
Site History

Prehistory to the Founding of Portsmouth

Exploration and Colonization in North Carolina

Artifacts indicate that the North Carolina coast has been inhabited since at least 8000 B.C. As depicted in John White's 1580s sketches and map and the Theodore de Bry map of 1590 (Fig. 3), the first peoples of the Carolina coast encountered by English settlers were an Iroquois-speaking people called Neusiok, part of the Tuscarora Nation. In the 1580s, villages existing on the mainland included Newasiwac (at South River), Marasnico (at Adam's Creek), and Cwareweoc (near Core Sound).³

In 1524, Giovanni da Verrazzano sailed along the North American coast on behalf of French King Francois I. He provided the first European descriptions of the North Carolina coast.⁴

English exploration of the North Carolina coast began in earnest in 1584, when explorers Philip Amadas and Arthur Barlowe scouted it for settlement possibilities. They recommended Roanoke Island for settlement. Barlowe described the sandy nature of the Outer Banks, with small hills, wildlife, and cedar trees:

We viewed the land about us, being . . . very sandy and low towards the water side, but so full of grapes, as the very beating and surge of the Sea overflowed them, of which we found such plenty. . . .

We passed from the Sea side towards the tops of those hills next adjoining, being but of mean height . . . This Island had many goodly woods, full of deer, conies, hares, and fowl . . . in incredible abundance . . . the highest and reddest cedars of the world.⁵

The Amadas and Barlowe exploration was followed in 1585 by Sir Walter Raleigh's first attempt to establish a colony at Roanoke Island in present-day Dare County, North Carolina. This first settlement did not succeed, and the settlers returned to England in 1586. Led by John White, a group of colonists returned in July 1587 to re-establish the settlement at Roanoke Island. White departed for England in August to obtain more supplies but was delayed in England for several years, and by the time he returned in 1590, he found the Roanoke colony deserted. The mystery of this "lost colony" remains unsolved today. English attempts at colonization thereafter shifted north to Virginia, where a settlement was established at Jamestown in 1607.

Nearly fifty years later, circa 1655, the first permanent English settlements in North Carolina were founded at Albemarle Sound. The first attempted settlement in present-day Carteret County followed in 1663, but the hostility of the native peoples prevented this settlement from succeeding.⁶

English colonization of North Carolina progressed rapidly in the 1670s and 1680s. By 1685, there is the first mention of a settlement at present-day Portsmouth, described as being on the "south side of Ocracoke Inlet."⁷

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3. Mrs. Fred Hill, ed., *Historic Carteret County North Carolina* (Beaufort, North Carolina: Carteret Historical Research Association, circa 1975), 3.
 4. David Stick, *The Outer Banks of North Carolina, 1584–1958* (Chapel Hill: The University of North Carolina Press, 1958), 12–13.
 5. Quoted in Stick, *The Outer Banks*, 14–16. Spelling and punctuation modernized.
 6. Hill, 4.
 7. Pat Dula Davis and Kathleen Hill Hamilton, eds., *The Heritage of Carteret County North Carolina, Vol. 1* (Beaufort, North Carolina: Carteret Historical Research Association, 1982), 63.



FIGURE 3. Detail from *Americæ pars, nunc Virginia dicta*. . . . John With and Theodore de Brý, London, 1590. North is to the right on this map, with Ocracoke Inlet labeled “Wokokon” and Cape Lookout labeled “Promontorium tremendum.”

