




Pea Island Life-Saving Station Rodanthe, North Carolina

Coast Guard Station #177

Historic Resource Study



Cultural Resources
Cape Hatteras National Seashore



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2008
Written By: Douglas Stover
Historian
National Park Service
Cape Hatteras National Seashore



About the cover: photograph Pea Island Life Saving Station, 1935

This special history study is available for study at National Park Service, Outer Banks Group Headquarters, 1401 National Park Dr, Manteo, NC. 29959 and at a variety of other repositories, such as the Outer Banks History Center, Manteo, N.C. and a web-based format through the web site of the National Park Service. Please visit www.nps.gov.

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Foreward

I am pleased to make available this history of the Pea Island Life-Saving Station, Rodanthe, North Carolina. The research was undertaken to help Cape Hatteras National Seashore, Pea Island National Wildlife Refuge and the Town of Manteo interpret the histories of Pea Island Life-Saving Station on the Outer Banks of North Carolina.

With the help of many sources and research material from the National Archives, Cape Hatteras National Seashore Museum Resource Center, location of the original material of Keeper Richard Etheridge, Pea Island LSS. My thanks to the efforts of Eugene Austin, and Carole Scott-Sciotto of The East Carolina Pathway to Freedom Coalition that made the effort to save the original cookhouse of the Pea Island Life Saving Station and relocated it to the Town of Manteo at Collins Park.

Special thanks to The Collin Parks Committee, Chairman Darrell Collins, Member Tonya Collins, Member Virginia Tillett, Member Doug Stover. Members Linda and Frank Hester. Member John Wilson, and the help of Manteo Town Manager Kermit Skinner, Manteo Building Inspector Johnny Boniface, Town Clerk Becky Breiholz, Mayor and Commissioner of the Town of Manteo for restoring the original cookhouse as a museum.

This book is dedicated in memory to Manteo Commissioner Dellerva Collins, an African American woman who sat on the Board of Commissioners of the Town of Manteo for more than 26 years, and who envisioned to move and restore the historic Pea Island Cookhouse museum to tell the story of the history of African Americans on the Outer Banks. The original Pea Island Life-Saving Station cookhouse can be visited today at Collins Park, Manteo, NC.

With the help of several staff from the National Park Service, Outer Banks Group, National Park Service, Mike Murray, Superintendent, Judy Ryan, Marie Reed and my supervisor Thayer Broili, Chief of Resource Management.

I hope it will prove useful to managers and interpreters at Cape Hatteras National Seashore, Pea Island National Wildlife Refuge and the Town Of Manteo.

Doug Stover

Historian

Cape Hatteras National Seashore

2008

Chapter One:

Introduction, History of Life-Saving Stations on the Outer Banks

The United States Lifesaving Service

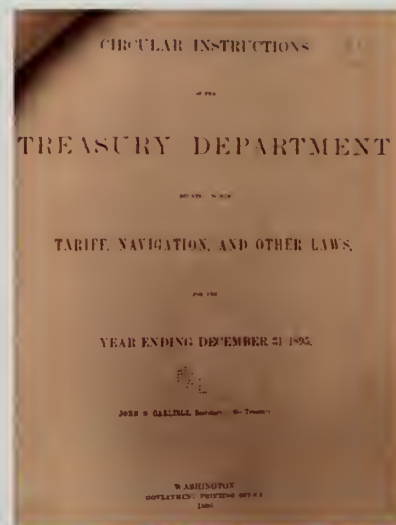
- Established in 1871 under Department of Treasury
- Committed to aiding stranded vessels and saving shipwreck victims
- Each station manned by keeper and six crewmen

In the early 1800s, shipwreck victims were at the mercy of the sea and the only help of the victims might receive was from the local residents, providing they happened upon the wreck or the survivors that made it to shore. In 1807, the first volunteer lifesaving station was built in Cohasset, Massachusetts by the Massachusetts Humane Society. But very soon attention was focused on "the Graveyard of the Atlantic," the treacherous coast of North Carolina.

In 1871, the United States Department of The Treasury established an organization solely committed to aiding stranded vessels and saving shipwreck victims, the United States Lifesaving Service (L.S.S.). The U.S. Lifesaving Service was the forerunner to the U.S. Coast Guard. This marked an end to the volunteer era and the beginning of a professional organization. When first created, the L.S.S. was part of the Revenue Marine Bureau. Secretary of the Treasury Boutwell appointed Sumner I. Kimball as Head of the Revenue Marine Bureau.



Photo: Sumner I. Kimball
Smithsonian Intuition



National Park Service, Cape Hatteras NS
Museum Collection

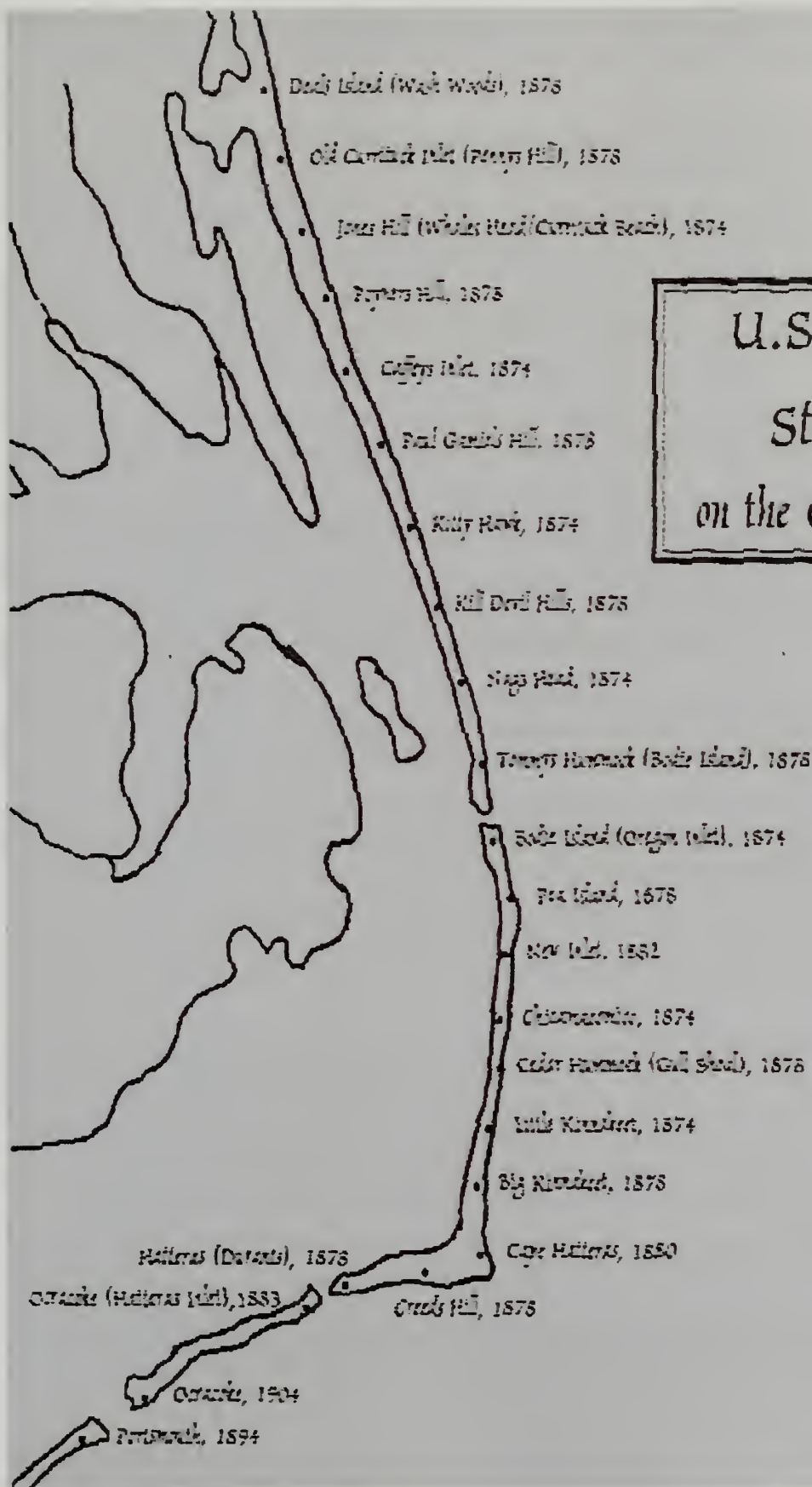
The districts would be directed by Civilian Superintendents. The superintendents would work for the Revenue Marine Bureau. In 1873, the U.S.L.S.S. was better organized and regulations were issued, including the creation of districts to be directed by civilian superintendents, someone outside of the Revenue Marine Bureau. The Sixth District included the Atlantic coast from Cape Henry, VA to Oak Island, NC. The new regulations also created a detailed system for inspection

and maintenance of stations and required a physical examination for every keeper. On 20 June 1874, Congress passed the Life-Saving Stations Act

In 1874, the U.S. Lifesaving Service was begun by building a chain of seven lifesaving stations along the Outer Banks, at the points of greatest danger to ocean going vessels. The lifesaving stations, working in conjunction with the several lighthouses located along the Outer Banks, helped to save and rescue many vessels as they passed through the Graveyard of the Atlantic.

Outer Banks Life-Saving Stations

- 1874 - 7 stations,
- 15 miles apart
- Disasters for the LSS
- 1877- USS Huron
- 1878- Metropolis
- Congress passes H.R. 3988, Lifesaving on the Outer Banks
- 11 new stations on Outer Banks
- Extension of season
- Doubled keeper's salary
- In an attempt to end corruption, Richard Etheridge is appointed.



U.S.L.S.S.
 Stations
 on the Outer Banks

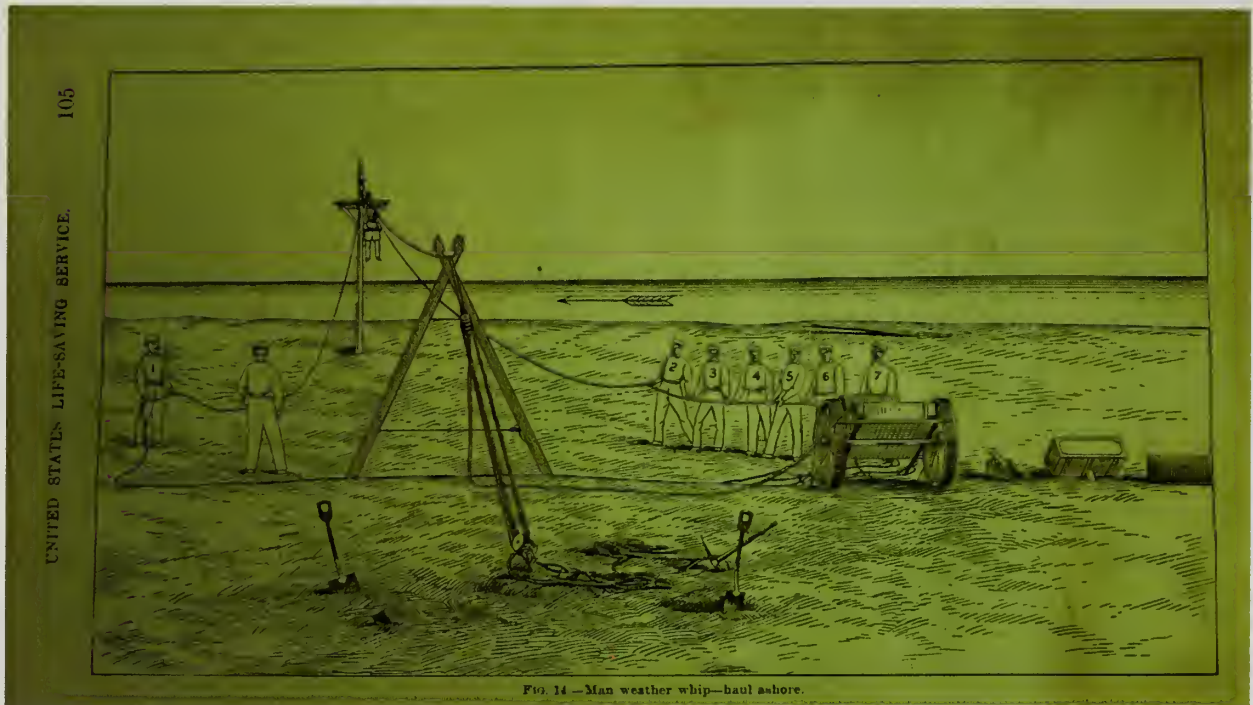
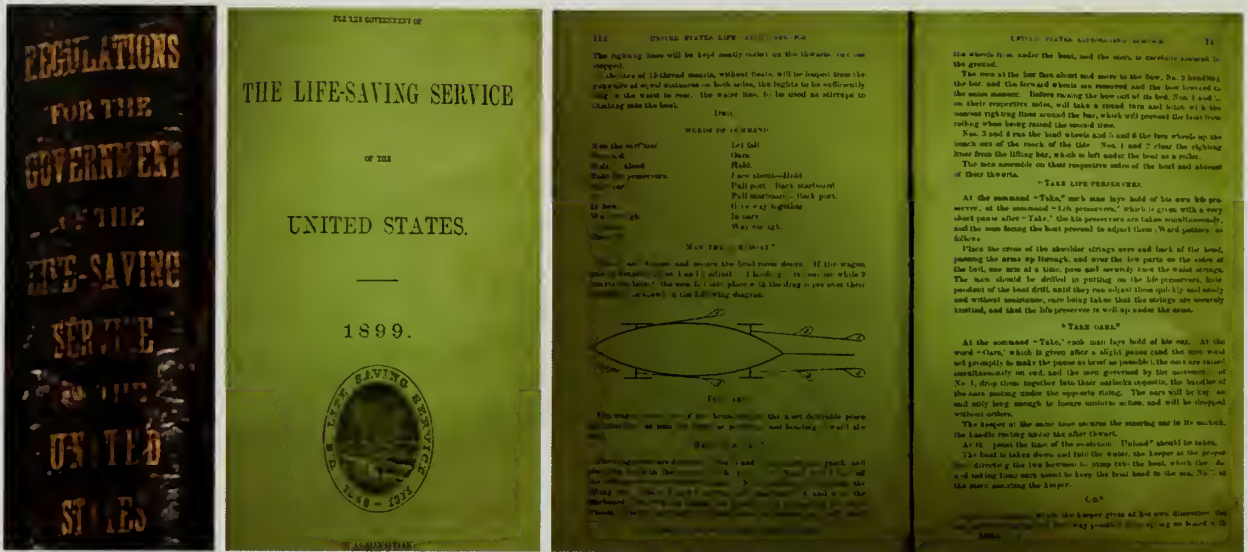
List of Life Saving Station's Today on the Outer Banks of North Carolina

- Wash Wood (1878-1933) - Once called Deal's Island station. Early station once used as a dance hall. Subsequent station now a private home.
- Penney's Hill (1878) - Old station recently moved to original site 6 1/2 miles north of Corolla for use as private home. Once called Old Currituck Inlet.
- Currituck Beach (1874-1904) - Also called Jones Hill. Later station also recently moved from original location in Corolla to site adjacent to Penney's Hill station for use as private home.
- Poyners Hill (1878, 1904-08) - Older station now in Corolla as private home. Built as a result of 1878 Metropolis disaster on nearby beach. Second station burned down in early 1970.
- Caffey's Inlet (1874-1899) - Once protected inlet at Dare-Currituck county line. Now restored as Sanderling Restaurant.
- Paul Ganiel Hill (1878, 1909 new site) - Once located in what is now Seacrest Village. Abandoned by Coast Guard in 1949, used as a private residence, then burned in early 1960's.
- Kitty Hawk (1874-1915) - Located near Mile Post 4 1/2 on Beach Road; 1874 station now the Station Six Restaurant; 1915 station a private home.
- Kill Devil Hills (1878-1930's) - Original station moved in 1986 to Corolla, now restored as Twiddy & Company, real estate office. Second station a private home located on 1878 site on Beach Road near Mile Post 8 1/2
- Nags Head (1874-1912) - Last station destroyed in 1962 Ash Wednesday storm.
- Bodie Island (1878-1923) - Once called Tommy's Hummock. Old station owned by the National Park Service.
- Oregon Inlet (1874-1897) – Threatened by erosion. Original station washed away by inlet.
- Pea Island (1878-1881) - Formerly located opposite Pea Island National Wildlife Refuge headquarters; remnants of stone foundation at parking area are there. First station destroyed by suspicious fire. Cookhouse now re-located in Manteo, Collins Park.
- New Inlet (1882) - Destroyed by fire near where inlet cut through Hatteras Island. Never rebuilt.
- Chicamacomico (1874-1911) - Both stations near original sites in village of Rodanthe. Site of famous 1918 Mirlo rescue, stations are now restored museums.

