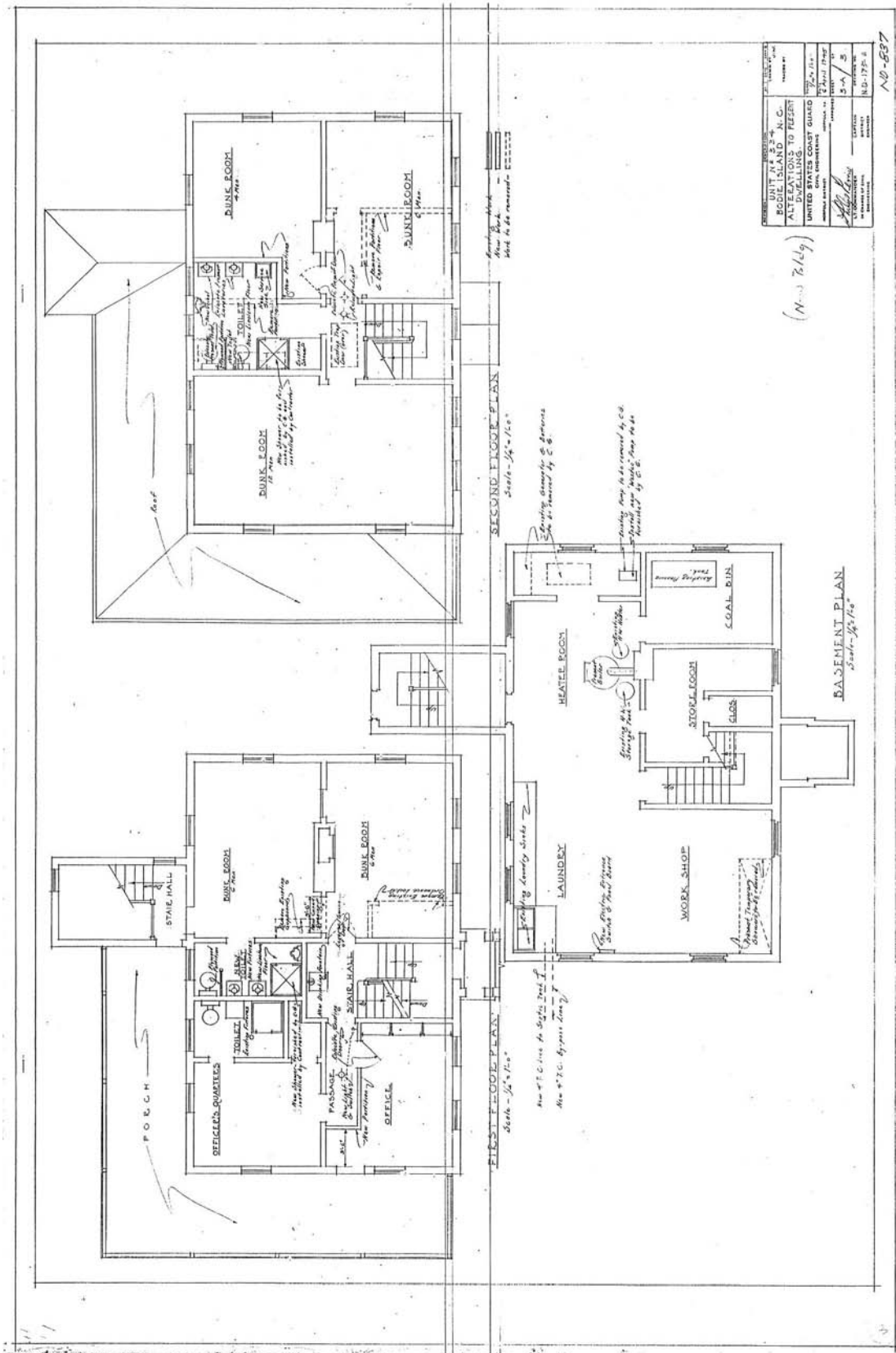


F2.2 1933 Foundation Plan, Foundation Details, and Elevation
Source: CAHA, HICATS #4GRF-10-2