As shipping to and among the various settlements in North Carolina increased, so did the problem of piracy, especially during the period 1690 through 1720. A concerted effort by the British navy eventually made the coastline safe for shipping. Blackbeard, the most notorious pirate of this era, was killed at Ocracoke in 1718.⁸

Further English colonization in North Carolina continued in the early 1700s. In 1708, John Nelson received a deed to 260 acres in the “Core Sound” area, north of the North River. In 1713, John Porter acquired all of what is today known as the Core Banks and Shackleford Banks. At about this time, English settlers were recorded in the South River/

Adam’s Creek area, having come from the Neuse-Pamlico area. Many of these settlers had arrived from England circa 1697 to 1702.⁹ By 1710, the Core Sound area had become a small colony. Early landowners included Shackleford, Ward, Moy, Worden, Simpson, Bell, and Fulford.¹⁰

The increasing encroachment by the colonists on native territory caused the Tuscarora Nation, led by Chief Hancock, to launch an attack on the English settlers on September 22, 1711. Several years of violent confrontation between the English and the Tuscaroras followed. A peace treaty was signed in 1715, and the native peoples were expelled to a

8. Stick, *The Outer Banks*, 32.

9. Hill, 6–7; Davis, 2.

10. Hill, 7.

reservation in Hyde County.¹¹ The Carteret area was now completely open to English settlement.

The development of the area led to the establishment of Carteret as a precinct in 1722; Beaufort was incorporated as the seat of government. St. John's Parish (Anglican) was established in Beaufort as the "official" church of the colony in 1724, but this congregation was not popular with the settlers, who were mainly Quakers and Baptists.¹²

The effects of the clash of European empires in the mid-eighteenth century were felt in the colonies as well. In the 1740s and 1750s, inlets along the coast were used as harbors by Spanish privateers, who raided English shipping.¹³ Among the reasons for establishment of a town and fort at Portsmouth was to help defend the coast against the Spanish pirates and privateers.

Portsmouth from Its Founding to the Civil War

Ocracoke Inlet and the Founding of Portsmouth

As with other settlements on the Outer Banks, the development of the town of Portsmouth was closely interrelated with geographic changes and alterations to the inlet and its channels. As noted in the 1982 Historic Resource Study:

The settlements that have arisen on the Outer Banks, including Portsmouth, have generally been associated with a navigable inlet and have been established primarily to ease the navigational detriments to North Carolina's commerce. The tenuous existence of these towns has depended upon the erratic commercial progress of the inland ports and upon the unpredictable changes in the Outer Banks caused by natural forces. . . . Portsmouth has been so thoroughly involved with Ocracoke Inlet . . . virtually every geographic change that

occurred at the inlet was reflected in what happened at Portsmouth.¹⁴

Inlets at Curratuck, Roanoke, and Hatteras were closed or closing by the 1730s, and ships traveled to Ocracoke Inlet to gain passage between the sound and the Atlantic Ocean from that period until well into the nineteenth century. North Carolina's commercial interests were in naval stores including tar, pitch, and turpentine, and in exportation of shingles and other lumber products. The importance of Ocracoke to North Carolina's economy as a point of transshipment is illustrated by a description in 1835 as "the outlet for all the waters of North Carolina, excepting the Cape Fear and its tributaries."¹⁵ However, Ocracoke Inlet presented several obstacles to navigation, including the bar at the entrance and the shoal or swash within the inlet. The extent to which the bar and swash were passable varied widely. Even in optimum conditions, when many ships could cross the bar, larger ships could not cross the swash. Several channels led from the bar to deeper water within the inlet, but the degree to which these channels were passable also varied widely. When the northern channels became shallower and were unusable for commercial passage, Wallace's Channel to the south became more frequently used by larger ships, also encouraging development at Portsmouth.

Portsmouth existed primarily as a place for lightering, a process in which cargo was removed from ocean-going vessels to warehouses until they were light enough to cross the bar at Ocracoke Inlet. Goods were stored for transshipment inland. Departing vessels were reloaded outside the bar, with the cargo carried across the inlet by small boats known as "lighters."

The need for skilled mariners to guide ships through the changing channels and assist in the lightering process led to large numbers employed as pilots in and around the inlet. The pilots, working from twenty foot vessels with three to five hands per ship, also marked channels and posted signals for larger

11. *Ibid.*, 4.