- Gull Shoal (1878) - Once called Cedar Hummock, it was destroyed in 1944 hurricane. Near where Ramus Midgett saved 10 people from wreck of the Priscilla in 1899. Location near Salvo campground.
- Little Kinnakeet (1874-1904) - Both stations located north of Avon village. Owned by National Park Service.
- Big Kinnakeet (1878-1929) - Damaged in 1944 hurricane, demolished later. Foundation south of Avon near Askins Creek.
- Cape Hatteras (1882) - Once south of the lighthouse near Cape Point, station and boathouses demolished during early 1930's and replaced by Coast Guard group station in 1935. Protected beaches closest to dangerous Diamond Shoals.
- Creeds Hill (1878-1918) - West of Frisco village on Route 12; once located about two miles east of present site. Now private home.
- Durants (1878) - Original station now part of Durants motel complex near ocean beach. Formerly called the Hatteras station, it's being restored as part of condominium project.
- Hatteras Inlet (1883) - Earlier location on Hatteras side now destroyed. Later station on Ocracoke Island destroyed in 1955 storm near where Ocracoke ferry dock is now located. Present Coast Guard inlet station near Hatteras ferry docks.
- Ocracoke (1905-early 1940's) - Original station, now one, located east of present Coast Guard Station on Silver Lake harbor entrance in Ocracoke village. Portsmouth (1894) - Located in Portsmouth village, now deserted community owned and maintained by U.S. Park Service.¹

¹ List of Life Saving Stations, The Outer Banks Chamber of Commerce

Chapter Two: Life-Saving Stations Tools of the Trade



Photo's: National Park Service, Cape Hatteras National Seashore Collection



Life-Saving Station Crew Drill



Photo's: National Park Service, Cape Hatteras National Seashore



Photo: Smithsonian Institution

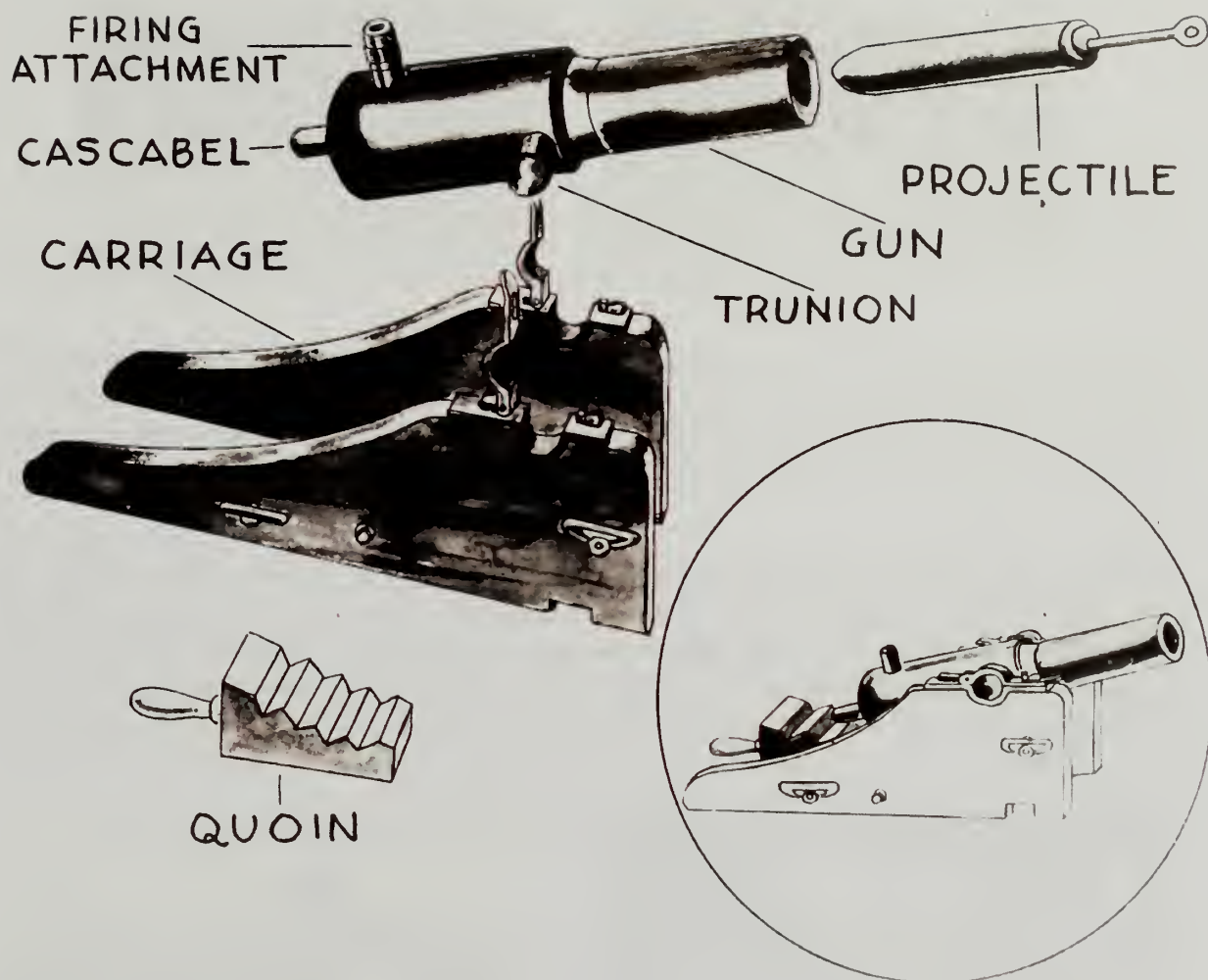
Crewman at the U.S. Lifesaving Station faking the messenger line of the Lyle gun.



Photo: National Park Service, Cape Hatteras National Seashore

Breeches Buoy:

The breeches buoy is a life ring sewn into a pair of short pants. It is used to transport the wreck victim from the ship to the beach. It is attached to the traveling block which rides along the hawser and pulled back and forth by the surfman manning the whip line.



Lyle Gun & Shot:

The Lyle Gun is a line throwing device used to deliver the first line (i.e. the shot line) to the ship. Designed by David A. Lyle, this, heavy, short barreled gun is capable of firing the shot approximately 300 yards on a full charge of 8 ounces of black powder. The shot, weighing 18 pounds, is a cylindrical projectile with an eye on one end where the shot line is tied.

Shot Line & Faking Box:

The shot line is tied to the projectile and is the first line to reach the shipwreck. This is the thinnest line used in the drill and is stored in a special pattern the faking box. This special pattern allows it to pay-out freely as the gun is fired. After the drill, the shot line is returned to the box by carefully laying it in the faking pattern ensuring that it is ready for the next use.

Heaving Stick:

The heaving stick was used in case the Lyle Gun could not be deployed and substituted as a line throwing device. This was a most dangerous technique, as the surfmen would often have to wade deep into the surf in attempt to get a line aboard the ship.



Photo: Tally Board, National Park Service, Cape Hatteras National Seashore Collection

The tally board is used to deliver instructions to the vessel in peril. It is simply a board with printed instructions (English on one side and French on the other) telling the mariners how to aide the surfmen in their rescue efforts. The tally board is tied to the shot line by the keeper at the same time as the whip line and hauled aboard.

Whip Line & Block:

The whip consists of two whip reels mounted on the beach cart, the whip line, and the whip block. Once the shot is fired across the wreck or wreck pole, the shore-side end of the shot line is tied to the tail block. At that point is hoped that there is an able bodied seaman aboard the ship capable of hauling in the shot line and attaching the tail block high aboard the ship. Once it is determined that the line has been secured to the vessel, the whip will be used to haul items such as the hawser, breeches buoy and sometimes the life-cart back and forth between the beach and the wreck. This operates in the same manner as an old fashion clothes line with pulleys operates with the surfmen pulling on either the windward or leeward half of the whip from shore.

Hawser & Traveling Block:

The hawser is the work horse of all the lines. It is a thick, strong rope made from manila with a traveling block attached. This block travels along the hawser and carries the breeches buoy back and forth from the vessel by means of the whip.

Fall:

The fall is a block and tackle pulling device used to place tension on the hawser. The fall consists of an inner block and outer block and has a ratio of 4:1 giving five surfmen the pulling strength of twenty. The outer block is painted blue to indicate that it faces seaward and the outer block is painted white to indicate that this block faces shoreward and is attached to the sand anchor pendant, loaded can weigh nearly a ton. It also is crucial that the cart is loaded in a specific order where the first item loaded is the last item unloaded.²

Strap:

The strap is a rope tied to itself to form a loop and is used to attach the fall's outer block hooks to the hawser by means of a knot named a cat's paw.

Crotch Pole:

² U.S.L.S.S. Living History Association

The crotch pole is used to keep the victims and equipment traveling along the hawser above the crashing surf. It consists of two boards approximately 8 feet long fashioned together similar to a pair of scissors. Once tension is placed on the hawser by means of the surfman pulling on the fall the Keeper will give the command to raise the crotch pole in position. Now the hawser is high above the surf and is ready to transport equipment.

Sand Anchor:

The sand anchor is used to secure the shore-side of the fall to the beach. It consists of two wooden planks connected loosely together with an eye bolt with pendant attached. The pendant is used to attach the fall to the sand anchor. A narrow trench is dug in the fashion of a cross to a depth of approximately 2 1/2 feet. The anchor is placed in it and buried with care given not to cover the pendant.

Pick, Shovel, & Bucket:

The pick and shovel are used to dig the trench to place the sand anchor. The bucket is used to carry water used to wet a section of the shot line and to flood the Lyle gun barrel in the event of a misfire.

Hawser Cutter:

The hawser cutter is used to cut the hawser near the ship after the last victim is rescued. The cutter rides along the hawser and is pulled back and forth by the surfmen pulling on the whip line. The blades are carefully angled so the hawser cutter moves freely along the hawser when being pulled seaward, but, slice the hawser in two when pulled toward the shore.

Beach Cart:



Photo: National Park Service, Cape Hatteras National Seashore

The beach cart is a most essential part of the beach apparatus. Without the cart, it would be impossible for the surfmen to transport the equipment to the site of the wreck. The cart is pulled by two surfmen, pushed by two and steered by two. The beach cart rides on two wheels and is pulled by horses or mules.

Chapter Three:

History of the Pea Island Life-Saving Stations on the Outer Banks



Photo: Pea Island LSS, (1917), Cape Hatteras National Seashore

Location:	On beach, 6-7/8 miles south southeast of Oregon Inlet and 9 miles southeast by south of Bodie Island Light; 35° 43' 15" N x 75° 29' 30" W (circa 1939) , Dare Co. Rodanthe North Carolina,
Date of Conveyance:	18 June 1878
Station Built:	1878 / 1896 / 1931
Fate:	The station was decommissioned in 1947.

Pea Island L.S.S. Keepers



Photo: Pea Island LSS Keeper Etheridge, Cape Hatteras National Seashore

?-1880 **George C. Daniels** [- May 8, 1880 ?]

“Keeper Daniels of No. 17 was dismissed from the Service in consequence of the...investigation made by Lieut. Shoemaker, under your orders of the loss of the *Henderson* [November 30, 1879]...About the first intimation of any “crookedness” in Daniel’s testimony was through a confidential letter from Superintendent Etheridge.” [Letter latter refers to evidence of perjury on Daniel’s part. Letter from Newcomb to Kimball, May 8, 1880, National Archives, RG 26, #N 77, Vol. 9.]

1880-1899 Richard Etheridge [appointed January 24, 1880, died May 8, 1900, died while in service]. National Archives. Experience: Fisherman and surfman. Born North Carolina. Age 39. Served 3 years in the army, 36th inf (colored). Appointed January 24, 1880, oath February 2, 1880. Colored surfman from station #16 [Oregon Inlet.]

Richard Etheridge

- Born as a slave
- Taught to read and write by owner
- Knowledgeable about tides, weather, and shore life
- Officer in the Colored Troops of the Union Army
- Leader of the black community
- #6 surfman of Bodie Island station
- Appointed keeper of Pea Island station in 1880

1900 Benjamin Jarvis Bowser [began June 11, 1900, died September 2, 1900, died while in service].

1900-1916 Lewis S. Wescott [began October 4, 1900, retired February 28, 1916]
National Archives. Experience: Surfman at Pea Island, October 18, 1880 to May 1, 1886.
Reenlisted as surfman, December 1, 1892 at Oregon Inlet, Caffey's Inlet and Pea Island.
Promoted to Keeper October 4, 1900, born North Carolina February 28, 1852, appointed
September 27, 1900, oath October 4, 1900. [card, 1913]

1916-1922 William H. Irving (Boatswain) [began August 28, 1916, retired 1922]

1922-1936 George Edward Pruden (Chief Bos'n) [began 1922, departed July 1, 1936]

1936-? Maxie M. Berry, Sr. [began July 1, 1936, departed ?]

?-1947 Herbert Collins, Keepers:

Chief Boatswain's Mate Maxie Berry, Sr., USCG, was the Officer in Charge of the historic Pea Island Station during the World War II years. BMC Berry was one of 22 members of his family that have served their country in the U.S. Life-Saving Service and U.S. Coast Guard. Berry's father, Joseph H. Berry, joined the Life-Saving Service in 1897.

Chief Boatswain's Mate (a) Lonnie C. Gray served as the acting "commanding officer" at least as of 8 December 1943.

Life as a Surfman

- Exposure to disease
- At least one 6-mile beach patrol a day, even in bad conditions
- Daily drills
- Rescues were very dangerous
- No pension
- Live, sleep, eat, and work at the station
- Some stations, like Pea Island were very isolated

History: Pea Island Life Saving Station



Photo: Pea Island LSS (1917), Cape Hatteras National Seashore

The original site of the Pea Island Station was acquired by deed dated 25 July 1878 under provisions of the Act of Congress, approved 3 March 1875 and covered a tract of land containing 3 acres from Jesse Etheridge.³

Captain Richard Etheridge became the first African-American to command a Life-Saving station when the Service appointed him as the keeper of the Pea Island Life-Saving Station in North Carolina on 24, January 1880.

The Revenue Cutter Service officer, who recommended his appointment, First Lieutenant Charles F. Shoemaker, noted that Etheridge was "one of the best surfmen on this part of the coast of North Carolina." Soon after Etheridge's appointment, the station burned down. Determined to execute his duties with expert commitment, Etheridge supervised the construction of a new station on the original site. He also developed rigorous lifesaving drills that enabled his crew to tackle all lifesaving tasks. His station earned the reputation of "one of the tautest on the Carolina Coast," with its keeper well-known as one of the most courageous and ingenious lifesavers in the Service.

On May 29, 1880, a month after the end of the active season, (the crew had left the station April 30), the station was destroyed by a suspected arson fire⁴ The stable and wood pile, located a short distance from the main building, survived the fire, so the stable was converted into temporary quarters for the surfmen at the start of the next active season. The USLSS offered a

³ 20Stat L 163

⁴ USLSS Annual Report, 1880. Page 29.

\$300 reward. The Treasury Department investigator suspected surfmen living on Bodie Island but the case was never prosecuted.⁵

The station was rebuilt in late 1880 “The station at Pea Island, North Carolina (No. 17, Sixth District mentioned in the last (1880) annual report as in process of rebuilding, were completed early last winter (1880). and were occupied during most of the inclement season.”⁶ Pea Island like all the stations, had discipline problems. Although he was not discharged, Superintendent Kimball did reprimand R.F. Toler, Surfman #2. “You returned from the Post Office so crazed with drink that it took three men to hold you and keep you from damaging the furniture and other station property...”⁷ In 1885, J.H. Coster of Baltimore, Maryland, entered into a contract for the repair and improvement of the Nag’s Head, Bodie’s Island, Oregon Ilet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Creed’s Hill and Durant’s Station.”⁸.

A great deal has been written about the Pea Island Station being an all African-American station. This did away with the mixed race station (known at the time as “checkerboard” stations) on the Outer Banks. This was an inconvenience to some of the African-American surfmen, such as Wescott and Case was asked to transfer to Pea Island from Caffey’s Inlet in 1880 (Wescott, whose family lived near the Caffey’s Inlet Station, refused to transfer) it was also not solely by design. When a vacancy occurs at the Pea Island Station, the keeper of that station calls for a certification of eligible, (and he is furnished with the names of three eligible standing highest on the register of section 2. From these names he is obliged to make selection, and almost invariably the person selected is a white man, who immediately declines to service where only colored men are employed. In consequence of such declinations, other certification must be made. It is, therefore, suggested that the Secretary of The Treasury request the Civil Service Commission to take the necessary steps toward furnishing this office with a special register of eligible for the Pea Island Station; such eligible to be debarred from certification to other life-saving stations in the 7th District, and vice versa. “ The General Superintendent wrote a note from the District Superintendent stating that “... the only colored men on the eligible register for my district [7th], section 2 [Outer Banks] “ were Israel S. Simmons and Thomas H. Mackey”.

In 1885 all the stations were authorized to receive a telephone.⁹

In 1896, by deed of 7 December that year, a new site was acquired and the old site was "abandoned and reverted to the grantors." A new site was acquired by deed dated December 7, 1896, and the old site was abandoned and reverted to the previous owner.

In 1897, authority was given to obtain materials to construct a boathouse”... to protect the old surfboat at the station.”

In 1898, construction of an iron water cistern was authorized.

⁵ Investigator’s report to Superintendent Kimball, dated September 11, 1890, National Archives Record group 26.

⁶ Annual Report, 1881, page 78.

⁷ National Archives, RG.26, Letter sent, Vol. 19, page 26. Letter dated January 8, 1884.

⁸ National Archives, RG.26, Letter sent, Vol. 27, page 116. Letter to Thomas J. Poyner from S. Kimball, dated August 12, 1885.

⁹ National Archives, RG 26, Letter Sent, Vol. 27. page 358-359: Letter from S. Kimball dated October 6, 1895

General Superintendent Kimball wrote to the Secretary of the Treasury on January 8, 1904 and explained: “Some difficulty has arisen from time to time through the facts the white eligible for section 2 (Outer Banks of the 7th Life-Saving District have been certified to fill vacancies existing at Pea Island Station, whose crew is composed entirely of colored men.

On September 25, 1908, additional land and a right of way adjoining the station property was acquired.

On 25 September 1908, additional land and right of way adjoining the station property was acquired from E. M. Midgett.

In 1909, authority was given for unspecified repairs at the station.

A new (third) ten-acre-site was acquired by deed dated June 11, 1930, from the trustees of the Pea Island Club. The property was a 200-foot wide parcel extending from the ocean to the sound.

“New quarters had been provided in 1931 and the Old Pea Island station, about two miles north, had been abandoned. The new station cost “some \$30,000”.

The station was deactivated in 1947 and fully decommissioned in 1949.

After WWII, The U.S. Fish and Wildlife Service took over the station’s building as headquarters from the Pea Island National Refuge. In 1966 a new wildlife headquarters were built and the Old Station was sold at auction.

The main station, lookout tower, and a cistern were purchased by Harvey Pettit, for \$1,500, from the person who bought them at auction. Mr. Pettit moved the building to Salvo (sound side) and used the main station for a vacation home.



Pea Island Main House and Tower, Salvo, NC.
2008 Photo: Doug Stover

His grandson, Ronald Pettit, Jr., owned the building and property where he operates Hatteras Water Sports.

The cookhouse was relocated to the north end of Rodanthe near the sound (boarded up and deteriorated till 2006). The owner of the cookhouse wanted the structure removed from his property.

In 2006 East Coast Pathway to Freedom Coalition, a non-profit organization arranged the move of the 1903 Pea Island Cookhouse from Rodanthe, North Carolina to Collins Park, within the Town of Manteo, North Carolina. Today the Pea Island Life Saving Station Cookhouse is managed by the Town Of Manteo as a museum displaying memorabilia, artifacts, relics, and pictures depicting life in the Life Saving Service to these courageous African-American men who triumphed over unbeatable odds.



Pea Island LSS Cookhouse relocated (2006) over the Bonner Bridge, 2006 Photo:Doug Stover



Pea Island Life Saving Cookhouse, (2008), Collins Park, Manteo, N.C. 2008.

Photo: Doug Stover

Chapter Three:

Rescues, Wrecks and Assists of the Pea Island Life-Saving Stations on the Outer Banks



Photo: Cape Hatteras National Seashore (ca. 1890's)

Rescue Activity

A significant wreck occurred in 1879 near the station. "Although the life-saving crew did not participate in a rescue, the wreck had a tremendous effect on the station and the USLSS. A British boat M&E Henderson wrecked on Pea Island near the station. Four crewmen drowned in the surf. Three survivors made their way to the station and found the life-savers asleep. Soon afterward, the entire crew of the station was court martialed and dismissed for negligence in the performance of their duty." The all-white crew was replaced by an all-black crew with Richard Etheridge as keeper. It was to remain the only all African-American life -saving station in the United States.