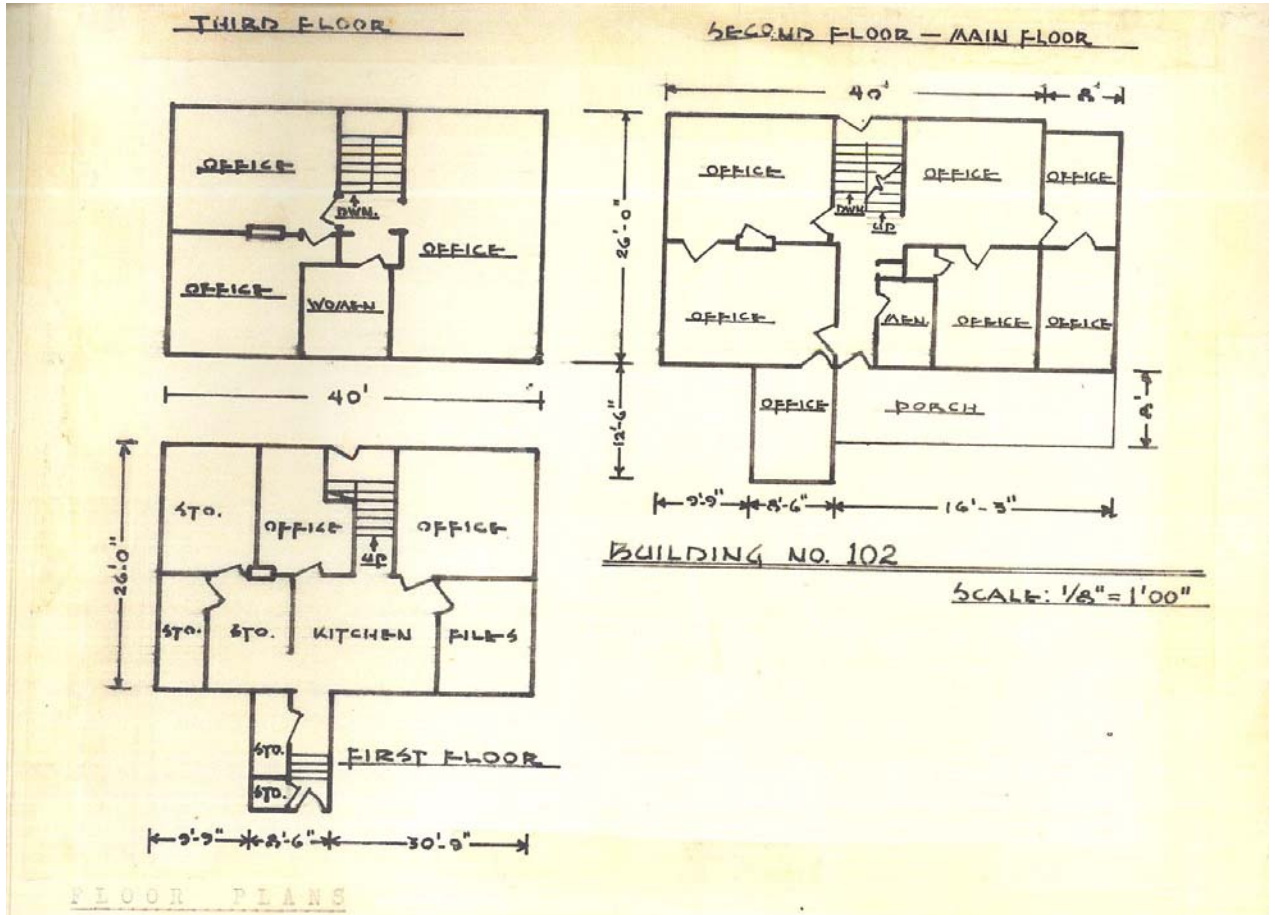
F3.1 1944 Ordnance Locker Drawing

Source: CAHA



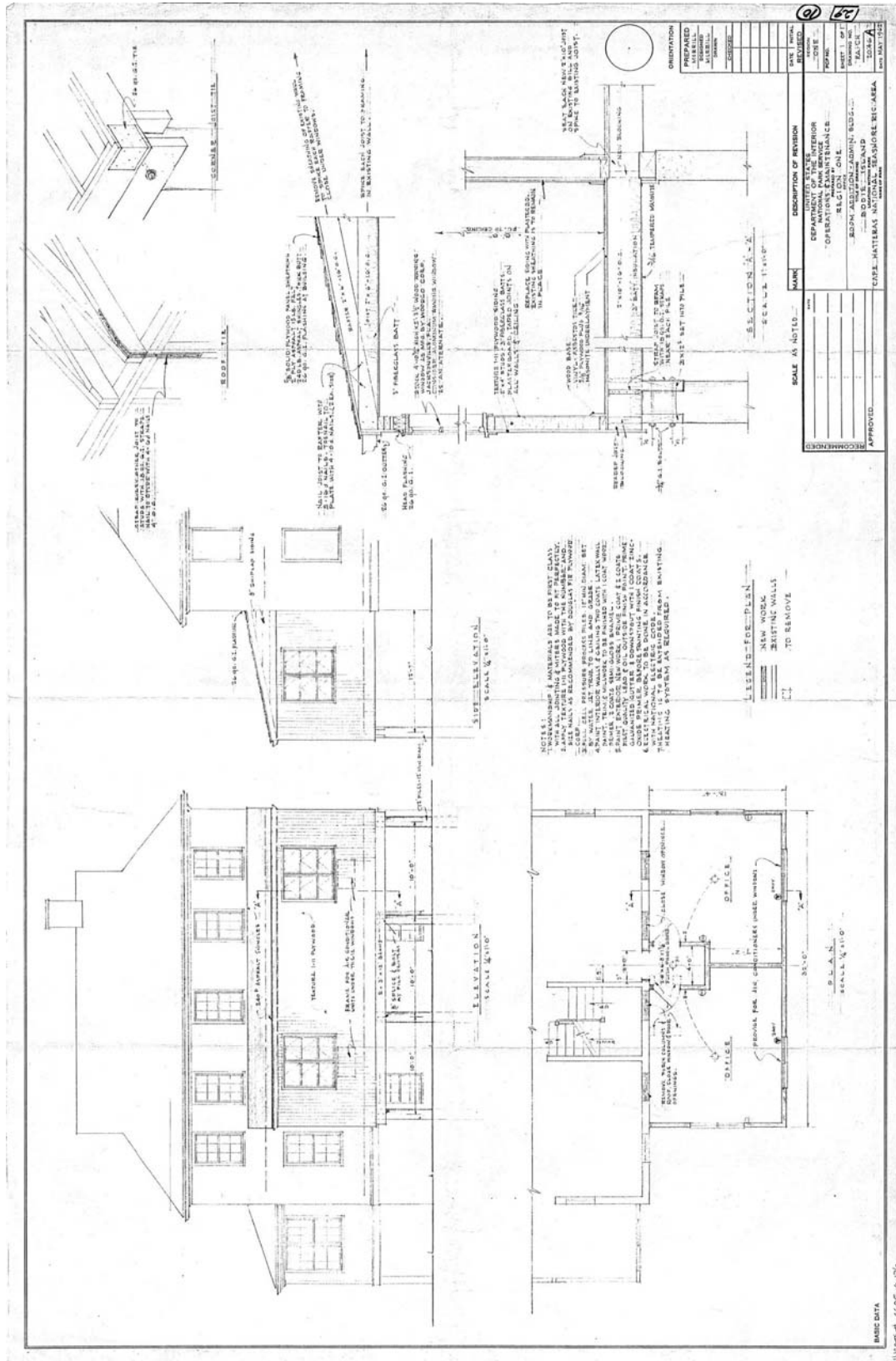
F3.2 1945 Alterations to Present Dwelling