12. Davis, 3.

13. Hill, 93; F. Ross Holland, Jr., *A Survey History of Cape Lookout National Seashore* (National Park Service, 30 January 1968), 6.

14. Sarah Olson, *Historic Resource Study, Portsmouth Village, Cape Lookout National Seashore, North Carolina* (Denver, Colorado: U.S. Department of the Interior, National Park Service, Denver Service Center, March, 1982), 10.

15. *Ibid.*, 13, citing letter of A. Swift to Gen. Charles Gratiot, Chief Engineer, September 30, 1835. Records of the Office of the Chief Engineer, U.S. Army, RG 77.

vessels. An act in 1715 by the colonial assembly provided for pilots at both Roanoke and Ocracoke inlets, and provision in 1723 authorized beacons or buoys to be placed at these inlets. These acts may not have been put into effect, and in 1738, a third act was passed for these improvements.¹⁶

In 1753, an act was established “laying out a Town on Core Banks, near Ocracoke Inlet, in Carteret County, and for appointing Commissioners for completing the Fort at or near the same place.” The commissioners were instructed “to lay out fifty acres of land on Core Banks, most convenient to the said harbour, adjoining the said Banks, for a town, by the name of Portsmouth, into lots of half an acre each, with convenient streets, as they may think requisite.”¹⁷ The same act provided for establishment of a fortification to be known as Fort Granville.

A lot in the town could be acquired for 20 shillings, which was paid to one of the appointed commissioners and then turned over to the owner of the land, John Kersey.¹⁸ Purchasers were required to build a frame or brick house or warehouse, not less than twenty feet long by sixteen feet wide.¹⁹ In 1757, the first tavern was opened by Valentine Wade.²⁰ By 1760, Portsmouth had developed into the largest English port south of Virginia.²¹ In the same year, St. John’s Parish appointed John Toalson as reader at Portsmouth.²²

There were no organized churches in Portsmouth at this time, although a minister named Alexander Stewart visited Portsmouth on October 7, 1766, and “baptized twenty-seven children from the different islands round me.”²³ In 1767, pilot David Wallace acquired 100 acres of land in Portsmouth.²⁴

Fighting between the English and the French in the North American colonies occurred sporadically beginning with a skirmish between French forces and Virginia militiamen in western Pennsylvania in May 1754, and in 1756 England declared war on France. This conflict, known as the Seven Years’ War in Europe and as the French and Indian War in the colonies, ended in 1763 with the signing of the Treaty of Paris. Canada and all the territory east of the Mississippi River, as well as Spanish Florida, were ceded to England.

During the war, defense of the port facilities of North Carolina was recognized as critical. During a visit to the Outer Banks on May 9, 1755, North Carolina Governor Arthur Dobbs reviewed the site of Portsmouth and found that the town had been laid out but that the proposed fort had not yet begun. Determined that the new town and its exposed harbor have protection, he urged construction of the fort. By 1758, Fort Granville and its barracks were under construction and manned. However, Dobbs noted in a 1761 report that the only guns at the fort were “old Ship Guns.”²⁵ In 1762, the garrison consisted of twenty-five men including officers, but by 1764, the year after the signing of the peace treaty, there were only four men and one commissioned officer and the fort was eventually abandoned.²⁶ Another repercussion of the war was the closing of all Indian reservations in North Carolina, and in 1766 the surviving native inhabitants departed for New York.²⁷

By 1770, Portsmouth Village was one of the largest settlements on the Outer Banks. Collet’s map of North Carolina, published in 1770 (Fig. 4), shows Portsmouth shaded to indicate settlement. Henry Mouzon’s map, published in 1775 (Fig. 5), also shows

16. Ibid., 17, citing State Records of North Carolina, 23: 40–42, 127 and 25: 194–196.

17. Quoted in Stick, *The Outer Banks*, 40.

18. Olson, 27.

19. Ibid., citing State Records of North Carolina, 25:252–254.

20. Stick, *The Outer Banks*, 42.

21. Davis, 63.

22. Kenneth E. Burke, *The History of Portsmouth, North Carolina, from Its Founding in 1753 to Its Evacuation in the Face of Federal Forces in 1861*, Bachelor of Arts Thesis (Richmond, Virginia: University of Richmond, Department of History, 1958), 16, citing *The Old Vestry Books of St. John’s Parish*, vol. 1, September 19, 1760.