On 11 October 1896, Etheridge's rigorous training drills proved to be invaluable. The three-mastered schooner, the E.S. Newman, was caught in a terrifying storm. En route from Providence, Rhode Island to Norfolk, Virginia, the vessel was blown 100 miles off course and came ashore on the beach two miles south of the Pea Island station. The storm was so severe that Etheridge had suspended normal beach patrols that day. But the alert eyes of surfman Theodore Meekins saw the first distress flare and he immediately notified Etheridge. Etheridge

gathered his crew and launched the surfboat. Battling the strong tide and sweeping currents, the dedicated lifesavers struggled to make their way to a point opposite the schooner, only to find there was no dry land. The daring, quick-witted Etheridge tied two of his strongest surfmen together and connected them to shore by a long line. They fought their way through the roaring breakers and finally reached the schooner. The seemingly inexhaustible Pea Island crewmembers journeyed through the perilous waters ten times and rescued the entire crew of the *E.S. Newman*. For this rescue the crew, including Etheridge, was awarded the Gold Lifesaving Medal by the Coast Guard.

Life Saving Medals Awarded



In the first 30 years of LSS, 131 medals of honor, 33 on the coast of NC, none to Pea Island.

For the rescue of all nine passengers and crew of the *E.S. Newman*, October 11, 1896, the Pea Island Station keeper and surfmen listed below were awarded gold medals posthumously in Washington, D.C., on March 5, 1996:

- Richard Etheridge, Keeper
- Benjamin Bowser, Surfman
- Lewis Wescott, Surfman
- Dorman Pugh, Surfman
- Theodore Meekins, Surfman
- Stanley Wise, Surfman
- William Irving, Surfman

In 1993, CDR Steve Rochon, USCGR, received a call from two graduate students, David Zoby of Virginia Commonwealth University in Richmond, Va. and David Wright of the University of Massachusetts in Boston. They had been working on a research project on Richard Etheridge and the Pea Island Lifesaving Station and asked for Rochon's assistance. After exhaustive research, the two students, one white, the other black, had confirmed that the Pea Island crew did not get recognized for any of their many daring rescues during its years of service (1880-1947). It was at that moment that the three decided to "go for the Gold," with Wright and Zoby doing the research and Rochon preparing the recommendation.

Two years into their laborious efforts, Rochon received a call from the Chief of the Medals and Awards Branch at Headquarters. He was told that 14-year-old Kate Burkart, from Washington, N.C. had written Senator Jesse Helms of North Carolina. In her letter, she asked the Senator to write the Coast Guard to tell them that the Pea Island Lifesavers deserved the Gold Lifesaving

Medal for the E.S. Newman rescue. Burkart, who had become interested in Pea Island as part of a school research project, also wrote a few other members of Congress and the President of the United States. President Clinton also wrote the Commandant, focusing greater attention on the rescue. Rochon, sensing that the timing was right, finalized and forwarded the 69-page recommendation to the Medals and Awards Panel.

The Commandant approved the awarding of the Gold Lifesaving Medal to the Pea Island Station Oct. 31, 1995.

And so the Commandant unveiled the Gold Lifesaving Medal for the Pea Island Lifesaving Station at an impressive ceremony at the Navy Memorial in Washington, D.C. March 5, 1996. The ceremony was attended by many dignitaries, friends and over 30 Pea Island descendants.¹⁰



Photo: Kohler Shipwreck, Cape Hatteras National Seashore

The following list of shipwrecks of the Pea Island Life Saving Station are from is primarily accounts, testimonials and tables published in the USLSS Annual Reports in it original written format..

¹⁰ USCG Reservists Magazine, Oct 1996

Rescue/Wreck Activity: Pea Island Log

Date: November 30, 1879, Vessel: M&E Henderson,¹¹ Cargo: Phosphate Rock

On the 30th of November, 1879, patrolman Tillett, who had the morning watch on the beat south, returned to the (station) house a few minutes after five o'clock in the morning lit a fire in the stove and called the cook, then went up-stairs, and looking with the marine glass from the south window, perceived, at some distance in the clear moonlight, a man whom he at first thought was a fisherman. Presently noticing that the man was without a hat it at once occurred to him that he might have been washed ashore from a wreck. He immediately aroused the keeper and crew, and started out in advance, soon came up to a haggard and dripping figure, a sailor, tottering along very much exhausted, and only able to articulate, captain drowned-masts gone. Debris from the wreck came ashore just a mile and quarter south of the Station.

Date: March 31, 1881, Vessel: Night signal,¹² Cargo:

At haft past 4 in the morning, the patrolman of Station No. 17 (Pea Island) discovered a schooner almost on the beach. He burned a red Coston signal, on which the vessel stood off shore and escaped standing.

Date: October 5, Vessel: Thomas J. Lancaster,¹³ Cargo: Ice

Pea Island crew assisted the Chicamacomico crew which was first on the scene. Thirteen people on the wreck. More than 28 hours after the vessel grounded, the life-savers brought 6 survivors safely to shore. The Captain three of his younger daughters and three of the crew drowned, Two of the survivors, the Captain's wife and one daughter, had been tied to the rigging to prevent their being washed overboard. They remained in the rigging for twenty-four hours before being rescued.

Date: December 16., 1881, Vessel: Unknown,¹⁴ Cargo:

The patrolman from Station No. 17 at about 8:30 p.m. discovered a steamer standing close on New Inlet Shoals. He burned his red Coston signal, which was answered by a white signal from the steamer, and she stood off-shore.

Date: October 22, 1882, Vessel: Wood,¹⁵ Cargo:

The crew of the Pea Island Station discovered about fifteen hundred feet of birch planks floating in the surf, in the vicinity of the station, which they hauled out on the beach and turned over to the commissioner of wrecks.

Date: February 17, 1883, Vessel: Frank Pigot,¹⁶ Cargo: Wood

¹¹ Annual Report, 1880, pages 19-21. Ship Ashore, pages 91-93. (Note: Keeper Daniels was dismissed as a result of investigation which followed this wreck.

¹² Annual Report, 1881, pages 172

¹³ Ship Ashore, page 97-98

¹⁴ Annual Report, 1881, page 172

¹⁵ Annual Report, 1882, pages 115

¹⁶ Annual Report, 1883, pages 200

Soon after dark in the evening the master of the small schooner Frank Pigot, of Elizabeth City, North Carolina, arrived at the Pea Island Station and requested the assistance of the life-saving crew in getting his vessel afloat. She was loaded with wood from Powell's Point for Pea Island, and had grounded at 6 o'clock on what is known as New Inlet Shoal, in Pamlico Sound, about three miles southwest of the station, the captain being unacquainted with the channel. The life-saving crew turned out at once to the schooner's relief, and soon succeeded in hauling her off the shoal and anchored her in a safe place for the night. The vessel carried but two men, and they could have done nothing without aid from the station.

Date: November 13, 1883, Vessel: Warning,¹⁷ Cargo:

Shortly after 3 o'clock in the morning, the south patrol from the Pea Island Station discovering a schooner almost in the breakers, burned a Coston light when she at once swung off shore and went clear.

Date: January 4, 1884, Vessel: Mary A. Trainer,¹⁸ Cargo: General

Assisted Oregon Inlet Station Crew

Date: January 9, 1884, Vessel: Excel,¹⁹ Cargo: Mail

The sail-boat Excel, employed in carrying the mail between Manteo and Kinnakeet was caught in Pamlico Sound, on the 5th, by a violent snow storm, and the occupant of the boat compelled to leave his craft about a mile from Pea Island Station and to seek refuge at that station. But for the shelter afforded him he must have perished. The storm continued until the night of the 9th, when the wind changed suddenly to a strong gale from the southwest. The boat being deeply laden sank at midnight, and the contents were washed overboard. The crew of the station reached the boat early on the morning of the 10th and succeeded in raising it and bringing it to the shore. They also recovered about two-thirds of the cargo, and after putting it on board, saw the boat safely to its destination. The man was at the station five days.

Date: November 16, 1884, Vessel: Steamship,²⁰ Cargo:

Just after sunset, during a northwest gale, the patrol of the Pea Island Station discovered a steamship in great danger of standing. He burned a Coston light, when she at once changed her course and stood off shore.

1885- No Activity (In 1885 all the stations were authorized to receive a telephone)

Date: December 6, 1886, Vessel: Lumber,²¹ Cargo:

During the day the crew of the Pea Island Station recovered within the patrol limits, a considerable quantity of yellow pine lumber which had washed upon the beach. The Commissioner of Wrecks was duly notified and subsequently sold what had been saved for the benefit of the State.

Date: May 15, 1887, Body Found,²² Cargo:

¹⁷ Annual Report, 1884, pages 154

¹⁸ Annual Report, 1884, pages 154

¹⁹ Annual Report, 1884, pages 191/296

²⁰ Annual Report, 1885, pages 135

²¹ Annual Report, 1887, pages 194

In the morning the keeper of the Pea Island Station found the body of a drowned man about a mile south of the station. The head and face were badly disfigured, and there were no marks by which the remains could be identified, a leather wallet in one of the trousers pockets contained a small amount of money. With the assistance of the Keeper of the Oregon Inlet Station the body was decently interred.

Date: June 25, 1887, Vessel: Rachel A. Collins,²³ Cargo:

Shortly after sunrise a vessel was discovered about two miles off the Pea Island Station with a signal of distress flying. The station being closed for the summer, the keeper mustered a volunteer crew, launched the surf-boat, and boarded her. She proved to be the schooner Rachel A. Collins, of Frankford Delaware, bound to Hatteras from Philadelphia. Her rudder being disabled, the captain was anxious to procure the assistance of a tug to tow him into port. The keeper accordingly took a message ashore and telephoned it to the Kitty Hawk Signal Office, whence it was transmitted to Norfolk, Virginia. The following morning a tug arrived which remained with the schooner until the damage was repaired. The latter proceeded the next day to her destination.

Date: September 23, 1887, Vessel: Charles,²⁴ Cargo: Fish Oil

Assisted the Oregon Inlet Station crew

Date: January 7, 1888, Vessel: Night Signal²⁵ Cargo:

A schooner closed in and heading for New Inlet Shoals was warned off by a signal from the morning patrol.

Date: December 22-30, 1888, Vessel: Charles C Lister, Jr.,²⁶ Cargo: Lumber

Assisted from the Oregon Inlet Station crew.

Date: January 29, 1889, Vessel: Succor,²⁷ Cargo:

A party of eight men, bound from Hatteras to Roanoke Island, in a small open boat, being wet and cold, exposed to a fresh northwest winds, were afforded shelter for two day at the Pea Island Station.

Date: March 6, 1889, Vessel: Night Signal,²⁸ Cargo:

A schooner running to the beach for safety was warned clear by the midnight patrol.

Date: April 8-9, 1889, Vessel: Alice M. Minott,²⁹ Cargo: Ballast

Early in the morning (8th) during a fresh northerly gale, the lookout of the Pea Island observed a ship running in toward the land just north of the station. Before a heavy sea When but little more

²² Annual Report, 1887, pages 268

²³ Annual Report, 1887, pages 291

²⁴ Annual Report, 1888, pages 108/328

²⁵ Annual Report, 1888, pages 306

²⁶ Annual Report, 1889, pages 180-181/320

²⁷ Annual Report, 1889, pages 196

²⁸ Annual Report, 1889, pages 301

²⁹ Annual Report, 1888, pages 227

than a mile from shore anchors were let go, and as the ship swung around head to the gale and sea, the masts were cut away to save the vessel. From signals displayed it was learned that the craft was the American ship *Alice M. Minott*, of Bath, Maine. Owing to the high and dangerous surf it was impossible for life-saving men to board the vessel, and the captain was warned not to attempt to land, but to await the arrival of the tug, which was immediately sent for. The latter succeeded in getting to the ship early in the morning of the 10th, and towed her to a place of safety. In the meantime, almost constant communication had been kept up between the ship and the station by means of signals. The *Minott* was in ballast, and carried a crew of seventeen men.

Date: April 24, 1889 Body Found³⁰

A surfman of the Pea Island Station while patrolling the beach observed a dead body in the surf, which proved to be that of a young colored sailor. It was pulled out on the beach clear of the tide, and the keeper was notified. The clothing was thoroughly searched in the pockets were found several papers and twenty-five dollars in currency. From the papers it was learned that the name of the deceased was Robert Nolan, aged seventeen years and that he had served on the English ship *Canute* and the American ship *David Crocket*. The letters on the cork jacket which he wore were so nearly obliterated that the name of the vessel from which he had been lost could not be ascertained. The money and papers were turned over to the proper authorities and the body was decently buried.

Date: July 9-10, 1889, Vessel: A.J. Marine,³¹ Cargo: Navy Store

Assisted New Inlet Station crew.

Date: October 17, 1889, Vessel: Roseania,³² Cargo: Fish

Assisted Oregon Inlet Station crew.

Date: October 24, 1889, Vessel: Lizzie S. Haynes,³³ Cargo: Lumber

Schooner was a total loss and five lives were lost.

Date: November 6, 1889, Vessel: Steamer,³⁴ Cargo:

On this date, in the morning, the lookout at the Pea Island Station sighted a vessel anchored several miles off shore with a signal of distress flying. She had lost her foremast, boom, and main topmast. As a steamer and two other vessels were seen to heave to and speak her and then proceed, it was evident that she needed a tug; and the surf being too rough after the recent gales to go off to her in the boat the keeper telephoned up the coast to the United States Signal Service Observer at Kitty Hawk, Twenty-odd miles to the northward, requesting that a tug be telegraphed for from Norfolk. The message was promptly forward, and by half-past 6 o'clock in the evening a tug arrived and took the craft in tow for Hampton Roads. This incident is another striking illustration of the value of the telephone system established by the service on that desolate coast.

³⁰ Annual Report, 1889, pages 241

³¹ Annual Report, 1890, pages 73-74/378

³² Annual Report, 1890, pages 179/380

³³ Annual Report, 1890, pages 32-35/380

³⁴ Annual Report, 1890, pages 203

Date: November 18, 1889, Body Found³⁵

The morning patrol from 3 o'clock till sunrise north from the Pea Island Station found the body of an unknown drowned man on the beach. The station crew gave the remains proper burial.

1890- No Activity

Date: February 16, 1891, Vessel: J.W. Gaskill,³⁶ Cargo: Coal

The schooner, J.W. Gaskill, Bridgeton, New Jersey, bound from Philadelphia, Pennsylvania to Savannah, Georgia, with a load of coal valued at \$2,500, wrecked two and one-quarter mile south by east of Pea Island Station. The Oregon Inlet and New Inlet Station assisted with the rescue of the seven crew members. They were sheltered at the station for a total of 222 days. The schooner and cargo were a total loss.

Date: March 1, 1891, Vessel: Night signal,³⁷ Cargo:

The patrolman on duty after sunset saw a steamer dangerously near New Inlet Shoals. He warned her by means of his signal, when she headed off shore in safety.

Date: April 4, 1891, Vessel: Night signal,³⁸ Cargo:

A schooner heading in dangerously near the shore was promptly warned off by the signal of the night patrol.

Date: October 1, 1891, Vessel: Night signal,³⁹ Cargo:

The patrol, south, of the midwatch warned a steamer out of danger by setting off a Coston light.

Date: November 24, 1891, Vessel: Night signal,⁴⁰ Cargo:

A vessel dangerously near New Inlet Shoals was warned off the signal of the early morning watch.

Date: November 19, 1892, Vessel: Irene Thayer,⁴¹ Cargo: Lime

Assisted Oregon Inlet Station Crew

Date: December 2, 1892, Vessel: Night signal,⁴² Cargo:

A vessel that was running dangerously near the beach avoided stranding by heeding the warning signal of the south patrol.

Date: July 29, 1893, Vessel: George C. Wainwright,⁴³ Cargo: Shingles

³⁵ Annual Report, 1890, pages 212

³⁶ Annual Report, 1891, pages 148

³⁷ Annual Report, 1891, pages 97

³⁸ Annual Report, 1891, pages 98

³⁹ Annual Report, 1892, pages 111

⁴⁰ Annual Report, 1892, pages 114

⁴¹ Annual Report, 1893, pages 67, 97, 218

⁴² Annual Report, 1893, pages 151

Stranded on reef in Pamlico Sound. Ran anchors with assistance of volunteer crews from New Inlet and Oregon Inlet station, and started to have her off but, when nearly afloat, she suddenly sprung a leak. Making it necessary for master to go to Norfolk for a steam pump. On his return, keeper helped to lighten deck load and to place on board the steam pump, with which she was floated. When the schooner sunk, shortly afterwards, keeper assisted to save her outfit. She was finally raised by wreckers and towed to Elizabeth City for repairs.

Date: October 20, 1893, Vessel: Unknown,⁴⁴ Cargo:

During the night the patrol south from the station slashed his red light to a steamer close to New Inlet Shoals; she profited by the timely warning, and so altered her course as to prevent mishap.

Date: November 20, 1893, Vessel: Rowboat,⁴⁵ Cargo:

Drifted ashore near the station. Hauled her out and held her for owner.

Date: December 26, Vessel: Shelter,⁴⁶ Cargo:

Sheltered a hunting party of ten men who had landed from a yacht early in the day, and were unable to return to her in the evening, on account of a sudden change of the wind to a gale from the northward. Next day boated them off to their vessel.

Date: October 23, 1894, Vessel: Fancy,⁴⁷ Cargo:

Parted her moorings in gale of 9th and was carried out to sea; drifted ashore during night of 22nd. Hauled her up on the beach and secured her for owner.

Date: November 28, 1894, Vessel: Frances Ann,⁴⁸ Cargo: Fish net

Rudder lost; unmanageable; drifted ashore. Ran to the place of stranded, which was nearby (the Oregon Inlet Station), hauled the boat out on the beach, and assisted the boatmen ashore; provided for the at (Oregon Inlet) station. Next day, with the assistance of the crew of Pea Island Station and a team, hauled the craft across the beach and launched her in Pamlico Sound where the three men took charge of her and proceeded.

Date: February 7, 1895, Vessel: Schooner,⁴⁹ Cargo:

Probably on account of the thick weather prevailing throughout the night, which obscured the coast line, a large schooner lost her reckoning and ran dangerously near the beach. Patrolman fired three Coston signals in quick succession before her attention was attracted, but the warning was finally heeded, and she changed her course to seaward.

Date: February 10, 1895, Vessel: Shelter,⁵⁰ Cargo:

⁴³ Annual Report, 1894, pages 82, 258

⁴⁴ Annual Report, 1894, pages 185

⁴⁵ Annual Report, 1894, pages 117

⁴⁶ Annual Report, 1894, pages 170

⁴⁷ Annual Report, 1895, pages 118, 292

⁴⁸ Annual Report, 1895, pages 134, 292

⁴⁹ Annual Report, 1895, pages 221

Two hunters, who were encamped on the beach, 2 1/2 miles from the station, ran out of provisions, firewood and supplies at the station for succor. Care for them forty-eight hours.

Date: March 10, 1895, Vessel: Haze,⁵¹ Cargo:

Assisted New Inlet Station

Date: March 12, 1895, Vessel: Shelter afforded,⁵² Cargo:

A hunting party of six men whose boat had grounded at low tide, obliging them to leave her, came to the station, where they were sheltered for the night.

Date: July 3, 1895, Vessel: Property saved,⁵³ Cargo:

Keeper, assisted by volunteers (inactive season) hauled from surf 5,000 feet of pine lumber and secured it for delivery to proper person.