Source: CAHA, HICATS #4GRF-11-2

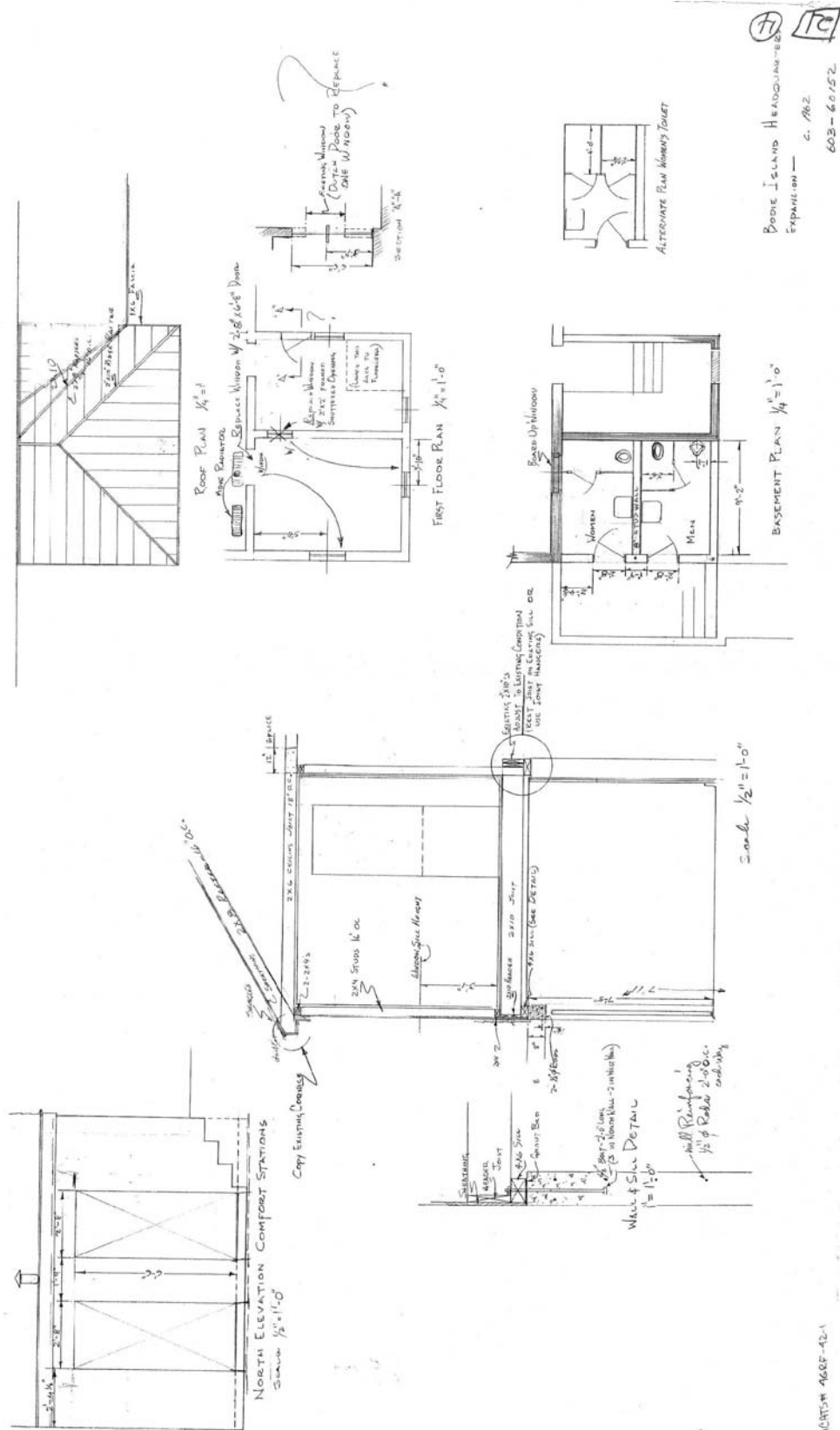


F4.1 1962 Floor Plans

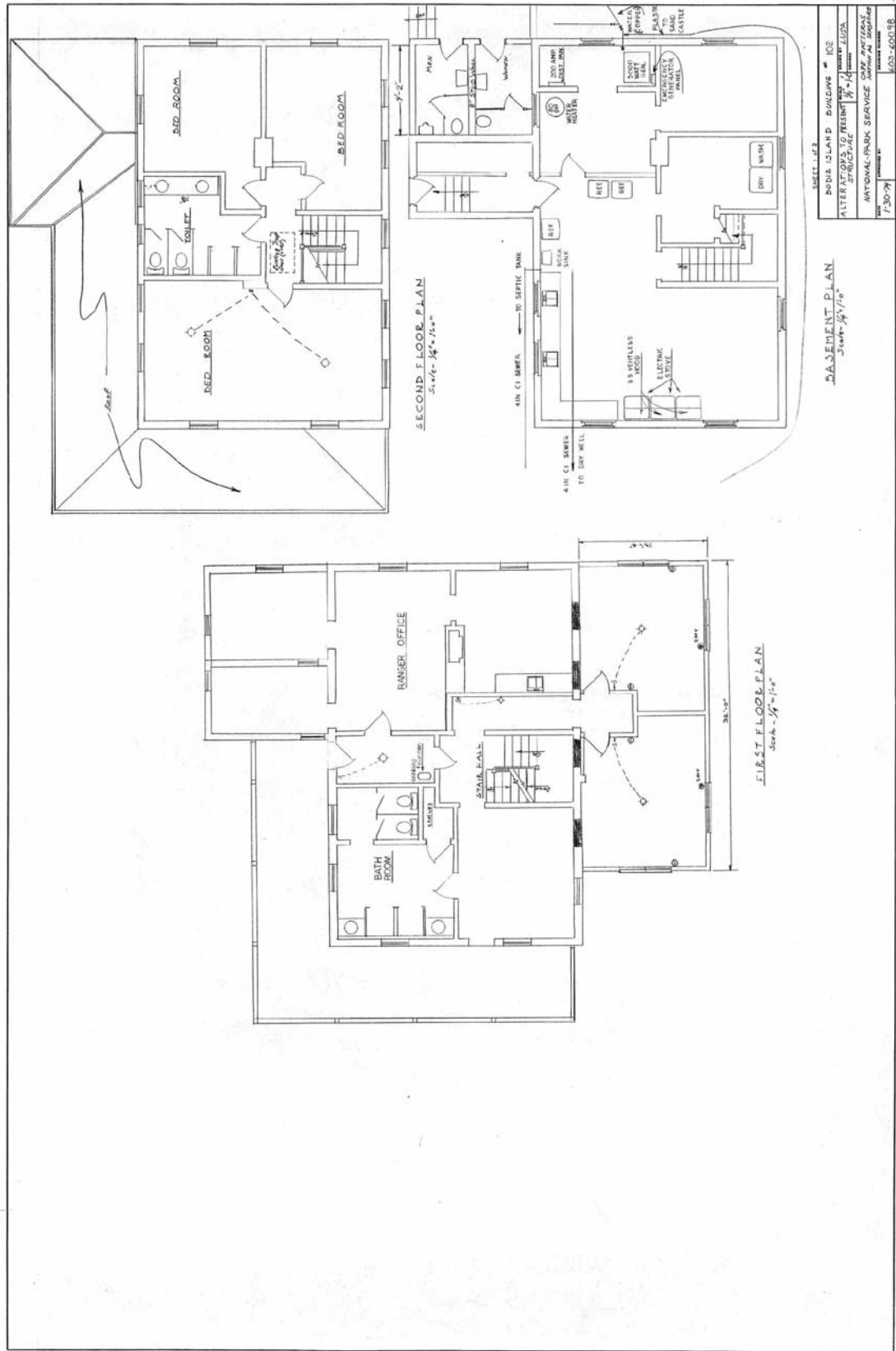
Source: CAHA



F4.2 1962 Plan and Elevations of East Addition
 Source: CAHA, HICATS #4GRF-0-126



F4.3 1962 Plan and Elevations of Public Bathroom Addition
 Source: CAHA, HICATS #4GRF-42-1

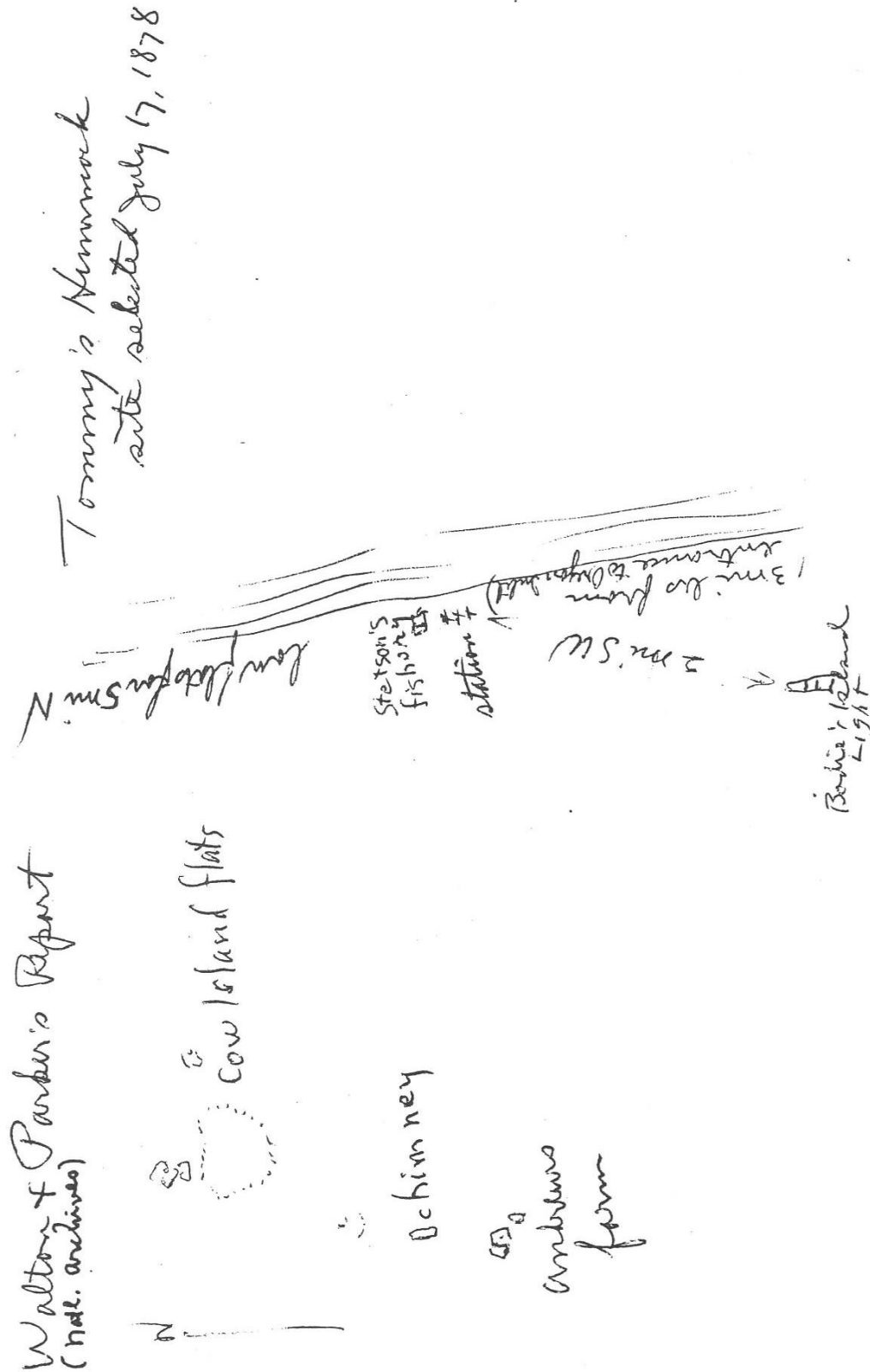


F5.1 1974 Alterations to Present Structure
 Source: CAHA, HICATS #4GRF-43-1

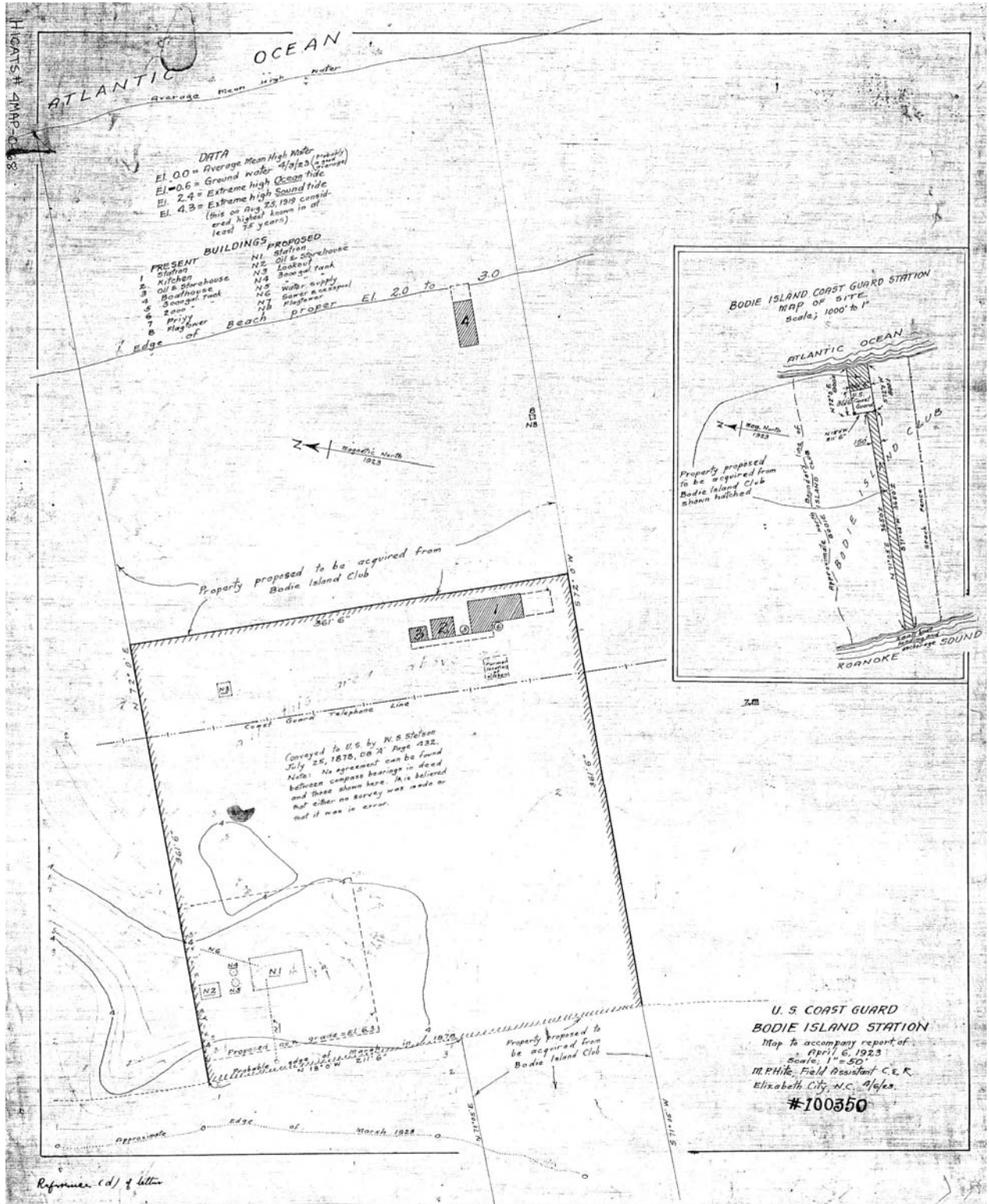
APPENDIX G

Historic Maps / Site Plans

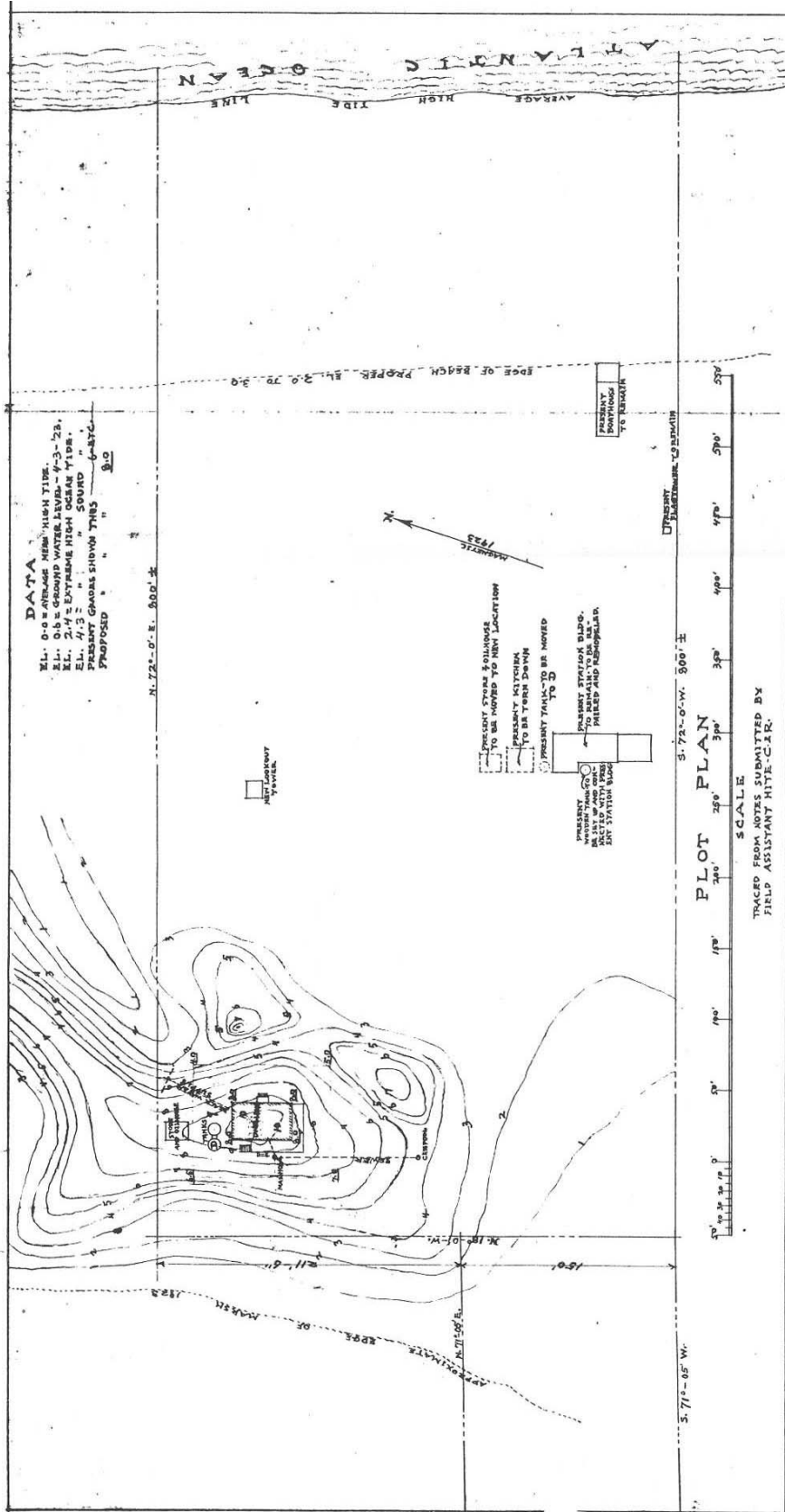
- G.1 Walton & Parker's Report, Tommy's Hummock site selected July 17, 1878
- G.2 Map of Bodie Island Station, April 6, 1923
- G.3 Plot Plan from drawings for new Coast Guard Station, November 1923
- G.4 Site Plan of Bodie Island Station, April 16, 1935
- G.5 Bodie Island Lifeboat Station Plot Plan,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



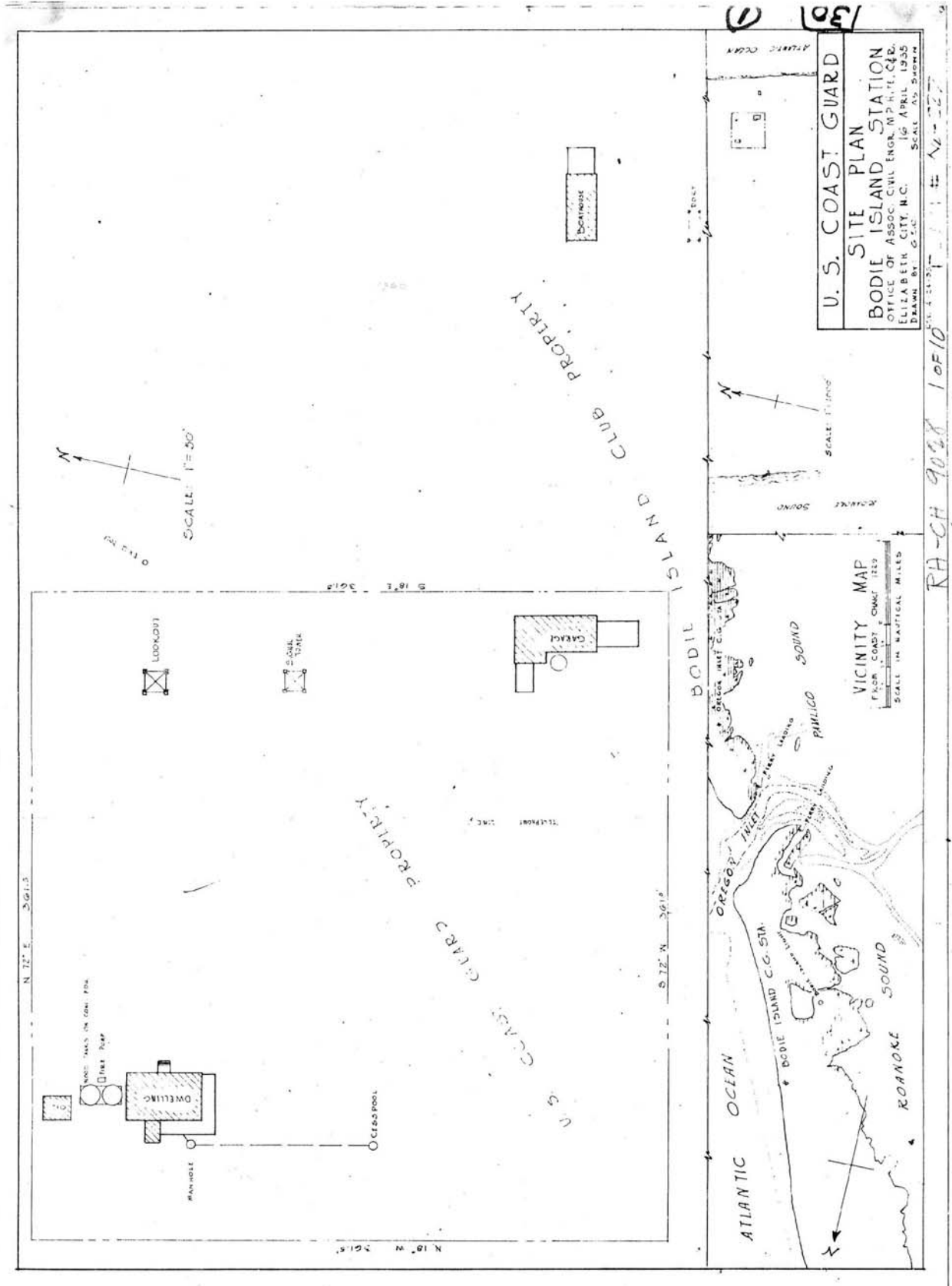
G.1 Walton & Parker's Report, Tommy's Hummock site selected July 17, 1878
Source: Cape Hatteras NS Archives (CAHA)