Date: August 7, 1895, Vessel: Rosa B. Cora,⁵⁴ Cargo: Miscellaneous

Assisted Chicamacomico Station.

Date: November 20, 1895, Vessel: Rosette,⁵⁵ Cargo: Fish

Assisted Oregon Inlet Station Crew.

Date: December 4, 1895, Vessel: Unknown,⁵⁶ Cargo:

The north patrol sighted a schooner dangerously near the beach during the first watch. He warned her with Coston light, and she was headed off shore.

Date: December 25, 1895, Vessel: Unknown,⁵⁷ Cargo:

About midnight, patrolman discovered a schooner dangerously near shore. He burned a danger signal at once and she was swung off successfully.

Date: December 27, 1895, Vessel: Emma C. Cotton,⁵⁸ Cargo: Coal

Stranded (one and one-quarters miles north of the station) at 2 a.m. during shift of wind, 200 yards from shore. Alarm was given and station crew hastened to wreck with beach apparatus. Prepared to fire shot line on board, but master of schooner hailed keeper and requested that action be deferred until daylight. While waiting, keeper sent for surfboat, and at daybreak an attempt was made to launch it, which was successful, and schooner was boarded took off the crew of seven men with their baggage and landed them without mishap; carried them to station,

⁵⁰ Annual Report, 1895, pages 201

⁵¹ Annual Report, 1895, pages 160, 296

⁵² Annual Report, 1895, pages 204

⁵³ Annual Report, 1896, pages 208

⁵⁴ Annual Report, 1896, pages 70, 316

⁵⁵ Annual Report, 1896, pages 112, 316

⁵⁶ Annual Report, 1896, pages 240

⁵⁷ Annual Report, 1896, pages 241

⁵⁸ Annual Report, 1896, pages 125, 318

where they were succored for three days. On January 2, saved the sails of the schooner, assisted by crew of Oregon Inlet Station. Vessel and cargo of coal were total loss.

Date: January 12, 1896, Vessel: James Woodall,⁵⁹ Cargo: Sugar and Molasses

Assisted New Inlet Station crew.

Date: January 15, 1896, Vessel: Alert,⁶⁰ Cargo:

Rubber unshipped and vessel became unmanageable, anchoring about 5 miles off the station. The life-saving crew having boarded her, the keeper was requested by Lieutenant J.C. Cantwell, R.C.S., assistant inspector life-saving station, who was on board, to return to the station and bring off materials to effect temporary repairs. This work performed, and the sloop proceeds proceeded to Elisabeth City, while Lieutenant Cantwell and Mr. P.H. Morgan, superintendent Sixth Life-Saving District, were landed at New Inlet Station by the life-saving crew to continue their official tour of inspection.

Date: February 10, 1896, Vessel: Maggie J. Lawrence,⁶¹ Cargo: Coal

Stranded during strong northwest winds, at 3:30 am (three-quarter of a mile south of station) Discovered by patrolman and reported at station, and also at Oregon Inlet Station. Keeper and crew hauled beach apparatus and surfboat abreast of vessel and awaited daylight before beginning action, as schooner was gradually working inshore, and in no immediate danger of going to pieces. As it grew light, it was found that surfboat could be used to advantage. This was soon launched, and the wreck reached. Crew of seven and their baggage were taken off and landed without mishap. The Oregon Inlet crew arrived in time to assist in landing and hauling surfboats upon beach. Sheltered crew at station for six days, while engaged in saving stores, rigging, and sails of wrecked vessel. Master was cared for during fifteen days while this work was in progress, and was aided by station crew. Schooner was total loss.

Date: May 3, 1896, Vessel: Maud,⁶² Cargo:

The south Patrolman, while on duty from midnight to 3 a.m. (Sunday), discovered this boat in the edge of the surf. The following day the life-saving crew hauled her well upon the beach above high-water mark, finding the craft considerably damaged. She was turned over to the wreck commissioner, and finally sold by him on May 19.

Date: October 11, 1896, Vessel: E.S. Newman,⁶³ Cargo:

Sails blown away and master obliged to beach her during hurricane 2 miles below station at 7 p.m. Signal of distress was immediately answered by patrolman's Coston light. Keeper and crew quickly started for the wreck with beach apparatus. The sea was sweeping over the beach and threatened to prevent reaching scene of disaster, but they finally gained a point near the wreck. It was found to be impossible to bury the sand anchor (for the breeches buoy), as the tide was rushing over the entire beach, and they decided to tie a large-sized shot line around two surfmen and send them down through the surf as near the vessel as practicable. These men waded in and

⁵⁹ Annual Report, 1896, pages 131, 318

⁶⁰ Annual Report, 1896, pages 133

⁶¹ Annual Report, 1896, pages 146, 318

⁶² Annual Report, 1896, pages 180

⁶³ Annual Report, 1897, pages 115, 318

succeeded in throwing a line on board with the heaving stick. It was made fast to the master's three-year old child, who was then hauled off by the surfmen and carried ashore. In like manner his wife and the seven men composing the crew were rescued under great difficulties and with imminent peril to the life-savers. They were all taken to station and furnished with food and clothing, and during next three days the surfmen aided in saving baggage and stores from wreck. On the 14th three of the crew left for Norfolk and on the 21st the remainder departed for their homes, the vessel having proved a total loss.

Date: November 20, 1896, Vessel: Dory,⁶⁴ Cargo:

A 17-foot dory, which came ashore near the station, was picked up by the life-savers and later turned over to the commissioner of wrecks.

Date: December 30, 1896, Vessel: Warned by night signal,⁶⁵ Cargo:

A steamship was discovered by the south patrol, during the watch from 9 p.m. to midnight, dangerously near the shoals, he burned a Coston light and her course was changed, taking her clear.

Date: September 30, 1897, Vessel: Salvage of fish oil,⁶⁶ Cargo:

Patrol found a large hogshead of fish oil on the beach, which was handed over to the commissioner of wreck, by whom it was sold on Oct. 23.

Date: March 12, 1898, Vessel: Shelter,⁶⁷ Cargo:

Two men traveling along the seashore were sheltered at the station over night.

Date: June 11, 1898, Vessel: Body Found,⁶⁸ Cargo:

Assisted New Inlet Station crew.

Date: June 12, 1898, Vessel: Lily Gay,⁶⁹ Cargo:

Sprung a leak and sank in 3 feet of water in Pamlico Sound, 2 miles from the station. Crew went out in supply boat and landed the baggage and stores, and at low water helped stop the leak and put the boat in trim. Sheltered the two men over night, and next morning put them and their efforts on board the sloop.

Date: March 10, 1899, Vessel: warned by night signal,⁷⁰ Cargo:

Sunrise patrol made out a schooner heading for the breakers. He displayed a warning light, and the vessel kept out and passed clear.

Date: August 28, 1899, Vessel: Lumber,⁷¹ Cargo:

⁶⁴ Annual Report, 1897, pages 136

⁶⁵ Annual Report, 1897, pages 252

⁶⁶ Annual Report, 1897, pages 183

⁶⁷ Annual Report, 1898, pages 189

⁶⁸ Annual Report, 1898, pages 194

⁶⁹ Annual Report, 1898, pages 166, 278

⁷⁰ Annual Report, 1899, pages 238

⁷¹ Annual Report, 1900, pages 173

Surfmen saved a quantity of lumber and railroad ties which had washed ashore within the patrol limits of station and turned them over to the commissioner of wrecks.

Date: January 28, 1900, Vessel: Marstonmoor,⁷² Cargo:

Assisted New Inlet Station crew.

Date: February 12, 1900, Vessel: Night signal,⁷³ Cargo:

During the morning watch the station patrol flashed a danger signal to warn a vessel that was much too near the beach. She heeded the warning.

Date: February 18, 1900, Vessel: Night signal,⁷⁴ Cargo:

A steamer dangerously near the beach hauled offshore upon seeing the warning signal of the patrolman.

Date: February 25, 1900, Vessel: Jane C. Harris,⁷⁵ Cargo:

Assisted Oregon Inlet Station crew.

1901- No Activity

Date: January 28, 1902, Vessel: Night signal⁷⁶ Cargo:

A steamer standing too close to the beach was warned by a danger signal and she hauled offshore.

Date: February 22, 1902, Vessel: Night signal,⁷⁷ Cargo:

At 10 p.m. a schooner close to the outer bar was made aware of her dangerous position by the flash of the surfman's signal, and at once hauled out into deep water.

Date: August 31, 1902, Vessel: Night signal,⁷⁸ Cargo:

A first night patrol warned a steamer off the bar by a Coston signal.

Date: September 10, 1902, Vessel: Night signal,⁷⁹ Cargo:

A steamer in jeopardy near the bar changed her course and passed clear upon seeing the signal which the north patrol displayed in warning at 10:40 p.m.

Date: March 28, 1903, Vessel: Night signal,⁸⁰ Cargo:

At 4:30 a.m. a steamer heading for the bar hauled offshore upon being warned by a patrolman, who burned a Coston signal.

⁷² Annual Report, 1900, pages 58, 129-130, 266

⁷³ Annual Report, 1900, pages 195

⁷⁴ Annual Report, 1900, pages 195

⁷⁵ Annual Report, 1900, pages 136, 210, 266

⁷⁶ Annual Report, 1902, pages 215

⁷⁷ Annual Report, 1902, pages 216

⁷⁸ Annual Report, 1903, pages 206

⁷⁹ Annual Report, 1903, pages 206

⁸⁰ Annual Report, 1903, pages 211

Date: April 14, 1903, Vessel: Topaz,⁸¹ Cargo: Eggs and Barrels

Capsized in a squall off Rollinson's Reef. 5 miles WNW of station (in Pamlico Sound) at 4 p.m. The life-saving crew pulled to the vessel, but finding no one on board, returned to station. The next morning, accompanied by the surfmen from New Inlet station, they assisted in righting, bailing out, and temporarily repairing the capsized craft.

Date: November 13, 1903, Vessel: Warned by Night signal,⁸² Cargo:

The patrol from midnight to 3 a.m. burned a red light to a schooner standing near to the bar, and she immediately changed her course to seaward.

Date: May 4, 1904, Vessel: Succor,⁸³ Cargo:

A man who sought shelter was succored for the night at the station.

Date: July 31, 1904, Vessel: Succor,⁸⁴ Cargo:

A belated traveler was succored at the station overnight.

Date: December 4, 1904, Vessel: Warned by night signal,⁸⁵ Cargo:

The sunset patrol upon seeing a schooner heading for the beach flashed a night signal, and the vessel immediately hauled offshore.

Date: December 11, 1904, Vessel: Montana,⁸⁶ Cargo: Salt

Shortly before midnight, during a heavy NNW gale with thick snowstorm and rough sea, the Montana, a three mastered schooner laden with salt and carrying a crew of seven, all told, struck the beach ¼ mile N of station and 300 yard from shore. Heavy seas swept over her, and the crew, after burning a torch for help, took refuge in the forerigging the N patrol promptly reported the disaster, and keeper and crew, provided with beach apparatus, reached the shore abreast of the wreck at 12:10 a.m., the keeper having telephoned for assistance to Oregon Inlet and New Inlet stations, the former crew arriving at 1 a.m. and the latter some time later. It was impossible to launch a boat through the heavy surf, and after lighting a bonfire the life-savers placed the wreck gun and fired several lines, some of them going adrift and some to the wreck, but none in such position that the shipwrecked crew could reach it. At daylight the surfmen laid a line over the spring stay, which the crew succeeded in reaching, and after several hours of difficult work six men were landed. The seventh man, the ship's cook, being of advanced year, was washed overboard during the night and lost. Four of the rescued men were sheltered at the station for eleven days, and two for sixteen days. The Montana became a total wreck, and was sold by the master for a small sum.

Date: May 6, 1905, Vessel: Succor,⁸⁷ Cargo:

⁸¹ Annual Report, 1903, pages 149, 288

⁸² Annual Report, 1904, pages 205

⁸³ Annual Report, 1904, pages 195

⁸⁴ Annual Report, 1905, pages 177

⁸⁵ Annual Report, 1905, pages 203

⁸⁶ Annual Report, 1905, pages 119, 286

⁸⁷ Annual Report, 1905, pages 191

Two men, weather-bound, were given succor and lodging for four days, they having no other shelter.

Date: August 10, 1905, Vessel: Succor,⁸⁸ Cargo:

Three men, belated by a storm, came to the station for shelter, and the keeper took them in and made them comfortable until the gale abated.

Date: August 24, 1905, Vessel: Succor,⁸⁹ Cargo:

Two men were afforded shelter at the station, they having no other place to go for the night.

Date: September 5, 1905, Vessel: Succor,⁹⁰ Cargo:

A man lost on the beach came to the station in quest of shelter, and the keeper made him comfortable until he was able to depart.

Date: September 26, 1905, Vessel: Recovery of property,⁹¹ Cargo:

The beach patrol found 1,000 feet of pine lumber which, being gathered up by the surfmen, was delivered to the Commissioner of Wrecks.

Date: November 6, 1905, Vessel: Warned by night signal,⁹² Cargo:

A schooner approaching too near the bar for safety was appraised of the danger by a Coston signal and she immediately hauled offshore.

Date: December 8, 1905, Vessel: Succor,⁹³ Cargo:

A party of 4 persons, storm bound, came to the station in quest of shelter from the storm, and the keeper made them comfortable until it subsided.

Date: December 14, 1905, Vessel: Succor,⁹⁴ Cargo:

A man who had become storm-bound came to the station for shelter. The keeper took him in and gave him succor until the storm showed signs of abating.

Date: February 13, 1906, Vessel: Jennie Lockwood,⁹⁵ Cargo:

During a severe northerly gale, thick weather, and high seas this vessel stranded at 5 a.m. 200 yards E of the station. The patrol discovered her and reported her to the keeper, who telephoned to the Oregon Inlet station to come down and lend a hand at the wreck. At 10 a.m. the Pea Island crew arrived abreast of the stranded craft with their beach apparatus and fired a shot from the Lyle gun, the line falling over the fore rigging. The crew from Oregon Inlet now arrived, and by means of the breeches buoy all hands – there were 7 in all – were safely landed and taken to the Pea Island station and succored for six days. The schooner was lost.

⁸⁸ Annual Report, 1906, pages 169

⁸⁹ Annual Report, 1906, pages 170

⁹⁰ Annual Report, 1906, pages 171

⁹¹ Annual Report, 1906, pages 173

⁹² Annual Report, 1906, pages 193

⁹³ Annual Report, 1906, pages 179

⁹⁴ Annual Report, 1906, pages 125,226

⁹⁵ Annual Report, 1908, pages 91

Date: October 17, 1907, Vessel: Yawl,⁹⁶ Cargo:

Found by the patrol, it was hauled up on the beach to await claimant.

Date: January 11, 1908 Vessel: Boat,⁹⁷ Cargo:

Crew assisted to launch a boat at Oregon Inlet.

Date: January 18, 1908 Vessel: Succor,⁹⁸ Cargo:

A man and woman. Sheltered for the night.

Date: May 18, 1908 Vessel: Succor,⁹⁹ Cargo:

A wayfarer. Cared for overnight.

Date: May 28, 1908 Vessel: Succor,¹⁰⁰ Cargo:

A wayfarer. Given shelter for the night.

Date: September 22, 1908, Vessel: Succor,¹⁰¹ Cargo:

Sheltered a man overnight.

Date: May 16, 1909, Vessel: Succor,¹⁰² Cargo:

Two men overtaken by bad weather: sheltered overnight.

Date: June 4, 1909, Vessel: Succor,¹⁰³ Cargo:

Four men overtaken by fresh breeze, which prevented them from returning to their homes; succored for the night.

Date: June 12, 1909, Vessel: Succor,¹⁰⁴ Cargo:

Four men fed and sheltered overnight.

Date: August 24, 1910, Vessel: Launch,¹⁰⁵ Cargo:

No entry.

⁹⁶ Annual Report, 1908, pages 179

⁹⁷ Annual Report, 1908, pages 117

⁹⁸ Annual Report, 1908, pages 172

⁹⁹ Annual Report, 1908, pages 173

¹⁰⁰ Annual Report, 1908, pages 173

¹⁰¹ Annual Report, 1909, pages 188

¹⁰² Annual Report, 1909, pages 189

¹⁰³ Annual Report, 1909, pages 189

¹⁰⁴ Annual Report, 1909, pages 189

¹⁰⁵ Annual Report, 1911, pages 144

Date: April 20, 1911 Vessel: Two Sisters,¹⁰⁶ Cargo:

3 miles WNW

Date: May 18, 1911 Vessel: Charles J. Dumas,¹⁰⁷ Cargo: Iron Pipe

[Schooner, traveling from Philadelphia to Bolivar, Texas, with a load of iron pipe valued at \$26,000, wrecked 1 mile SE of Pea Island Station. The vessel and cargo were a total loss but all 7 on board were saved. Pea Island crew assisted by New Inlet and Oregon Inlet stations. The 7 survivors were succored at Pea Island for a total of 35 days.]

Date: 1912-1913

No Activity

Date: April 28, 1914 Vessel: Erroll,¹⁰⁸ Cargo:

2 miles NW of Pea Island Station (in Pamlico Sound)

Date: January 20, 1915, Vessel: George W. (N?) Reed,¹⁰⁹ Cargo: Cement

Schooner wrecked by standing. Crew of 17 men taken ashore in surfboat. (Assisted Oregon Inlet Station crew.

Date: December 13, 1915, Vessel: Steamer,¹¹⁰ Cargo:

Warned away from beach by Coston signals.

Date: May 9, 1916, Vessel: Motor Boat,¹¹¹ Cargo:

Engine disabled in Roanoke Sound. Towed to harbor.

Date: May 27, 1916, Vessel: Louise,¹¹² Cargo:

Lost bearings and ran ashore in Pamlico Sound, floated.

Date: July 8, 1917, Vessel: Terry,¹¹³ Cargo:

Stranded 2 miles SW of station. Floated and taken to safe mooring.

Date: July 27, 1917 Vessel: Terry,¹¹⁴ Cargo:

¹⁰⁶ Annual Report, 1911, pages 126

¹⁰⁷ Annual Report, 1912, pages 98,136

¹⁰⁸ Annual Report, 1914, pages 170

¹⁰⁹ Annual Report, 1915, pages 196

¹¹⁰ Annual Report, 1916, pages 221

¹¹¹ Annual Report, 1916, pages 171

¹¹² Annual Report, 1916, pages 175

¹¹³ Annual Report, 1920, pages 229

¹¹⁴ Annual Report, 1920, pages 235

Lost bearings and stranded 3 miles WSW of station [in Pamlico Sound.] Floated and towed to save anchorage.

Date: October 20, 1908 Vessel: Tom Willis,¹¹⁵ Cargo:

[Assisted Oregon Inlet Station crew.]

Date: August 25, 1918 Vessel: Streamer,¹¹⁶ Cargo:

Warned away from shore 2 miles NNE of station by Coston signal.