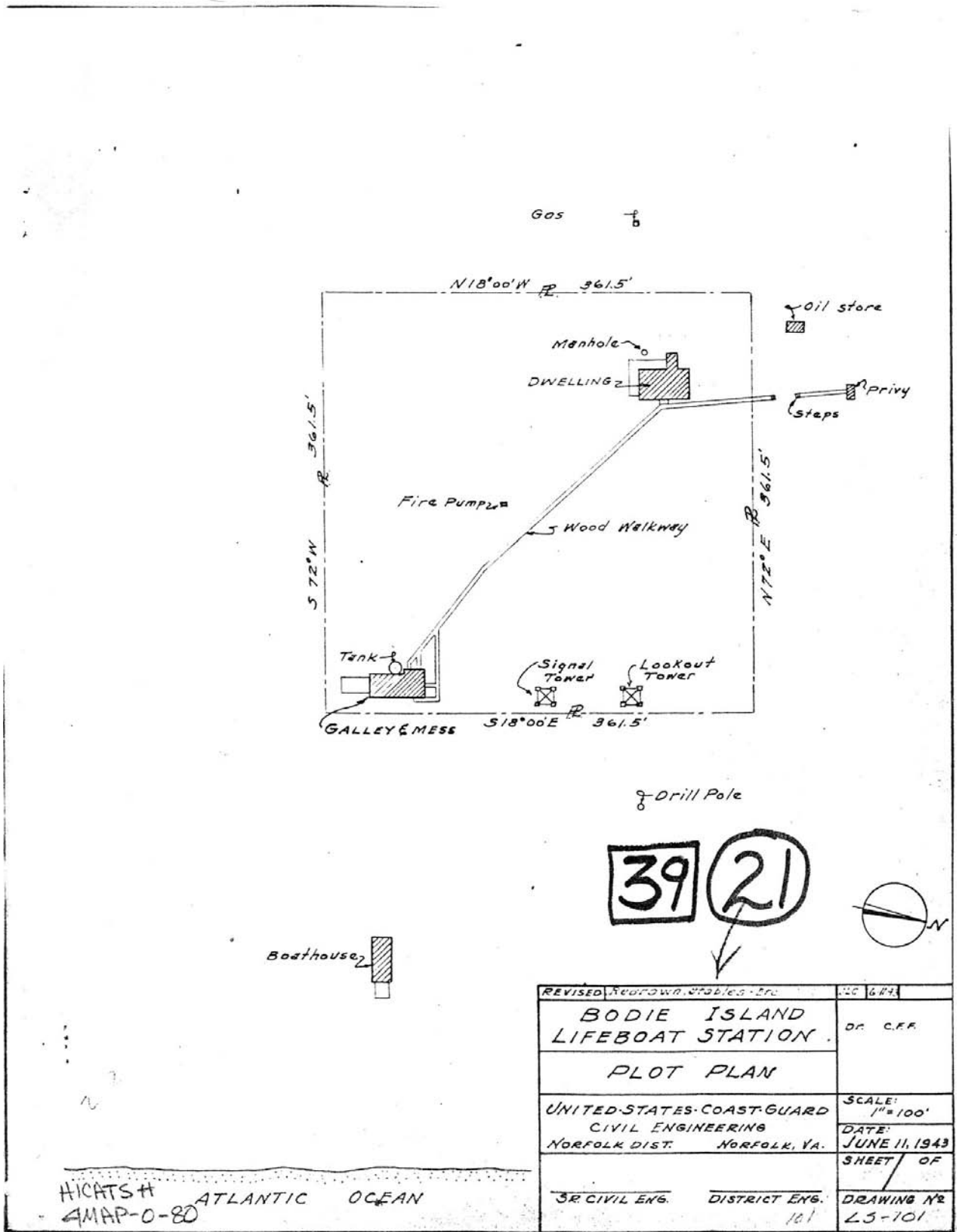
G.2 Map of Bodie Island Station, April 6, 1923
 Source: CAHA, HICATS #4MAP-0-68



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

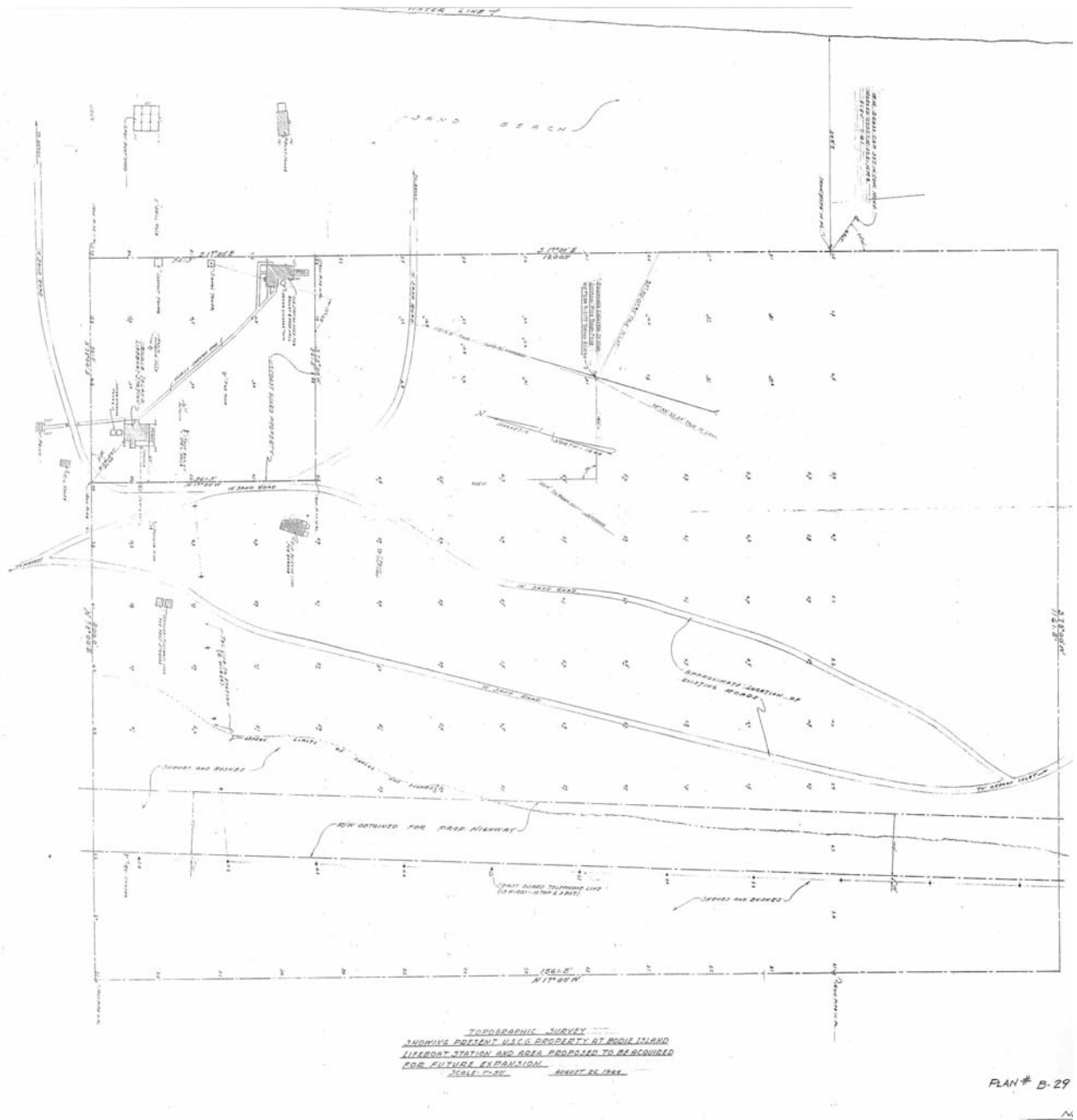


G.4 Site Plan of Bodie Island Station, April 16, 1935
 Source: CAHA, HICATS #4MAP-0-81

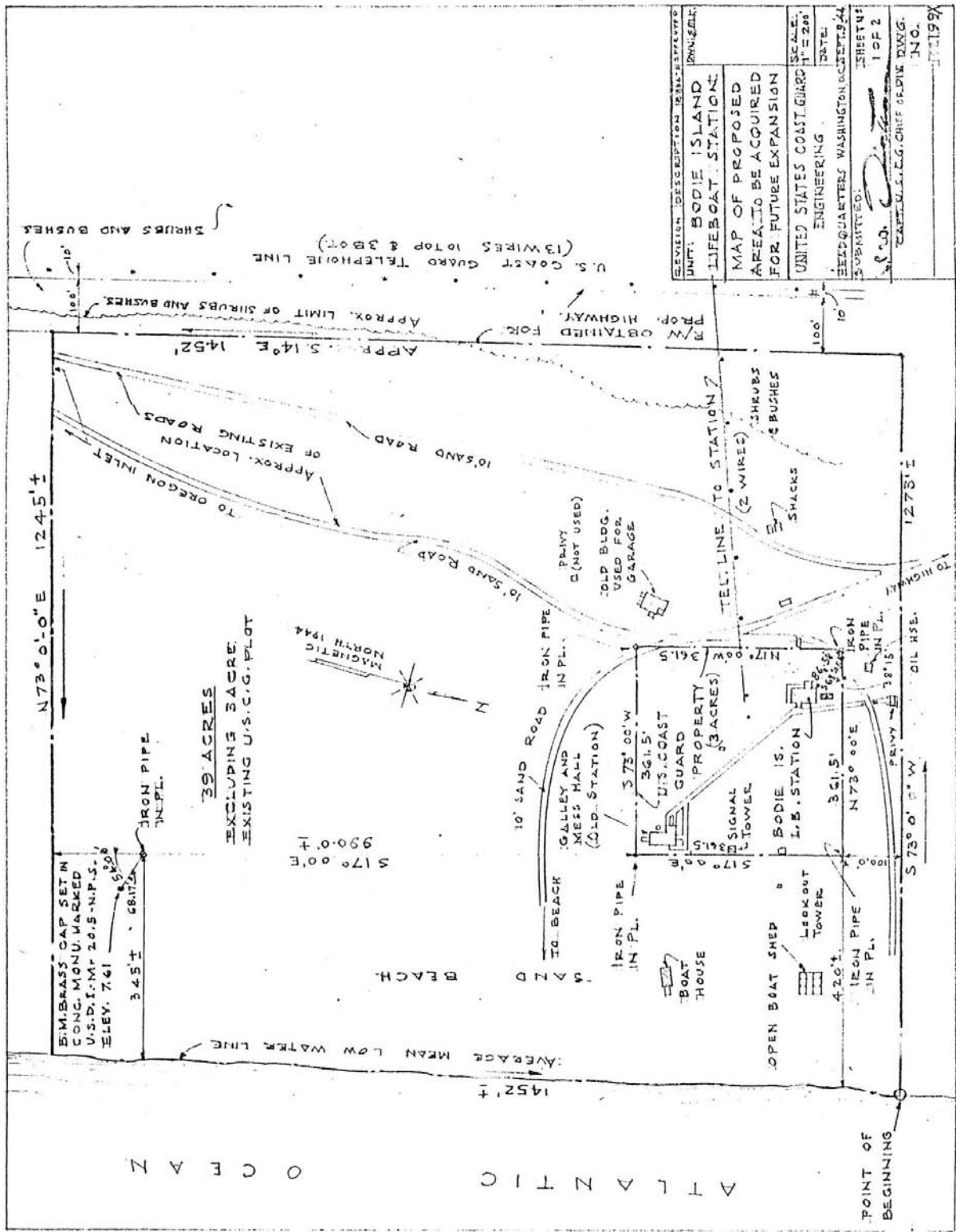


G.5 Bodie Island Lifeboat Station Plot Plan, June 11, 1943

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

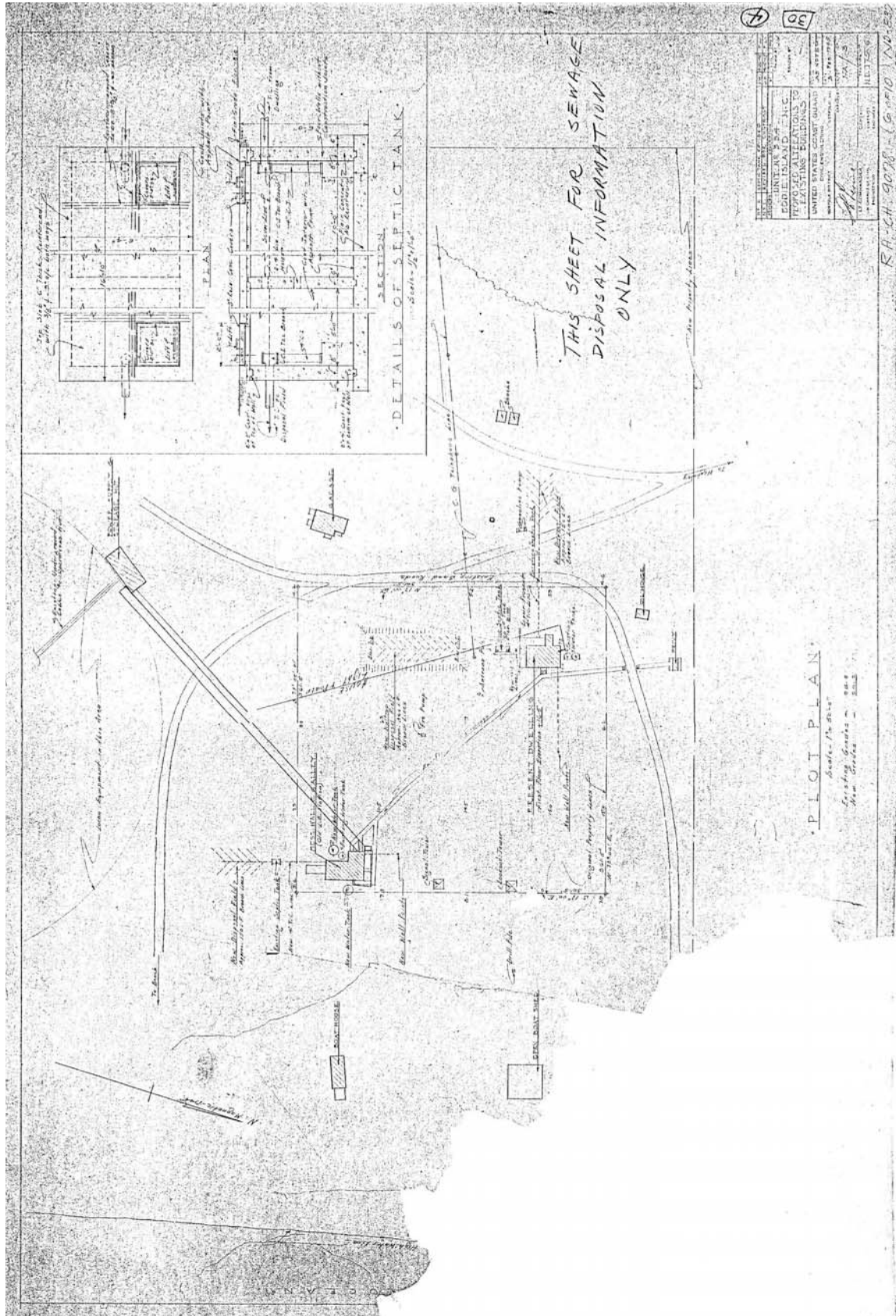


G.6 Bodie Island Topographic Survey, August 26, 1944
Source: CAHA

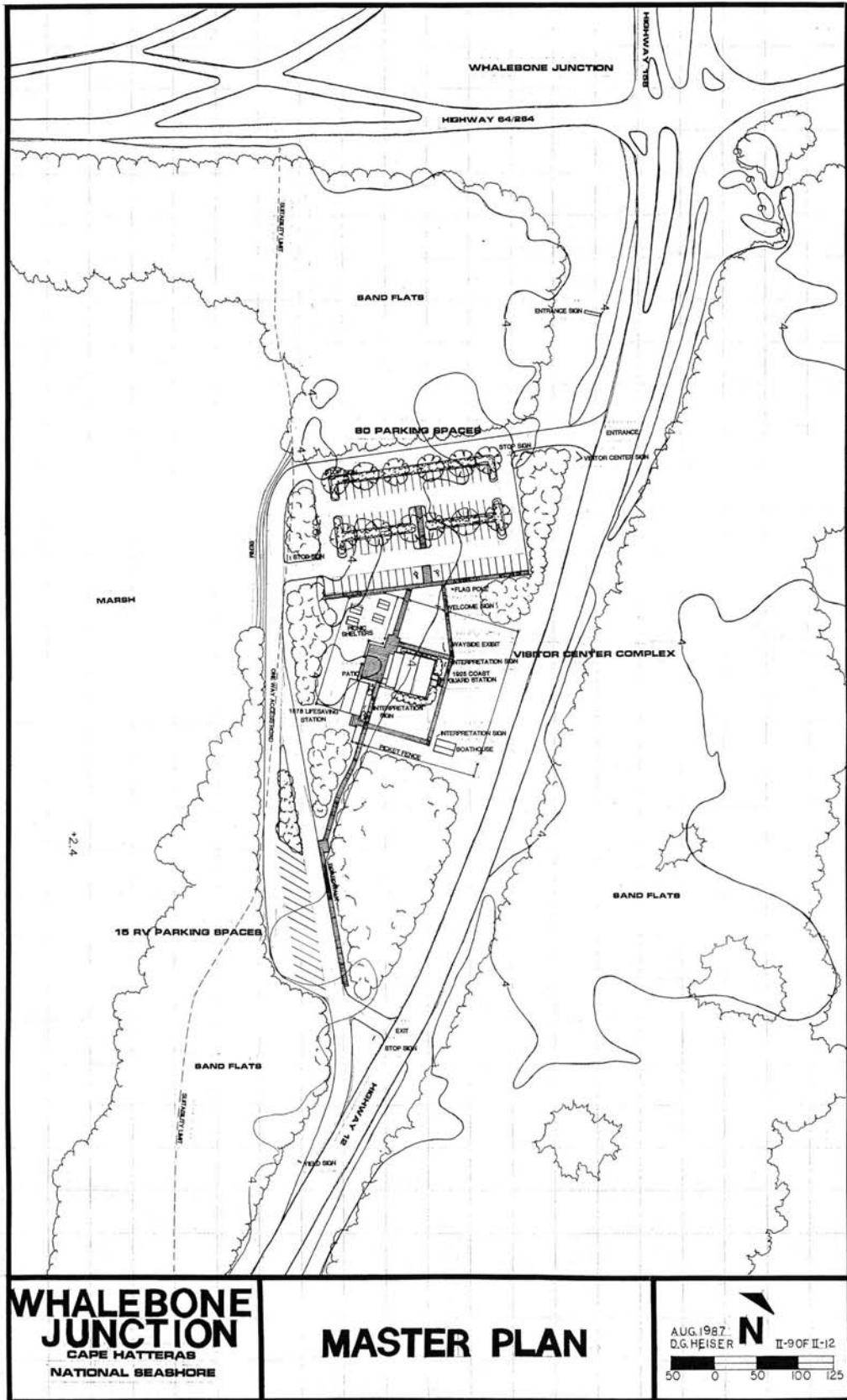


G.7 Bodie Island Lifeboat Station Map of Proposed Area to be Acquired, September 9, 1944

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



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



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

Source: CAHA

APPENDIX H

Historic Photographs

- H.1 1925 Station from the northeast ca. 1928.
- H.2 1925 Station from the southeast ca. 1928.
- H.3 1925 Station from the southwest ca. 1928.
- H.4 1925 Station from the northwest ca. 1928.
- H.5 View of Station from the south ca. 1930.
- H.6 View of Station from the north ca. 1930. Corresponds to image number H5.
- H.7 1925 Station from the southwest dated 1935.
- H.8 1925 Station from the lookout tower, dated 1944
- H.9 Aerial view of Station, 14 July 1944 from the northeast.
- H.10 Bodie Island LORAN Station, 14 July 1944, from the southeast
- H.11 1925 Station from the southwest, ca. 1946
- H.12 Aerial view of Station, September 1948, from the northeast.
- H.13 Aerial view of Station, September 1948, from the north.
- H.14 1925 Station from the west March 30, 1954.
- H.15 1925 Station from the west, March 30, 1954.
- H.16 1925 Station north wall southeast room first floor, March 30, 1954.
- H.17 1925 Station stair to second floor, March 30, 1954.
- H.18 1925 Station doorway into northeast room first floor, March 30, 1954.
- H.19 1925 Station kitchen in northwest corner of first floor, March 30, 1954.