Date: August 25, 1918, Vessel: Succor,¹¹⁷ Cargo:

Carried to station and succored 8 inmates of buildings at Pen [sic] Island Gun Club that had been washed away in storm.

Date: October 1, 1918, Vessel: Succor,¹¹⁸ Cargo:

Warned away from shore 2 miles NNW of station [in Pamlico Sound] by Coston signal.

Date: March 6, 1919, Vessel: Elizabeth,¹¹⁹ Cargo:

[Assisted Chicamacomico Station crew.]

Date: November 3, 1919, Vessel: Black Hawk,¹²⁰ Cargo:

[Assisted Chicamacomico Station crew.]

Date: 1920-1923

No Activity

Date: March 11, 1924, Vessel: Succor,¹²¹ Cargo:

Two men in motor boat who were overtaken by storm.

Date: July 23, 1928, Vessel: Succor,¹²² Cargo:

Blue Anchor Society supplies provided to 2 members of crew of Oregon Inlet ferryboat, which was caught in sever storm.

Date: November 19, 1929, Vessel: Succor,¹²³ Cargo:

Blue Anchor Society supplies provided to 2 fishermen whose dory capsized.

¹¹⁵ Annual Report, 1920, pages 259

¹¹⁶ Annual Report, 1920, pages 400

¹¹⁷ Annual Report, 1920, pages 400

¹¹⁸ Annual Report, 1920, pages 404

¹¹⁹ Annual Report, 1920, pages 415

¹²⁰ Annual Report, 1920, pages 115

¹²¹ Annual Report, 1929, pages 45

¹²² Annual Report, 1920, pages 51

¹²³ Annual Report, 1930, pages 60

Date: April 7, 1930 Vessel: Succor,¹²⁴ Cargo:

Blue Anchor Society supplies provided to 2 automobilists whose car became stalled in surf.

Date: 1931.

No Activity

¹²⁴ Annual Report, 1930, pages 60

Chapter Four:

Architectural History of the Pea Island Life-Saving Stations

Original station was one of twenty- six 1876-Type designed in 1875 and mostly built in 1878-79 along the Atlantic coast. Of those twenty-six, eleven were built on the Outer Banks of North Carolina during that period of expansion of the USLSS. The style was similar to the 1874 and 1875-type stations in detail and layout. Shingles replaced vertical boarding on the first floor. The roof deck was redesigned and moved from the center of the building to the front. Two dormers were then added on each side of the roof in the middle of the station. A variation of this style station was designed for the Centennial Exposition of 1876 in Philadelphia.

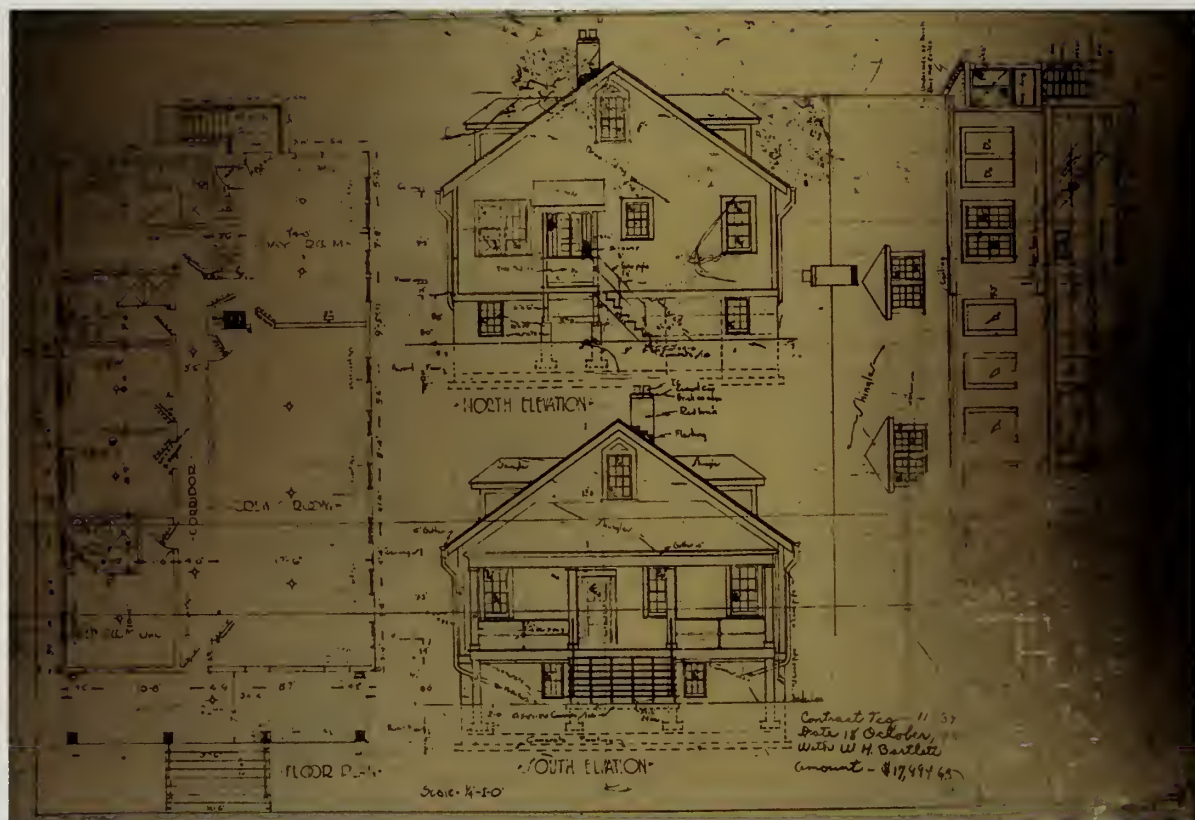


Photo: Pea Island LSS, Cape Hatteras National Seashore

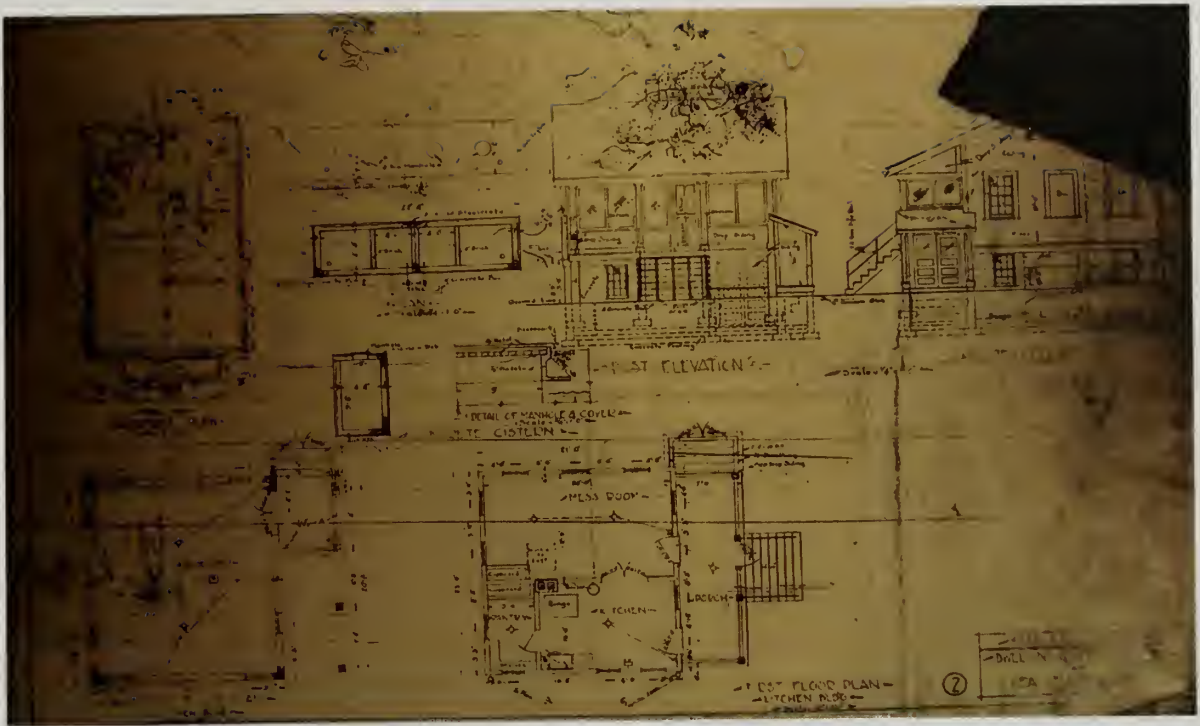


Photo: Pea Island LSS, Cook House, Cape Hatteras National Seashore

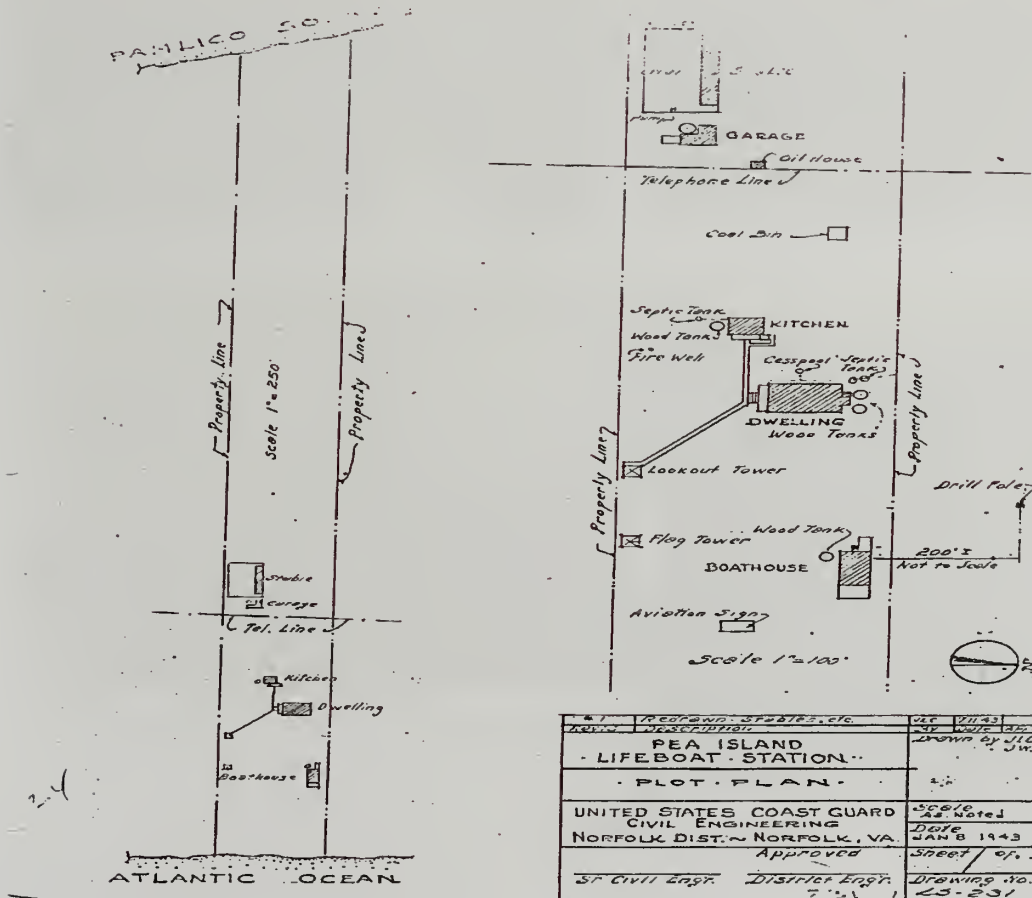




Photo: Pea Island LSS, (1935), Cape Hatteras National Seashore



Photo: Pea Island LSS. (1962), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Cookhouse, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Shed (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Shed, (1960), Cape Hatteras National Seashore

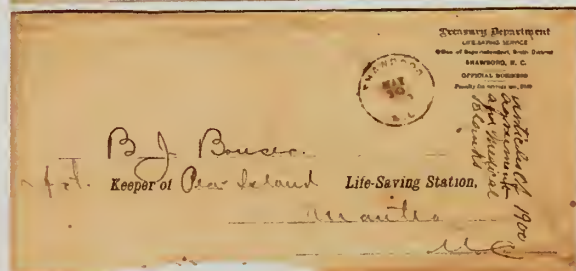
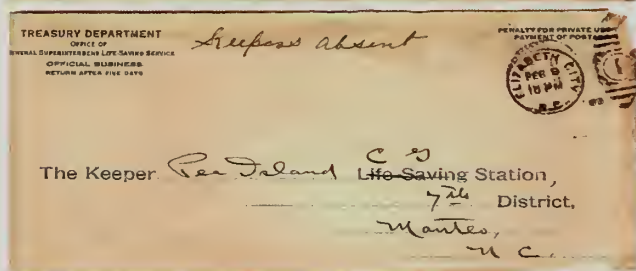
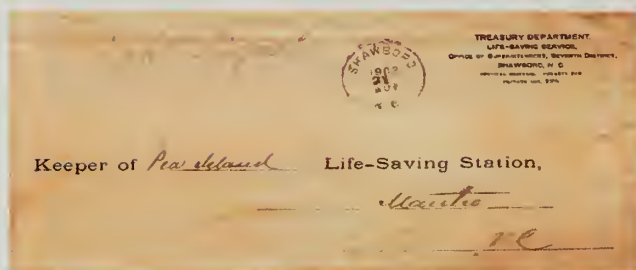
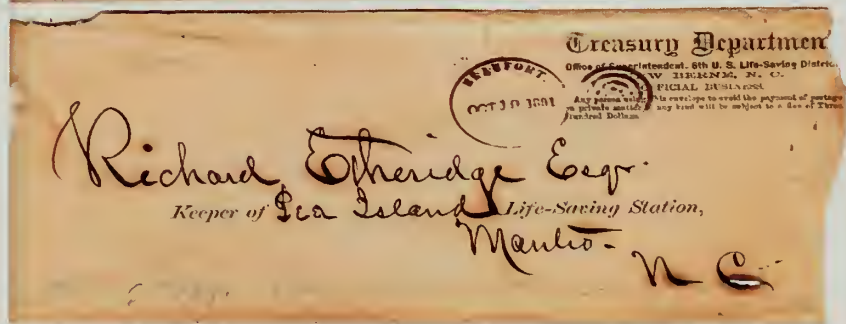
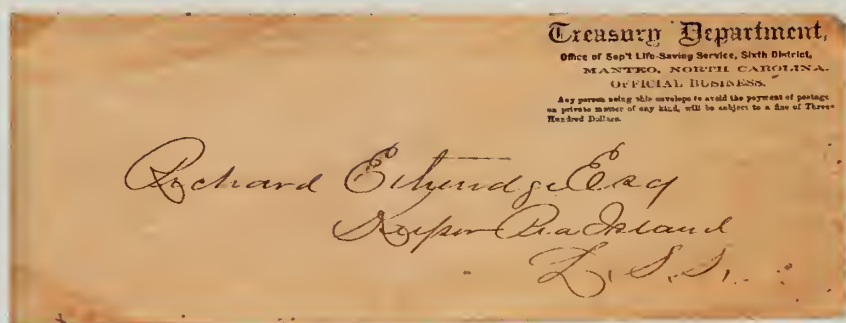


Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore

Appendix:

Collection of Letter of Pea Island Life-Saving Station (1880-1911)

The National Park Service, Outer Banks Group is the keeper's of some 249 archival collections of original letters of the Pea Island Life Saving Station from 1880-1911 including photographs of the Station. The follow pages contain a sample of the letters for you to read.



No. 19. TREASURY DEPARTMENT

Capt. Etheridge.

Your voucher should always accompany applications. I enclose one, which you will fill in and return at once.

I notice the applicant states he has been in the U.S. Service a temporary employee. You should qualify this, in your voucher in question no. 9, and state the fact; he has been only a contractor, as far as I know.

May 27, 79.

Wm. H. Etheridge

Copy

November 29 0

J. H. Etheridge, Superintendent
Sixth Life-Saving District,
Wilmington, North Carolina.

Sir

Your letter of the 20th instant, stating that Wiley O'Neal, sailorman at Life-Saving Station No. 20, reported that on the night of October 2nd last, he met David P. Gray, sailorman of Station No. 19, on the patrol, when in fact he did not meet him, is received. You will direct the keeper of Station No. 20, to forthwith dismiss sailorman O'Neal from the service and forbid his future employment in any of the stations in your district.

You will enclose this letter or a true

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT,
Wilmington, N.C. November 29, 1880.

Richard Etheridge Esq.
Keeper L. S. Station No. 17

Sir

Enclosed find copy of a letter from the Comd. Superintendent, discharging sailorman Wiley O'Neal from the service, and instructing you in your action in similar cases, also requiring you to read said letter to your crew, and to copy the letter in your journal, and make record that it was read to your crew, in your journal and weekly transcript.

Very Respectfully

J. H. Etheridge
Comd. Superintendent

Copy of it, to be read by the keeper of each station to his crew, and enter a copy thereof, and the fact of its reading, upon his journal; and each keeper is hereby directed, upon satisfactory and sufficient evidence, to immediately discharge from the service any sailorman of his crew, who fails to completely perform his patrol duty, without a good and sufficient reason, and to forward a statement of the facts at once to this office.

Each keeper is also directed to take the same action in the case of any sailorman making a false report in reference to the discharge of his duty.

Very Respectfully
J. H. Kimball
Comd. Superintendent

Superintendent of Life-Saving Stations.

SIXTH DISTRICT.
Monte, N. C. February 11 1881

Richard Etheridge Esq.
Keeper L. S. Station No. 17,
Sir

By instructions received from the
Genl. Supt. under date of January 28, 1881
You are directed, whenever a telegraph
pole belonging in your patrol dis-
-trict, is found down to prop it up
so that the line will be free from
the ground, and report the fact
to the nearest telegraph station
either through patrol or by other
means at the earliest opportunity

Very Respectfully

W. Etheridge Supt.

December 7th 1880

Richard Etheridge,
Keeper Life-Saving Station "17, District "6,
Monte, Dare Co.
N.C.

Sir:

You will furnish this office with the names
of the persons who now compose your crew and
upon the circular recently sent you by the
Superintendent, marked Form No. 111, report
all changes since the commencement of the
present active season.

Very respectfully,
J. S. Warburton
General Superintendent.

OFFICE OF
Superintendent of Life-Saving Stations.
SIXTH DISTRICT.

Monte, N. C. December 22 1880

Richard Etheridge Esq.
Keeper L. S. Station No. 17,
Pia Island N. C.

Sir
You are instructed to keep a horse at
your station for the use of the Government
on all occasions where it may be ad-
-vantageous, from the 1st day of December
1880 to the 1st day of April 1881, at a
compensation of five (\$5.00) dollars
per month.

Very respectfully

W. Etheridge
Superintendent

Treasury Department.

OFFICE OF GENERAL CLERK
Washington, D. C.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., / 26 . 1885

10th Id., 64, 65.
Kepler Gift Living Station.
Pia Island H. C.