- H.20 1925 Station looking north into generator room basement level, March 30, 1954.
- H.21 1925 Station from the west, March 1954.
- H.22 1925 Station from the southwest, May 1956.
- H.23 1925 Lookout Tower, July 1963.
- H.24 1925 Station from the west, ca. 1971.
- H.25 1925 Station from the southwest, ca. 1971.
- H.26 Crane in a failed attempt to save the 1925 Lookout Tower, Feb. 6, 1978.
- H.27 1925 Station view, Dec. 1986. Shows north and east facades, with the 1962 lean-to addition to the front to the building.
- H.28 1925 Station view from the south, Dec. 1986.

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



H.1 1925 Station from the northeast ca. 1928. One of a series of four images taken at the same time. Journal entry for July 7, 1928 notes that Frank L. Toon arrived to take picture of the station and crew. Shows station as originally constructed with four basement windows on east elevation, water storage tanks aligned north-south, and the oil house to the north.



H.2 1925 Station from the southeast ca. 1928. Number 2 of 4 possible Frank L. Toon photographs. Shows station as originally constructed, east (front) and south elevations.



H.3 1925 Station from the southwest ca. 1928. Number 3 of 4 possible Frank L. Toon photographs. Shows station as originally constructed, west and south elevations with wraparound porch and basement entrance on west façade.



H.4 1925 Station from the northwest ca. 1928. Number 4 of 4 possible Frank L. Toon photographs. Shows station as originally constructed, north and west elevations with water storage tanks.



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



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

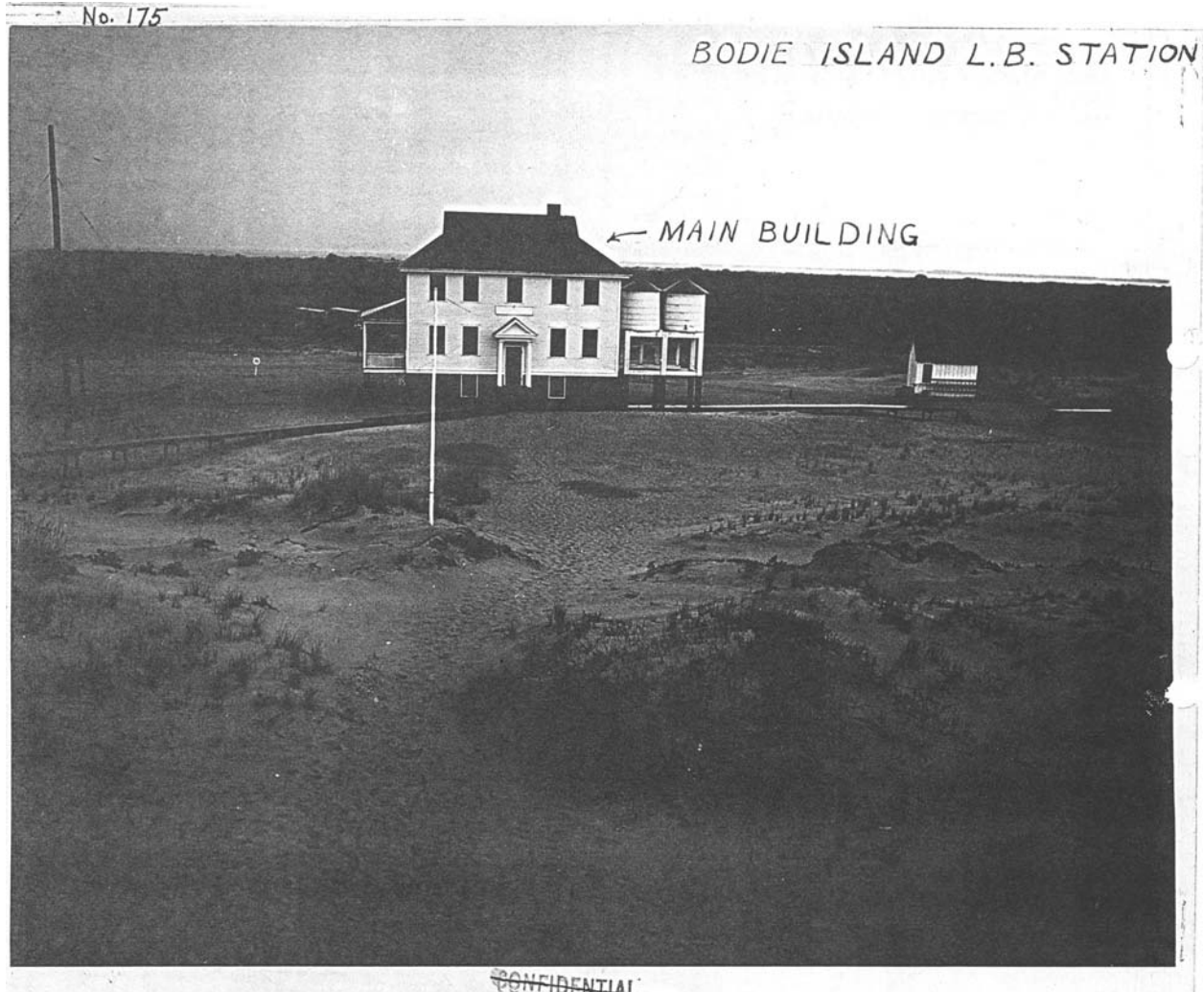
BODIE ISLAND

LOOKING N.W.