Dear Sir,
I have not yet the receipt of
your letter, you will not expect
to get the financial of your Station
and I have a transcript of the
letter to the U. S. Dept, during the
winter, as it is being the
winter season.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., Dec'r, 3, 1883

Richard Etheridge Esq.
Keeper Pea Island Station
Sv

I send you two sets of miniature
signals, for the purpose of instru-
cting your crew in the inter-
national code of signals.
You will enter them upon your
inventories of public property.
Very respectfully
J. W. Eldridge
Secy.

OFFICE OF
Superintendent of Life-Saving Stations,
FIFTH DISTRICT.

Manteo, N. C., *June 18*, 1884

Richard Etheridge Esq
Knapen Rd. Island Sta
Sir.

You will please in-
form this Office - if the
surveys composing your
enw. - rather be paid in
May for the quarter ending
March 31. and for the
month of April - or be paid
in April for the quarter
ending March 31

and wait for their pay for April until July when the regular visit is made -

Very Respectfully
C. M. Stephens
Secy.

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., March 21, 1884.

Mr. R. Etheridge

Keeper, Pea Island Life-Saving Station.

6th District.

Manteo, N. C.

Sir:

There have been mailed you this day 13 copies of the Report of the Smithsonian Institution and 1 copy of the Report of the Commissioner of Fish and Fisheries, which have been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the books, enter them upon the inventory of your station, and care for them as public property.

Very respectfully,

A. J. Kimball

General Superintendent.

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., May 7, 1884.

Mr. R. Etheridge

Keeper, Pea Island Life-Saving Station

6th District.

Manteo, N. C.

Sir:

There have been mailed you this day 13 copies of the Report of the Smithsonian Institution and 1 copy of the Report of the Commissioner of Fish and Fisheries, which have been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the books, enter them upon the inventory of your station, and care for them as public property.

Very respectfully,

A. J. Kimball

General Superintendent.

U. S. Life-Saving Service,
Manteo, N. C. June 7, 1884
Capt. R. Etheridge
Keeper, Pea Island, L. S. S.
Sir:
Receipt of Patent
S. C. on Canvas Receipt
for a copy of the Report of
the Smithsonian Institution,
D. C.
Respectfully
(Signed) E. C. Chaytor
Lieut. U. S. N.
Asst. Supr. U. S. S.

U. S. Life-Saving Service,
Manteo, N. C. June 7, 1884
Capt. R. Etheridge
Keeper, Pea Island, L. S. S.
Sir:
On the receipt of library
intended for your station you
will place the books on the inventory
as the property of the Station.
You will take special care of their
preservation not allowing them to
be taken from the station under
any circumstances.
Very respectfully,
E. C. Chaytor
Lieut. U. S. N.
Asst. Supr. U. S. S.

Martha Dar. C. & M.
July ^{the} 28. 1444

Lieut Chayton Esq.

21st. Inspecting of the Life Savings
 minus Sir as is Mad talking With you
 a boat again back in the life savings
 minus Sir is What be talk of if you
 Will see Capt Re Chase Etteridge
 and ask if for me to get back With
 him as I am, I former that Sir Will
 be a nonsense in his stables and he
 told me When I Left Sir if the General
 Superior time not answer my letter
 from but that he Would excuse me
 in my place back Sir is Would
 be glad if you Would see him
 but as you know Just What shop
 to enter but not better than I can tell
 you so I leave to all you can for me
 I know if you Will talk With him you
 can get him to do it

30 Mathison m^o &
Husselbut & Associates
R. F. Sales

and if you could make every
chance for me this or every other
day you could not. I am for me
at Nantes and I will have me at
the call list at her. What it may
it don't make every. Do let the difference
with me the as it is all the coast crew
that War my care for. I have a ship of
him

Dear Pleas I all forgive you
can I am not bragging self
but in a William show you that
they can be found every colored
man that call you this name Polmy
more in the regard of the sum
there can be that a William show
you.

Dispatched by 7c
 Aug 8. 1866
 Ref. to Richard
 Lathrop's Report
 Wm. Ward, L.L.D.
 S. C. Chapman
 and Messrs
 East's Report

U. S. Life-Saving Service,
Elizabeth City, Md.
July 20, 1854

*Richard H. Turner Esq.
Supt. of Prisons & Inspr.
Harrisburg, York County N. C.*

When you employ the crew for the coming decline season, then 1891 & 2 careful must be made who are capable of taking charge of the boat in going to and from the beach should they be required ~~for them~~ to do so during your absence from the Station and the names of the crew to be men who are familiar with the coast. It will be required of you crew to communicate many of the following danger signals and their

creaming, or fat anytime the
within mentioned signals
should be replaced by a passing
vessel they were to be understood
without referring to the International
signal book.

H-P-A-J-A-K-A-L
 A-L-A-L-A-L-A-L
 A-L-A-L-A-L-A-L

Very respectfully
D. C. Chautau,
Lieut. U. S. A.,
West, Indpr.

August 21

Richard E. Thiridge Esq
Keeper Bea. Island L.S. Station
Maui, Mo.

Sir

You are instructed to provide your station with one surfman by the first day of September next, and one additional man from and after Dec. 1st in accordance with the Revised Regulations for the Government of the U.S. Service 1884.

You will select competent men for these positions, permitting no considerations, whatever other than personal worth and professional capacity to influence you in their

employment or retention. Not more than one from the same family is to be employed at a station except when adherence to this rule would be detrimental to the interest of the Government, and this provision will be understood as extending to the family of the keeper. See paragraph 87 - Rev. Regulations - 1884.

In view of the experience and skill already gained by the members of the present crew, they will in every case with the foregoing exceptions be re-employed as far as they are willing to serve unless the keeper can give substantial reasons for their non-employment in which case the reason must be fully stated and forwarded to this office (see paragraph 80 and 81. Rev. Regulations - 1884).

The crew will be employed in accordance with form No 1803, and will remain at the stations from the date above

15

named to April 30, 1885, inclusive at a compensation of Eight Dollars per month during that period, and when attending vessels that may occur subsequent to the last named date. For the purpose of insuring life or property each surfman will be paid the sum of Three Dollars (3.00)

The articles of engagement will be signed in duplicate, and you will forward them to this office as soon as they are executed.

Occasionally to call your attention particularly to the importance of the service to be rendered, and to urge upon you the necessity for the greatest vigilance and activity in carrying out the provisions of the Regulations for preserving life and property from wrecked vessels, especially those relating to the patrolling of the beach. (See Paragraphs 108 to 110, inclusive Rev. Regulations - 1884. See Circulars No. 49 - Dec. 22, 1880 - and No. 3 - March 28, 1881)

Every person connected with the service will be held to a strict accountability for the faithful performance of his duties.

Very Respectfully,
R. E. Thiridge
Superintendent

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., August 21, 1884

Richard Etheridge Esq.
Keeper Pea-Island Sta-
tion

You will cause all sur-
men you engage, whether now
in the service or not, to furnish
a certificate of physical qu-
alification before signing the
articles of engagement forms
1800. enclosed

Very Respectfully
R. M. Etheridge
Supt.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C. December 22, 1884

Mr. Richard Etheridge Esq.
Keeper Pea-Island S. S. Station
Sir

You are directed to make a monthly report to the
General Supt. of the amount of kerosene oil used
in your station during the coming calendar year.
Your report must show the aggregate number of
hours each lamp & lantern is burned during the
month, the size of wicks used in each & the total
amount of oil consumed during that period in all
the lamps & lanterns combined.
By the use of the five gallon cans lately furnished
the station, you can arrive at a very close
approximation of the amount of oil consumed.

Very Respectfully
R. M. Etheridge Supt.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., March 26, 1885

Capt. Richard Etheridge.
Keeper Pea-Island S. S.
Sir:

Capt. Midgett of New
Inlet Station will instruct
you, how to use the paint
No 34. for inside work
and paint your station
According to his instructions.
When the canvas that was
sent to your station this
season, ~~sent to you~~

containing oil, are empty,
send them to me at Elizabeth
City - N. C. any time after
the 1st of May next.

Very respectfully
Your Obedt. Servt.
E. L. Chayton
Lieut. U. S. A.
Asst. Inspector

Very respectfully
E. C. Leary
Lieut. U. S. Army
Asst. Insp.
and acting Supt.

Asst. Chap. OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
Stags Head
~~Wilmington~~, N. C., August 22nd, 1885

John Keper Pen Island, L. I. S. S.

3.
On the spring of the action again, you will make a list of the cooking
house folks and any other activities used by the crew of your station.
and shall take the soul of the action again, you will ascertain if that
possibility of properly still remain. It will be your duty to find out
what number of your crew is destroyed what any of the cooking house
folks &c. and then compile in a list place them or become persons
able to furnish for the activities yourself. I would suggest that
the cook would be the proper person to look after the cooking &c.
as he has them constantly under his observation and let them
furnish you with the he source of parties.

Very respectfully,
O. O. Chelton
Lieut. U. S. Army
Assistant
Quartermaster
Fort Snelling

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

SIXTH DISTRICT.
Spain Branch *Mexico, N. C.* *Completed* 1885

1. is' Lehigh & Schuylkill
Lefter & Co. Inc., N. J.

7. The body of the bill is in conformity with the
instructions of the committee of the Senate on September
1, 1856 to April 30, 1886 inclusive, & also additional
instructions from December 1, 1856 to April 30, 1886
inclusive; the only to be noted in the record are
the 2d & 3d articles in the provisions of
the 7, 80, 81, 82 & 83rd articles and
regulations of the Executive Service, 1884, and
the compensation of the 4450, = per month
each during that period, and when attending work,
to pay for the night time, active service, for the
protection of life or property, each man
will paid the sum of \$43. =. The article of

engagement, from 1853, should be retained in duplicate.
properly dated, &c. under the check number with
copy of the original bill, &c. If from different
part, remitted to the Cash Dept.

[illegible]

You are invited to attend a lecture given by
Miss Caroline, Department No. 9, 1886, Employment
of temporary persons in the Life Savings Service, will
increase the pay for a period of one than one day.
Occasion in the future - call your attention particularly

by the importance of the service to be rendered, and the
 responsibility involved, for the prudent vigilance
 and conscientiousness required by the provisions of the
 regulations for practicing life saving properly from un-
 der the especially strong relation of the facts of
 the case. It is to be noted that the attention must
 be paid to the fact that the person is not a life
 saving station in the sixth district and is not directed
 to be but must be neglected that as possibly
 of the case. On the fact and connection with the station
 will be held to be a station of accountability for the
 faithful performance of his duty.

Very respectfully

J. J. P. P. P.
 Superintendent.

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT.

Poplar Branch, N. C., Aug 26, 1885

Capt Richard Etheridge
 Keeper of Pea Island L. S. S.
 you will inform me at once
 the distance between the practice
 pole and sand anchor at the
 drill grounds of Pea Island
 L. S. S. Very Respectfully

J. J. P. P. P.
 Superintendent L. S. S.
 6th District

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT

Poplar Branch, N. C., Aug. 26, 1885.
 Capt Richard Etheridge
 Keeper of Pea Island L. S. S. M. J. W.
 Porter of Baltimore M. J. W. having
 entered into contract with the
 Government for the repairs and
 improvements of Pea Island L. S. S.,
 you will render him every facility
 for the performance of the work, not
 incompatible with the efficiency of
 the Station or the interest of the
 Government.

Very Respectfully,
 J. J. P. P. P.
 Superintendent L. S. S. 6th District

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., September 7, 1883.

Mr Richard E. Knudsen,
Keeper,
Bear Island Life-Saving Station.

Sir,

Maule, Kate Emily, North Cordonia.

Sir:

There has been mailed you this day a copy of the Report of the Smithsonian Institution and ~~copy of the Report of the Commission of Fish and Fisheries~~ which has been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the book enter it upon the inventory of your station, and care for it as public property.

Very respectfully,

A. D. Knudsen
General Superintendent.

your or the adjoining stations, all work on the stable must stop and go at once to render assistance. The regular patrolling of the beach must not be neglected.

Give the Capt of the Schooner a receipt for the lumber &c. and see that the amount received corresponds with the receipt, as the money will be in Norfolk on the 20th of this month, it is expected that the stable will be ready at that time, you will therefore use your best endeavors to have the order carried out in every particular.

Show this letter to the Keeper of Oregon your authority for calling on him for assistance in constructing the stable, I will instruct the Capt of the Schooner to display at the vessel's foretopmast head a flag, you will instruct your crew to be constantly on the look-out for such signal, after the receipt

U. S. Life-Saving Service.

Norfolk Va

Dec 10th

1883

To Keeper of the Island of Id.

By Patrol

Sir:

There will be forwarded to you in a few days a Schooner, material to build a stable, upon arrival of the Schooner, opposite your station you will take your crew and go on board the vessel and raft ashore the lumber &c. and do not keep the lumber in the water any longer than is absolutely necessary, you will call upon the Keeper of Oregon, to assist you in conveying the stable with his crew, you will construct the stable in accordance with the enclosed plan, and place the stable as near the station as possible, guarding against the sanding up of the same. Should a wreck occur

of this, and don't delay the vessel.

You with the crew of Oregon under all aid in your power that may be required by the Capt of the Schooner, so as not to delay in the forwarding of the supplies, Mr. Drinkwater has contracted to haul the lumber &c. to your station.

Very Respectfully

E. C. Knudsen

Lieut. U.S.N.

U.S. Inspector.

Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Wilmington, N. C., Dec. 16th 1885

Richard E. Schriege
Keeper Pea Island L. S. S.
Sir:

Please report to me, fortnightly, distances of each patrol boat, distance North and distance South, and the course of each boat. Also state the time that each patrol leaves the station and time of return to station. Also condition of the beach patrolled by your men, whether it can be patrolled in all kinds of weather, and if not, state the reason why.

Respectfully
J. J. Payson

Sept. 6th L. S. S.

U. S. Life-Saving Service,

Elizabeth City, N. C.

Feb. 17th 1886

To Keeper of Pea Island L. S. S.
Sir:

On and after receipt of this letter you will keep a good lookout for a Schooner displaying at her fore mast two red burgees which has on board prize for your Station. You will render the Master of the Schooner all aid in your power to land the prize, seeing it is kept perfectly dry, giving a receipt for the prize to the Master, showing the condition when received.

Yours Respectfully

J. J. Payson

Sept. 11. U. S. Life-Saving Station

OFFICE OF

Superintendent of Life-Saving Stations,

SIXTH DISTRICT.

Wilmington, N. C., Feb. 11, 1886.

Keeper Pea Island L. S. S.

Sir:-

I received a letter from the General Superintendent, directing me to inform you that - the monthly report of the amount of kerosene used must be discontinued,

Very Respectfully,

J. J. Payson

Superintendent of the U. S. L. S. District.

OFFICE OF

Superintendent of Life-Saving Stations,

SIXTH DISTRICT.

Manteo, N. C., Feb. 16, 1886.

Received of the
Keeper of Pea Island L. S. S.
the amount of kerosene
used for the month of
Jan. 1886 - \$5.00
J. J. Payson
Superintendent

U.S. Gov. Sloop "Alert"
March 4th, 1886.

Mr. Richard E. Etheridge
Keeper Pica Island L. S. I.

Sir: Please follow out instructions
contained in within receipt, and send
same to me at Elizabeth City, Md.
Very respectfully
A. C. Chappin
Scribble from
Assistant

Please sign to above receipt
and date when recd from
Capt. Daniels, and send same
to me at Elizabeth City, Md.
Very respectfully
W. J. L. L. L.

Superintendent of Sixth U. S. Life Saving District.

Paper 10000, U. S. L. S. District 4

1886

Keeper Pica Island L. S. I.
Sir:-

For reference to letter from the General
Agent: U. S. Life Saving Service, dated Feb. 22, 1886.
If you or any of your crew desire to apply
for the benefit provided by sec. 8 of the
act of May 4th, 1882, see revised
regulations, page 23 sec. 8 life saving
service 1884. It will be necessary for
you to provide the affidavits of two or
three witnesses who were present at the
occurrence of the fact setting forth the
cause where and the circumstances
under which the injury or disease was
contracted, also a certificate from the
Doctor giving the whole story of your

absence from the station, the cause
thereof and other information you
may have relating thereto.

The application should be accompanied
by a certificate from a marine hospital
surgeon, if one be accessible, if not from
a practicing physician of good repute
of whom residing before and your crew
will watch for stating the nature of your
disease and the probability of its
having been caused as claimed. When
ready apply will be required to forward
to me all papers for my approval.

See, conforming with this enclosed -
you will find blank.

Very Respectfully,

J. P. Rayner
Superintendent 6th U. S. L. S. District.

U. S. Life-Saving Service.
Elizabeth City N.C.
1886.

To Keeper of Pea Island L.S.S.
Sir

Immediately upon the receipt of material you will construct a screen door for each of the doors belonging to the stable and also a screen for each of the windows.

You will construct the screens both for the doors and windows in a substantial manner, securing them well at the ends, should you not have ^{sufficient} ~~waits~~ at the station as none is furnished for this purpose to make the frames. Call upon the keepers of any of the adjoining Stations, after tacking the wire cloth to the frames you will place over the tack heads, a button to keep the tacks from drawing out, and

enough for the strips for battens, the bare screws to be hung on hinges which is furnished, and the window screens to be fastened with wooden buttons on the out side.

You will send me a receipt for the material furnished, also inform me at what time you completed the screens.

Very Respectfully
E. C. Wharrier
Lieut. U. S. R. M.
Asst. Inspector

Blue all crack that will admit of
inspiration.

secure this battens with the spunk screws furnished, you for that purpose.

Care must be taken that the frames will fit nicely in the frame of the door and windows, and are to be kept constantly closed except when passing to and fro, and then not to be opened any longer than is necessary for you to pass in and out.

The Hay racks will be placed in position as soon as recd, there being a right and left handed rack sent you, care must be taken in cutting the wire cloth that you do not get it too ^{loose} or, a sufficient one can be sent you to make the screens.

Consider the amount of lumber sent you sufficient to make the frames for doors and windows, and give you

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., May 27, 1886.

Keeper, Pea Island

~~name~~

Life-Saving Station.

6th Street.

Manteo, N. C.

Sir:

There have been mailed you this day a copy of the Report of the Smithsonian Institution ~~and~~ ~~which~~ ~~has~~ ~~been~~ ~~kindly~~ ~~furnished~~ ~~this~~ ~~Office~~ ~~for~~ ~~distribution~~ ~~to~~ ~~life-saving~~ ~~stations~~ ~~by~~ ~~Professor~~ ~~Spencer~~ ~~F.~~ ~~Boird~~, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the books, enter it upon the inventory of your station, and care for it as public property.

Very respectfully,

J. I. Kirkland

General Superintendent.

U. S. Life-Saving Service,
Elizabeth City, D. C.
July 30th 1886

Mr. Richard Etheridge
Keeper Pea Island L.S. Station
Sic.

As to the quantity of food you will give to the horses during the inclement seasons, must be governed by your own common sense and judgment, giving them just enough of the feed to keep them in good order. You will exercise the horses by either driving or riding them at least 7 miles a day, and note the same on your log.

Very respectfully
J. J. Payner
Sept 6th 1886
Acting Surgeon

OFFICE OF
Superintendent of Sixth D. S. Life-Saving District,
Pope's Branch, N. C. October 29 1886

Henry Daniel surgeon
Pea Island Life saving station -
Sic.

you are hereby granted leave for visiting court in Dare county on business from November 1st to 6th 1886.

Very respectfully
J. J. Payner
Sept 6th District

OFFICE OF
Superintendent of Sixth D. S. Life-Saving District,
Pope's Branch, N. C. Oct 1st 1886

Richard Etheridge Keeper
Pea Island Life-Saving Station
Sic.

Send on 3 check for the old horse harness and let the Patent wait until I get near at hand. O'clock

Very respectfully
J. J. Payner
Sept 6th

OFFICE OF
Superintendent of Sixth D. S. Life-Saving District,
Pope's Branch, N. C. Nov 29th 1886

Richard Etheridge
Keeper Pea Island L.S. Station
Sic.

Yours of the 20th instant received. In reply will say that the check of C. R. Mudgett is all right, send it to the Bank on which it is drawn and he will receive his money for it, the deposit made with the Norfolk National Bank was not sufficient for the expenses of the quarter. There has been an other deposit made with the Norfolk National Bank of Norfolk Virginia all parties holding check signed by me will receive their money on presenting their check now any time,

Respectfully
J. J. Payner
Sept 6th Life S. Dist.

Supplies

Jan 20th 1887

Mr Richard Etheridge
Keeper Pea Island L.I.

Sir:

Having received information from the General Supt of Life-saving Service that an extra set of beach apparatus had been sent to each Station where the beach apparatus is used, you are therefore instructed to see that the extra rope is broken out from the coils the same taken out and the whole put in readiness for instant use the same as the old gear. You will report to me what material of any such as whip-reels etc, are needed by you to complete the second or spare set. You will please furnish the required information as early as possible.

Very Respectfully
J. D. Kimball
Supt. U. S. L. S. Service

Treasury Department,
Office of General Superintendent,
U. S. Life-Saving Service,
Washington, D. C., February 26, 1887.

Pea Island Life-Saving Station,
Marion, N. C.

Sir:

Your office has been informed by the Secretary of the New York Auxiliary of the National Relief Association, that a package containing 3 Eadiegan jackets, and 3 caps, for the use of shipwrecked persons at your station, had been mailed to your address. Upon receipt of the package, you will enter the articles in the inventory of the station, and see that they are properly cared for and used only for the specified purpose.

You will notify this office of the receipt of the package, stating whether all the articles are received in good condition. When any of the supplied articles mentioned are used by or furnished to shipwrecked persons, you will inform this office by letter of the fact, and forward a list of the articles used and expended.

Respectfully yours,
J. D. Kimball
General Superintendent

3551

Elizabeth City — Mr March 22^d 1887

Mr Richard Etheridge
Keeper Pea Island L.I.

Sir:

In accordance with telegraphic instructions received from Genl Supt L.I. in the future you will take a No. 7 No. 8 or No. 9 shot line to all vessels where for long it is believed, and use for hauling no. 1 line. Put tail block on board a No. 9 shot line.

By No. 7 line fails to reach the vessel with boy powder, use No. 4 line with boy powder, if that does not reach, use No. 4 line again with no. 6 or 8 boy powder, after getting either the No. 7 or No. 8 line to the vessel, haul on it the No. 9 line, & have the No. 9 hauled off to vessel, with whipline and tail block attached.

This order must be carried out in every particular.

Very Respectfully
E. B. Cherryton
Lieut. U. S. L. S.
West Supply

Received of
Richard Etheridge
Keeper

Pea Island L.I.

for services rendered to
the Schooner Rachel A. Collins
Jan 25th 1887
J. D. Etheridge

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District.

Myler Branch, N. C. September 2nd, 1888.

Superior Sea Island,
Life-Saving Station
Sir:

By reference to your letter of instructions you will see that surfmen are required to sign their names on forms, it is also provided at the head of the space where surfmen are to sign, "Signatures are full." you will come to the conclusion to be made and in future see that it is done. Return corrected forms 1803, at once.

Respectfully Yours

Superintendent of Life-Saving Stations

OFFICE OF
Superintendent of Construction U. S. Life-Saving Stations,
No. 24 STATE STREET, NEW YORK

January 22, 1889

Superior Sea Island to the edge,
Sea Island Life-Saving Station,
Atlantic,
U. S.

Referring to notices of inspection of towers with the notice of the 21st inst. you are informed that the errors are corrected and the station, Sea Island, and not for the other side. In the notice you which station they were included by mistake. You will therefore retain the same. Respectfully yours,
for the Devil Hills Station. Captain, U. S. Life-Saving Stations.

13. 612.

OFFICE OF
Superintendents of Construction U. S. Life-Saving Stations,
No. 24 STATE STREET, NEW YORK

January 21st 1889

Mr. Richard E. Hedges,
Keeper Sea Island Life-Saving Station,
Atlantic,
U. S.

Sir:

I will enclose to be shipped to you at Roanoke Island, via, Old Dominion Lines, etc., charges free paid, one package containing 13 one pound packages of sal-ammoniac and 3 quires, for use of telephones, and you are requested to forward by postal, one 1-lb package of sal-ammoniac to each station from Kill Devil Hills to Duxbury, both inclusive (13 stations) and the 3 quires to Sea Island station.

with the accompanying notices of shipment and forms of receipt.
Respectfully yours,

Captain U. S. Life-Saving Stations,
Inspector

Phila Pa
Jan 11. 89
bapt
I wrote Mr Drinkwater
requesting him to send you
a Zine for your battery
by Parcel. I will make
requisition to the General
Superintendent for some
supplies and will send
you Salt and Zinc.
Yours Very Truly
William Bullock
Telephone Expert
Life Saving Service

Uniforming and Contract Department.

December 28th, 1889.

We have shipped the Uniforms for you at the
Station but it will be necessary for us to send
without the knitted Guernseys as they have not
yet come to hand. We will not send the invoices
and receipts for the clothing until the Guernseys
are shipped.

Yours respectfully,

Wassmaker & Brown.

G. E. COOPER, MANAGER,
IND. WORKING DEPT.

Assistant Inspector of North Gl. S. Life Saving District.

Keeper of Pea Island
Life-Saving station.

You will see that the following instructions relative to the care of the telephone are complied with in every particular:-

2. Unless in cases of urgent necessity the hand telephone will not be kept off the hook for more than ten minutes at any one time.

4. The line will be tested each morning

The following information was received from the General Superintendant dated March 1, 1907, in connection with the official telegram to be forwarded for your guidance.

"* * * whenever a letter, or package, which is due to be delivered to the addressee is returned to the post office by the carrier, it is delivered to the addressee, unless the carrier's refusal to deliver is based on the fact that the addressee has refused to receive the letter, or to deliver them at destination. In such event payment should be made and it is not if such refusal occurred in this office is every instance."

"The words 'official business' should be written on every telegram, and on exact copy of each letter, except such as are addressed to officers in Washington, D. C. and to be retained and forwarded to this office."

W. Sprudge

Received of Captain
Richard Etheridge
One Hundred & Eighteen $\frac{66}{100}$
being the amount Due me
by the Government as Salary
this April the 24th 1890
H. L. Daniel
M. K.

Elizabeth City N.C.
or to the Keeper of Pea Island
L. S. S. Warden Dan A. N.C.
Yours very respectfully
H. N. Irving
Surfman No 6
Richard Etheridge
Keeper
Pea Island
L. S. Station

or to the Keeper of
Pea Island L. S. S.
Warden Dan A. N.C.
Yours very respectfully
H. N. Irving
Surfman No 6
Richard Etheridge
Keeper
Pea Island
L. S. Station

Pea Island, L. I., Sept 28 1890
 Messrs. Vanamaker & Brown
 S. E. Cor. 64 Market Street Philadelphia.
 Please send me the following
 articles of uniform goods which
 will be paid for out of my check
 for the quarter ending Jan. 1891
 1 heavy pair of trousers to cost \$5.00
 43, 32, 34, 40, 28, 20, 21,
 1 Guernsey frock, with red letters
 on the breast Pea Island, L. I., Oct 1890
 1 uniform cap. 7 1/2. price \$2.50
 1 knitted Phrygian cap, price 40¢
 1 storm hat, price 50¢
 height, 5 foot 10 inches
 weight, 180 pounds
 to be shipped to Lieut.
 W. A. Tailing assk
 Inspector, Elizabeth City N.C.

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,

New Bern, N. C., December 18th, 1890.

Keeper Pea Island,
 Life-Saving Station.

SIR:-

The signals, approved by the International Maritime Conference convened in Washington, in October 1889, and adopted by the Life-Saving Service, are described as follows:-

"Upon the discovery of a wreck by night the life saving force will burn a red pyrotechnic light or a red rocket to signify- You are seen; assistance will be given as soon as possible."

"A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify- Haul away."

"A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocket, or white Roman candle fired by night will signify- Slack away."

"Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a blue pyrotechnic light burned by night, will signify- Do not attempt to land in your own boats. It is impossible."

"A gun on shore beckoning by day, or two torches burning near together by night, will signify- This is the best place to land."

"Any of these signals may be answered from the vessel as follows: In the day time- by waving a flag, a handkerchief, a hat, or even the hand; at night- by firing a rocket, a blue light or a gun, or by showing a light over the ship's gunwale for a short time and then concealing it."

You will observe that the use of the red and white lights are necessary to make some of the signals at night. Hence, a supply of lantern globes, either white or red (ruby) are required at your station. You will therefore immediately report by letter to this office, the number of each kind of lantern globes (white or red) you have on hand; also the exact size of each kind of globe, to fit the lanterns in use. The flags, red and white, will be forwarded from the department, and upon reaching the station, you will mount them upon suitable staffs, ready for use.

Two torches will be sent to each Station by the Inspector.

You will in future, promptly notify this office, when any of the articles described above, are needed to replace those expended. Two copies of this letter are sent you, that one may be posted in some convenient place in the Station, that surfmen may often refer to the signals, herein described, and familiarize themselves with the same.

Respectfully Yours,

J. W. Etheridge,
 Superintendent.

Sixth U. S. Life-Saving District,

Pea Island Station,

December 9th 1891.

Lieut. W. A. Tailing
 Asst. Inspector L. I., Elizabeth City N.C.

Enclosed you will please find the
 List of Supplies received at this Station &
 the Receipt for the same. I send you
 the 2nd barrel of oil for this & Oregon Creek Station.
 Yours Very Respectfully
 Richard Etheridge
 Asst. Insp.

Telephone Keeper Payne to forward me
 a receipt for the number of gallons
 of oil that his barrel contained and
 you do the same. W. A. Tailing
 Asst. Inspector

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,

New Bern, N. C., May 20 1891.

Keeper Pea Island,
 Life-Saving Station.

Sir-
 Your transcript of Journal for
 the week ending April 25 & May 2
 have not been received at this Office.
 As your transcript for the week
 ending May 9 - has been received,
 the one for April 25 & May 2, must
 have been lost in the mails.
 or the party whom you sent to
 the office by failed to mail them.
 The Department are complaining
 about the delay in transcripts being
 forwarded -
 Sprague R. R. R.
 J. W. Etheridge
 Asst. Insp.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N. C. May 30 1891

Keeper Pea Island
Life-Saving Station

Sir-

I have this day forwarded you by mail
One (1) red & one (1) white flag.
You will enter them upon the Inventory
of Public Property, at your station & properly
care for them but under no circumstances
will you display them, until instructions
have been given you by the Department.

Respectfully Yours
W. H. Churchill
Supt.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N. C. August 3 1891

Keeper Pea Island
Life-Saving Station
Monticello N. C.

Sir,

You will engage six (6) men for duty
at your station (Pea Island) from September
1, 1891 to April 30, 1892, inclusive, & an addi-
tional surfman from December 1, 1891 to
April 30, 1892, inclusive.

The men will be engaged in accordance
with, and under the restrictions contained
in the provisions of Paragraphs 7, 80, 81, 82,
87, 145 & 147, of the Revised Regulations
1884, and to receive compensation at
the rate of Fifty (\$50.00) dollars per
month each, during that period,
over

and when attending vessels
that may occur during the
"inactive season", for the purpose of rescue-
ing life or property, each surfman will
be paid the sum of three (\$3.00) dollars.
The Articles of engagement, form 1803
should be signed in duplicate & forwarded
with the other papers to this office as early
as possible.

On one copy of the Articles, under the
head of "Remarks", you will enter the
Age of each man you engage.
Each surfman will before enlistment
furnish you with a certificate, showing
that he is physically sound, from a
Medical Officer of the Marine
Hospital Service.

You will not allow your men for
engagement to be examined before the

22nd day of August, instant
Do keep you out of trouble. I especially
call your attention to paragraphs 7, 80 &
87. All violations of the said paragraphs
will be reported to the General Super-
intendent.

Respectfully Yours
W. H. Churchill
Supt.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N. C. October 17 1891

Keeper Pea Island
Life-Saving Station

Sir,

Letter from surfman B. J. Bonser
and approved by you received this day;
if it is actually necessary Mr. Bonser
will furnish a surfman in his place,
fully acceptable to you, as you being
responsible for the qualifications of
the said substitute, in all respects,
for the discharge of duty &c. You
can give surfman Bonser the
5 days leave. Noting fully the
circumstances &c. in your
manuscript. Yours respectfully,
J. M. Etheridge

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N. C. Dec 7 1891

Keeper Pea Island
Life-Saving Station

Sir,

The 2 sheets of zinc, you
accepted for W. White & Dodson, as for
New Inlet Station, you will please
forward it to the Keeper L. B. Midgell
and the 5 lbs of sperm you delivered
you, is for Paul Gamble's Mill.
So please send it up to Keeper Payne
& request him to send it over to
Capt Jesse Etheridge, with instructions
to forward it to Keeper O. Johnston
of Pottol. Please put a tag on
the same, directed to Keeper Austin.
Yours truly Etheridge

Washington D. C. Feb. 25/93
Mr Richard Etheridge
Keeper, Pea Island L. S. S.
Sir,

The pay rolls for quarter ending
Dec 31/92 for the crew at your station not
having been received by Capt. Etheridge,
his widow requests that you will please
forward them at once to the address below.

This request is made at the suggestion
of the General Superintendent and if for
any reason they are delayed, please
inform me of the cause.

For Mrs Etheridge
Very respectfully re.
Jno. F. Coker
2018 L. St. NW.

Washington D. C.

U. S. Department of Agriculture,

Weather Bureau,

Washington, D. C. Sept.
August 1, 1892.

Richard Etheridge,
Beaufort, N. C.

It is desired to make a new collection of the Weather
Proverbs of the United States, and to make it as complete as
possible. For this purpose your co-operation is requested.
Should you have the kindness to send me a list of such proverbs,
please distinguish, when practicable, between those which are
of American origin and those which have been imported, giving,
when possible, the origin of each, whether Indian, Scotch,
English, Irish, German, &c. By a prompt compliance with this
request you will very much oblige,

Yours, respectfully,

Mark W. Harrison
Chief of Weather Bureau

(A franked envelope is inclosed for your reply.)

Treasury Department,
Office of the General Superintendent
Life-Saving Service,
Washington, D. C.

August 2^d 1893

Keeper,
Pea Island Life-Saving Station,
Sixth District, Manteo, N.C.

Sir:

Your telegram of yesterday reads as follows:-

"Geo. D. Wainwright, Norfolk, Va. American has mended schooner.
Persons on board, four; Keoborne, N.C., haul, Ark. Shingles.
Camphers Sound. Crew saved. Richard Etheridge, keeper."

You could have conveyed the information by using a life
number of words, as follows:

"Schooner George D. Wainwright, Norfolk, from Keoborne
to haul, Delaware: crew, four; shingles; Camphers
Sound. All saved. Etheridge."

But your telegram is incomplete, in that it does not
state what happened to the vessel, and how the crew...

Sincerely,
S. L. G.

Treasury Department,
Life-Saving Service,
November 4, 1893.

Respectfully referred to the
Keeper, Pea Island Station,
who will inform the applicant
that it will be necessary to
have the physician who signed
the within certificate state whether
the disease was probably con-
tracted in the line of duty in
the Life-Saving Service.

S. L. G.
General Superintendent,
N. S. G.

(2)

were saved.

The form given in Circular Department No. 16, should be
followed. Given casualties of no special consequence, should be
reported in Form 185- preliminary wreck report, and not
telegraphed.

The government has to pay for every word used in a
despatch, and you should use the fewest words possible to
convey the information. You will see by counting, that in your
message, you used eight unnecessary words.

Respectfully,
S. L. G.
General Superintendent,
N. S. G.

L. P. 51055

Stranded Vessel Report, or
wreck report, Form 185

Treasury Department,
Office of the General Superintendent
Life-Saving Service,
Washington, D. C. October 28 93

Keeper,

Pea Island Life-Saving Station,
Manteo, N.C.

Sir:

Herewith are transmitted drafts dated the 27th instant and drawn
on the Assistant Treasurer of the United States at New York City by
Geo. A. Bartlett, Disbursing Clerk, in favor of the following named per-
sons, in the sums set opposite their respective names for services
rendered the Life-Saving Service under your direction on the occasion
of the stranding of the schooner "Geo. C. Wainwright," on July 30th and
31st last.

J. M. Widdett,	\$2.00	No. 538902
J. T. Payne,	2.00	" 538903.
Joseph Widdett,	2.00	" 538904.
E. S. Widdett,	2.00	" 538905.

You will please deliver the drafts to them.

Respectfully yours,

4 Enclosures.

S. L. G.
General Superintendent.

L. R.
Mention three figures in
any reply herein.

Form 81.

Treasury Department,

OFFICE OF THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE.

Washington, D. C., January 13 1894

Keeper

Pea Island Life-Saving Station,
Manteo, N. C.

Sir:

Whereas the supplies furnished by the Women's National Relief Association for the use and support of shipwrecked persons at your station are so far exhausted as to make another box desirable, you are directed to promptly inform this office of the fact.

Respectfully yours,

A. J. KIRKLAND

General Superintendent.

You will please inform this office immediately how many blankets in good order furnished by the above named association are on hand.

L. R. 52006

Treasury Department

Office of the General Superintendent Life-Saving Service

Washington, D. C.

February 5, 1894.

Keeper,

Pea Island Life-Saving Station,

Manteo, N. C.

Sir:

In accordance with the recommendation of the assistant inspector of your district, in his inspection report of the 29th ultimo, the inspector of life-saving stations has this day been directed to forward to your station one patrol clock, complete, with leather case and eight keys. Upon the receipt of these articles you will cause the old patrol clock, complete, with leather case and all the keys belonging thereto, to be forwarded by mail to the inspector of life-saving stations, No. 24 State Street, New York City. The assistant inspector states that the old clock on hand stops frequently and is not satisfactory. You will carefully pack the old clock, etc., to be returned, in order that the articles may sustain no damage in transit.