4/2/35



- H.7 1925 Station from the southwest dated 1935. Label –“Bodie Island Station Looking N.W. 4/2/35” Shows telephone lines in the foreground, only two windows in the front façade basement level, the oil house just to the right and an unidentified building to the far right.



H.8 1925 Station from the lookout tower, dated 1944. Label: "U.S.C.G L/B & LORAN Station #175, Bodie Island, N.C. Unit #334, 5th C.G. District, 7/14/44"



H.9 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."

BODIE ISLAND LORAN STA, N. C.

5TH DISTRICT



Bodie Island Loran Station

H.10 Bodie Island LORAN Station, 14 July 1944, from the southeast.



H.11 1925 Station from the southwest, ca. 1946. Label: "The barracks from the west side. 1946-47 photo by Charles D. Potts, 13 Alton Ct. Newark DE. 19711 Donated to CAHA 8/73. Former U.S. Coast Guard Stn. now NPS Ranger Stn. Bodie Island." Shows 1933 stair tower and added window into bathroom on second floor.



H.12 Aerial view of Station, September 1948, from the northeast. Shows LORAN system in place, and larger dunes between the 1879 Station and 1925 Station.



H.13 Aerial view of Station, September 1948, from the north. Shows LORAN system in place.



H.14 1925 Station from the west March 30, 1954 by J.C. McCabe, Photo no. 8. Label: "Looking East from Highway at exterior of Bodie Island C.G. Sta. Stakes in the foreground and center of photo indicate boundaries of proposed parking area." Shows dunes larger, such that 1879 Station in its original location was partially obscured from Highway 12.



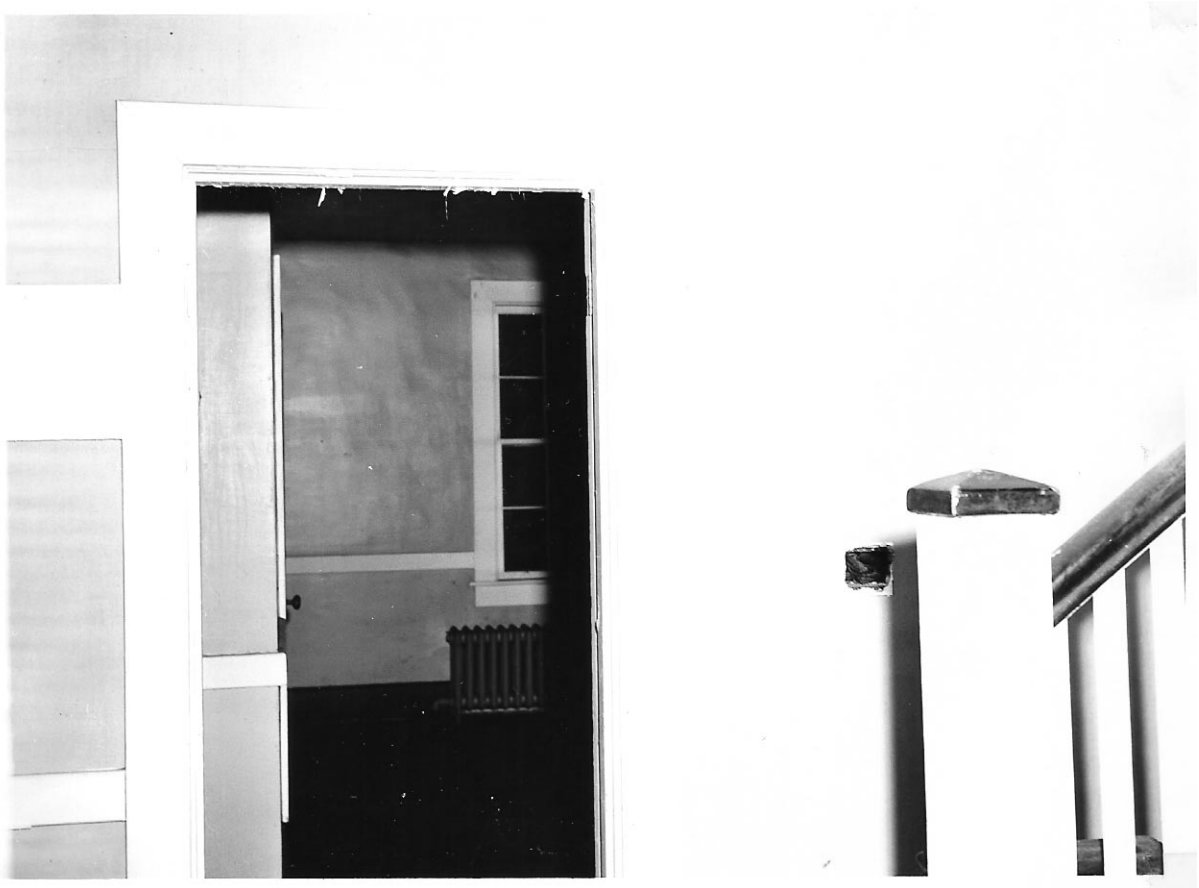
H.15 1925 Station from the west, March 30, 1954 by J.C. McCabe, Photo no. (blank).
Label: "Looking north west at Bodie Island Coast Guard Station."



H.16 1925 Station north wall southeast room first floor, March 30, 1954 by J.C. McCabe, Photo no. 1. Label: "Reception Room Bodie Island G.G. Station. (Park Headquarters)." Shows cabinets in original location.



H.17 1925 Station stair to second floor, March 30, 1954 by J.C. McCabe, Photo no. 2.
Label: "Stairway in Bodie Island Coast Guard Station."



H.18 1925 Station doorway into northeast room first floor, March 30, 1954 by J.C. McCabe, Photo no. 3. Label: "Hallway on main floor - Bodie Island C.G. Stn."



H.19 1925 Station kitchen in northwest corner of first floor, March 30, 1954 by J.C. McCabe, Photo no. 4. Label: "Former kitchen on main floor, Bodie Island C.G. Station." Shows large utility sink in area that would later become the entry hall for the NPS.



H.20 1925 Station looking north into generator room basement level, March 30, 1954 by J.C. McCabe, Photo no. 5. Label: "Basement, Bodie Island C.G. Sta."



H.21 1925 Station from the west, May 1954. Label – “Neg. No: 54-36, Date: 5/17/54, Print File: St/A, General Description, Location, Other pertinent Data: Looking east from Highway at Headquarters Building at Cape Hatteras National Seashore. (Formerly Bodie Island Coast Guard Station. Negative by: ____.” Shows parking lot under construction, new set of stairs to the porch level at the south end of west façade. 1879 Station visible to the right.



H.22 1925 Station from the southwest, May 1956. Label – “Neg. No: 56-204, Date: 5/4/56, Print File: St/A, General Description, Location, Other pertinent Data: Cape Hatteras National Seashore Headquarters, Negative by: W. V. Watson, Large Print: No” Shows stairs to porch added by NPS, and existing door into stair tower.



H.23 1925 Lookout Tower, July 1963. Label – “Neg. No: 36-2, Date: 7-63, Print File: A/V,1, General Description, Location, Other pertinent Data: Visitors climbing lookout tower behind former Bodie Island Coast Guard Station (Presently park headquarters), Negative by: Jack Williams.”



H.24 1925 Station from the west, ca. 1971. Label “CG Station (Ranger Station) 1971.” Shows restrooms added north of stair tower, stair to porch relocated northward, porch on south façade enclosed.



H.25 1925 Station from the southwest, ca. 1971. Label: “HS-1A Bodie Island Life Saving Service/Coast Guard Station Cape Hatteras National Seashore, Bodie Island, North Carolina.” Shows two windows on south wall of old stair tower, and door adjacent in west wall of station where a window was once located. The lookout tower is visible to the right.



H.26 Crane in a failed attempt to save the 1925 Lookout Tower, Feb. 6, 1978.



H.27 1925 Station view, Dec. 1986. Shows north and east facades, with the 1962 lean-to addition to the front to the building.



H.28 1925 Station view from the south, Dec. 1986. Shows the 1962 lean-to addition to the front to the building, and the c. 1956-62 enclosure of the south porch.

APPENDIX I

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 J

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 BIGC 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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