The receipt of the new clock, and the disposition of the old one, should be noted upon the inventory, and the journal and transcript under the proper dates.

Respectfully yours,

A. J. KIRKLAND
General Superintendent

M.

H. B.—The instructions on the back of this roll must be carefully observed.

Form 71a.

PAY-ROLL of the Pea Island Life-Saving Station,

We, the subscribers, acknowledge to have received this

day of JAN 12 1894

Station, Sixth District

Sixth

Sixth

Life-Saving District, the sums opposite our respective names, in full for our compensation for services rendered the Life-Saving Service during the QUARTER, ending

DEC 31 1893, 1894.

NAME.	CAPACITY.	NUMBER OF DAYS PRESENT			RATE OF PAY.		AMOUNT OF PAY.	BY CHECK OR OTHER MEANS.	REMARKS.
		OCT	NOV	DEC	Per Annum	Per Month			
Richard C. Hodge	Keeper.	31	30	31	900	—	225	—	
B. J. Bowen	Surfman.	30	30	30	—	65	190 80	8889	
G. R. Hildgott	"	29	29	29	—	65	184 45	8891	
W. B. Pilgoh	"	29	30	30	—	65	187 70	8892	
Thos. Mackin	"	29	28	30	—	65	184 34	8893	
W. F. West	"	29	30	24	—	65	182 41	8894	
W. H. Irving	"	31	30	31	—	65	195	8895	
G. F. Wuesth	"	—	—	31	—	65	65	8896	
J. H. Bony	Temporary Surfman.	—	—	9	—	65	18 88	8897	
G. W. Wuesth	"	9	3	—	—	65	25 39	8898	
							1460		

I HEREBY CERTIFY that the above named Keeper and Surfmen have been employed at the station named under my signature for the period mentioned in each case, and at the rates of authorized compensation opposite their respective names, in conformity with law and the established rules and regulations of the United States Life-Saving Service, and that the above account is correct.

(R. R. 6-3-71-2,000.)

JAN 12 1894, 1894.

A. H. Morgan
Superintendent.

75

January 11, 1895

Keeper
Pea Island Life-Saving Station,
Smith District, W. C.

Sir:

Referring to your statement in the
manuscript of Journal of October 14, 1894,
relative to assisting a fishing sloop
stranded, you are requested to forward
to this Office, through the District Super-
intendent, a report on Form 1506, giving
full particulars.

Respectfully yours,

General Superintendent.

U. S. Treasury Department.

Keeper Pea Island
L. S. S.

Will engage 6 men from
Aug. 1 - to May 31 - 1896
and 7th man from Dec. 1
to Apr. 30 - 1896 - under
same conditions and pay
as last season - see only
the enclosed articles of
engagement.

July 6 - 1895.

P. H. Hargrave
Capt.

Office Supt. L. S. S. District
Shawboro, N. C.
AUG 15 1895

Pea Island Station
August 1 1895

Richard E. Hargrave
Keeper

SUBJECT:

Respectfully returned
Keeper, Pea Island
Station, who will keep
this office, with
all the circumstances
connected with the change
of personnel & I enclose
of \$3.00 for same. I do not understand
the nature of the charge
against the keeper
station - or why the keeper
station should be charged
with this amount.
Charge is not allowed
to regular employees
per Department Circular
no. 61, 1893 -

P. H. Hargrave
Capt.

Mr. H. H. Hargrave
Nov. 18, 1895

Keeper Richard E. Hargrave
Dear Sir:

I send you one black mare
to take the place of the lame mare now
at your station. Hope this will prove to
be a fine animal. Let me know
of her or when you receive this mare
when the receipt is in your
hands. I enclose the certificate in which
you receive her. Keep the lame
mare till further order.

P. H. Hargrave
Capt.

Office of Asst Insp
 6th St. District
 Elizabeth City, N.C.
 Nov. 8 1895
 Keeper Richard Etheridge
 U.S. L.S. Station, Pea Island
 Sir.

Please sign enclosed form
 for condemnation of the disabled
 made at your station and re-
 turn to me. Also please in-
 form me at what place in
 your opinion it would be most
 advisable to have the mate
 sold as recommended.

Respectfully yours,
 J.C. Sealwell
 Asst Inspector
 6th St. District.

Form No. 1.

Treasury Department,

OFFICE OF THE

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE

Washington, D. C.,

17, 1895

Mr. Richard Etheridge
 Pea
 Island
 Manteo, N. C.

Sir;

Herewith is transmitted Draft No. 653,630, dated
 17, and drawn on the Assistant Treasurer of the
 United States at _____, by GEORGE A. BARTLETT,

Disbursing Clerk, in your favor, for the sum of
 one, 89/100 Dollars (\$1.89),

in liquidation of your bill against the Life-Saving Service, dated
 Oct. 28, 1895, L.R. 56,558,
 (10 gals mineral oil.)

Respectfully yours,

A. J. Kirkland
 General Superintendent.

(20 x 27 1/2 - 1895)

U. S. Treasury Department.

Capt. Etheridge.

You have failed
 to send Report of charge
 of crew. I notice
 S. R. Mudgett has been
 failed to pass -
 send the report at-
 once, & if you have
 the mat. outside of
 Mudgett, send also
 A. J. Kirkland
 Asst.

Form No. 1.

Treasury Department,

OFFICE OF THE

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE

Washington, D. C.,

September 21, 1897

Mr. Richard Etheridge
 Manteo, N. C. Keeper
 Pea Island 65

Sir;

Herewith is transmitted Draft No. 111,111, dated
 21 instant and drawn on the Assistant Treasurer of the
 United States at New York, N. Y. by GEORGE A. BARTLETT,

Disbursing Clerk, in your favor, for the sum of
 fifteen, 61/100 Dollars (\$15.61)

in liquidation of your bill against the Life-Saving Service, dated
 May 6, 1897, L.R. 60,875-1

Respectfully yours,

A. J. Kirkland
 General Superintendent.

Pia Island

The following articles have been ordered at your station and are to be shipped as follows:
May 18. 1898. 1 ch. n. 1 card body. 1 coffee pot (3 gal), all to be shipped as written and received from the station. 1 pair blanket. to be sent for emergency. 50 brass caps. to be sent for sent for choice. 1 ch. each. 2 oil barrels to be sent for sent less than 50 ch. each.
May 18. 1898. 1-3 gal. coffee pot. 1 iron pot (3-gal). 2 gal. iron fire bucket. 1 cedar bucket. 1 short shovel. 1 iron tea kettle. 1 kettle. 1 coffee mill. 1 tin cake pan. 2 sauce pans. 7 pounds corn. 1 oil barrel each. all to be shipped as written and received from station.

The articles to be sent you will all and forward proceeds to me.

Atkinson

May 20th 1899
Capt. Richard E. Thier

My Dear Capt
I will sell the lumber and sales
Beef Ties at your station on
Sept 12th 1899

in close row will
fine notice if this is not correct
Please send me statement of one
as I have advertised the same &
have advertised in 3 Public Places
as the law directs &c

after Best wishes & our
yours very truly

R. W. Wang
Wreck Commissioner

P.S. Capt if what I have got imbedded in
the advertisement is not correct send me a
true one as soon as you can as I can change
the notices &c W

Evans, Meekins & Co.,

WHOLESALE AND RETAIL DEALERS IN

GENERAL MERCHANDISE,

Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils, and Etc Material,

MADE IN THE U.S.A.

Manila, N. C. Nov 23, 1899.

Richd E. Thier Esq
Rector Pia Island Station

When you wrote us we
forgot to say any thing
about the Whul for Station.
If or Not the Whul suited
& was the bills made out
correctly, will the check
come direct from the Station
or will it be paid by you?
This was an omission on
my part to say any thing
about it, & would like to hear
from you

Yours truly
R. B. Evans

STATEMENT

Manila, N. C. Nov 1, 1899
Richard E. Thier Esq.
To Griffin, Sample & Co., Dr.



Terms

Interest will be charged on all bills unpaid after maturity.

Oct 2	1 Suit of Clothes	3.00
4	1 Gape	5.50
1	1 pair Boots	1.50
5	40# Kitting	18.00
12	230# Corn	2.26
2	3 Bags	1.00
		<u>30.26</u>

TO INSURE ATTENTION, REMIT PROMPTLY, AND ADDRESS THE FIRM.
Mr. Richd. Ethington Monticello, N. C., *Nov 6* 189*9*

EVANS, MEEKINS & CO.,
 WHOLESALE AND RETAIL DEALERS IN
GENERAL MERCHANDISE.
 Boots, Shoes, Hats, Furniture, Dry Goods, Groceries, &c.

10 100 lb Sugar	575
1 100 lb	15
1 Gal 40 m Soap	37
1 doz milk	100
40 1/4 Brown 9 1/4	377
10 lb Coffee	140
1 doz Tomatoes	85
1 " Sugar Corn	125
1 m 8 m 13 lb	25
1 40c Vinger	25
4 lb Butter 28c	112
	<u>116.16</u>

EVANS, MEEKINS & CO.,
 MONTHLY STATEMENT
 Monticello, N. C., *Nov 1st* 189*9*

Capt Richd. Ethington
TO EVANS, MEEKINS & CO., DR.,
 WHOLESALE AND RETAIL DEALERS IN
GENERAL MERCHANDISE.
 Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils and Net Material.

Terms, 30 Days.

Oct 3 1/2 doz Milk	50
" 2 lb Pepper 12 1/2	25
" 1 doz Milk Corn	150
" 1 doz Tomatoes	90
" 1/2 Bus Onion	60
" 10 lb Beans 3 1/2	35
" 10 lb Sugar 50	290
" 5 lb Coffee 12	60
19.8 Bags Flour	400
	<u>111.60</u>

We have adopted the rule to render a Statement to our customers the first of each month. If this Statement is not correct, please advise us at once. If the account is not due, you will not consider this a demand for payment. If due, please remit promptly.

Richd. Ethington
 1400
 Apr 16 1/2 Bus meal 80c 1 Bag 20 180
 " 10 lb Sugar 590
 " 1 Bag 20 20
 " 3 lbs Pearlina 35 25
 " 10 lb Best Green Coffee 100
 " 1 Bus Onions 110 110
 " 1 Bag 35 00
1180

GRIFFIN, SAMPLE & CO.,
 A. G. SAMPLE
 Monticello, N. C., *Apr 4* 1900

Miss R. Ethington
Bought of GRIFFIN, SAMPLE & CO.,
 Wholesale and Retail Dealers in
 Dry Goods, Notions, Boots, Shoes, Hats, Caps, and Ready-Made Clothing,
 Fancy and Staple Groceries, Hardware, Drugs, and Fishing Tackle, Paints, Oils, Rags, and Everything kept in a General Store.
 Manufacturers Agents for Trunks and Bags, Rubber Boots and Oil Clothing, Stoves.
 TO INSURE ATTENTION, ADDRESS THE FIRM.

10 Gal oil	15	150
1 20 lb can		75
30 x 40 in 52 1/2		288
25 lb Flour 7		175
		<u>1188</u>

1841-1847

U. S. TREASURY DEPARTMENT

*Call on my friend
for his
card certificate
when you get to
here*

May 30, 1900

B. J. Bowser,

Acty Keeper Pen Id. I. S. S.,

Upon the receipt of this letter
you will turn over the Pen Id.
Station to your #2 man or
other suitable man as required
by Sect. 201 Regs. 1899, and come
to this city for physical ex-
amination for position of Keeper.
The man you employ will bear
your own expenses.

Res. p.

R. O. Croft

E. A. GRIFFIN.

A. G. SAMPLE.

L. N. MIDDLET.

STATEMENT
Manteo, N. C.

May 1, 1900
To Griffin, Sample & Co., Dr.,

— Wholesale and Retail —



Terms:

Interest will be charged on all bills unpaid after maturity.

Apr 2	10 Gal oil	150
	1 can	45
	50 lb sugar	288
	25 lb Peas	175
	4 lb Peas	15
10	58 lb Beans	580
	1 Bus Potatoes	125
	1 doz Tomatoes	100
22	62 1/2 lb Beans	38

No. 19. TREASURY DEPARTMENT

B. J. Brown.
act. Keeper.

I enclose you checks
for crew, the pay rolls came
this P. M. I sent Mrs.
Baker to her - she owes
George E. Jones \$15.48 -
for hair factors and table
in my car. & I send
Jones' check for \$44.52
which makes \$60 - due
me -

JUN 5 1900
I gave L. S. Mearns
his check

W. H. Mearns
Supt.



LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT

SHAWBORO, N. C., August 31, 1905.

Super. Port L. S. Station
Life Saving Station
Sir:-

Please write me in full
what repairs is needed on the
Jones' Boat state in full all
repairs needed I will have to
know this before authorizing the
"word" General repair will not
answer. Advise me by return
mail

Respectfully,
W. H. Mearns
Superintendent



LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT
Shawboro, N. C., March 2, 1906

L. S. Mearns -
Keeper, Port L. S. Station
Mantoloking, N. C.

Sir:-

Your letter under date of Feb. 24th has
just been received. The envelope bears postmark of
March 24th Mantoloking, why this delay in reaching
you will at once advise me as to whether you
saw the assault and if not present who were your
interview, whether any blows were struck and by whom,
stating whether or not Durfuss Bigford was
involved in the assault. You will also state
whether Durfuss Bigford was guilty of using profane
or vulgar language during the affair and require
Durfuss Watson and Bigford to write me a letter
to be forwarded by you each telling his side of the
case. At the end of your letter to me you will
suggest the punishment or punishments you think
should be given in each case. Have the other Durfuss
who interviewed the row write all the personal names
and how. Attend to this at once keeping the station
at the station until it is finished. Do not grant any
further liberty to Durfuss Watson until the case is
settled by Mr. Mearns and myself. Respectfully,
S. M. Mearns
Keeper, Port L. S. Station



LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT

SHAWBORO, N. C., June 7th, 1911.

Keeper of the
Port L. S. Station.

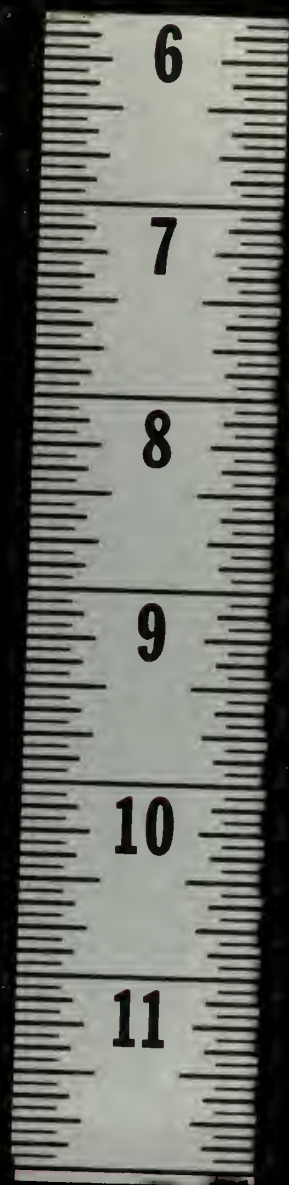
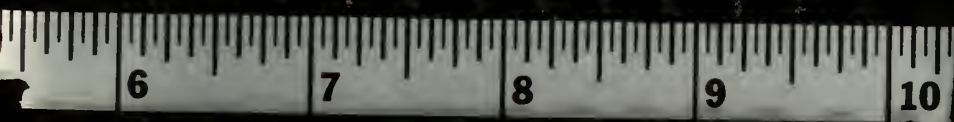
Sir:-

You have been forwarded a set of blank keys for Inhauser time de-
tector, you will fit the keys which you can do with a small file, by
a copy from the old keys.
If you cannot do this inform this office, keepers are doing it where
new keys are requested.

Respectfully,
W. H. Mearns
Superintendent.

Bibliography

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- Means, Dennis R. A Heavy Sea Running: The Formation of the U.S. Life-Saving Service, 1846-1878
- “Pea Island CG Station Had Unique Distinction. The Daily Advance (Elizabeth City, NC.), September 17, 1969 (page 10).
- White, Gwen A. Summer, 1980. Richard Etheridge: An American Coastal Hero. Current, the Journal of Marine Education 1:4.
- Wright, David, Zoby, David Fire on the Beach the Lost Story of Richard Etheridge and the Pea Island Lifesavers



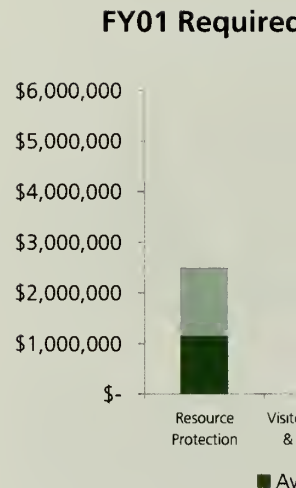
Financials

Summary Financial Statement

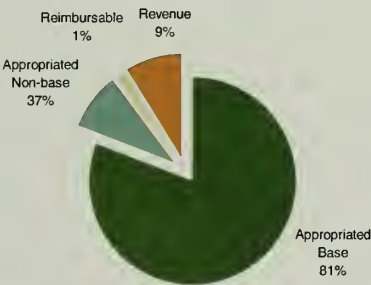
Total Outer Banks Group expenditures in FY2001 were almost \$7.3 million for operations and maintenance with 81% covered by the Group's appropriated base. Visitor Experience and Enjoyment (VEE) received the largest share of funds at \$2.2 million (31% of the total) followed closely by Facility Operations at \$1.9 million (26% of the total). Maintenance received the least at 0.8 million (11% of the total). However, when combined, Facility Operations and Maintenance made up the Group's largest budget area at \$2.7 million (38% of the total).

The Group's unmet operational funding need of nearly \$8.2 million represents a 53% shortfall in the total required budget of \$15.4 million. By Functional Area, the greatest proportional unmet need is in Maintenance with a 62% funding shortfall. In contrast, Facility Operations has the smallest relative unmet need at 21%. This reflects both a shortage of resources and a conscious shift away from reactive facility operations to more proactive maintenance activities.

By absolute dollar amount, Visitor Experience and Enjoyment has the greatest unmet need at over \$3.1 million. Almost 80% of this shortfall comes from the resource stretched programs of Visitor Safety Services, VEE Management and Administration, Interpretation and Visitor Center Operations. Management and Administration shows a shortage of \$1.7 million with a full 68% due to significant deficits in the Planning (particularly structural planning), Communications (including radio, dispatch and information technology) and Park-wide Safety programs. Resource Protection also has a significant unmet need of \$1.3 million, which is predominately due to



FY01 Expenditures by Fund Source



The Group's FY2001 expenditures, according to the four main funding categories.

shortfalls in the Cultural Management programs.

Of the Group's \$8.2 million, \$6.1 million, is needed to maintain the greatest and least proportional Maintenance at 105% and Visitor Experience and Enjoyment at 131%, illustrating the transition to proactive maintenance. Visitor Experience and Enjoyment has the greatest absolute need, requiring \$3.1 million for Interpretation and 13 Visitor Center Operations.