23. Quoted in Stick, *The Outer Banks*, 42.

24. Olson, 29, citing Colonial Records of North Carolina, 7:243–244.

25. Olson, 34, citing Dobbs, letter to Lords Commissioners for Trade and Plantations, December 1761, Colonial Records of North Carolina, 6:613–615.

26. Olson, 34, citing *Council Journals*, April 28, 1762, Colonial Records of North Carolina, 6:830–831; March 10, 1764, 6:148; and November 28, 1764, 6:1264.

27. Davis, 2.



FIGURE 4. Detail from *A Complete Map of North-Carolina from an actual Survey by Capt'n Collet, Governor of Fort Johnston*. Engraved by I. Bayly, London, 1770.

Portsmouth having eight structures, one of which may be a church.

Portsmouth during the Revolutionary War

Within a decade, the American colonies were openly in revolt against the taxation imposed by the British parliament. Throughout the Revolutionary War, Ocracoke Inlet remained open to colonial shipping. British ships sheltered at Cape Lookout

Bight.²⁸ The war came to North Carolina in mid-1777, when the British landed at Ocracoke and Portsmouth to attack New Bern. In September 1777, the Governor of North Carolina ordered Captain John Nelson and the Craven Militia to the Core Banks, where a few months later, a group of colonial soldiers (probably the same militia units) captured a thirty-ton British schooner at Cape Lookout Bight.²⁹

28. Hill, 38; Holland, 6.

29. Holland, 40



FIGURE 5. Detail from *An Accurate Map of North and South Carolina. . .* Henry Mouzon et al., London, 1775.

With the assistance of the French navy, the colonists were ultimately able to defeat the British forces at the Battle of Yorktown in 1781. With the Treaty of Paris of 1783, Great Britain recognized the independence of the United States.

North Carolina ratified the new U.S. Constitution on November 21, 1789, as the twelfth state, after George Washington had taken office as the first president. The first U.S. census in 1790 listed the population of Portsmouth (including all of the Outer Banks south to Cape Lookout) as approximately 225, of whom 38 were slaves.³⁰ David Wallace, Jr., a leading citizen of the town, owned

sixteen slaves and by 1795 had two houses, one of which was a two-story structure.

Shell Castle. In 1789, John Wallace of Portsmouth and John Gray Blount purchased five islands and began to develop a shipping and trading center on Shell Castle.³¹ Blount had established a mercantile business with his brothers in Washington, North Carolina in 1783, and the firm quickly became engaged in coastal trade with merchants in Boston, New York, Philadelphia, Baltimore, Norfolk, and Charleston.³² To support this active trade, Blount needed lightering facilities at Ocracoke Inlet. His local partner, John Wallace, was the son of David Wallace, Sr., of Portsmouth Island. The Wallaces

30. *Ibid.*, 40. The various sources consulted for this report provide differing census information for Portsmouth Village. Interpretation of the original census data is difficult, since the specific location of residents is not always clear. Therefore, approximate numbers are used throughout this report.

31. Stick, 77. The five islands were fifty-acre Dry Sand Shoal, twenty-acre Beacon Island, forty-acre Long Dry Rock, twenty-five acre Old Rock (renamed Shell Castle), and fifteen-acre Remus's Rock.

32. Alice Barnwell Keith, "John Gray and Thomas Blount, Merchants, 1783–1800," *North Carolina Historical Review* 25, no. 2 (April 1948), 194–205.

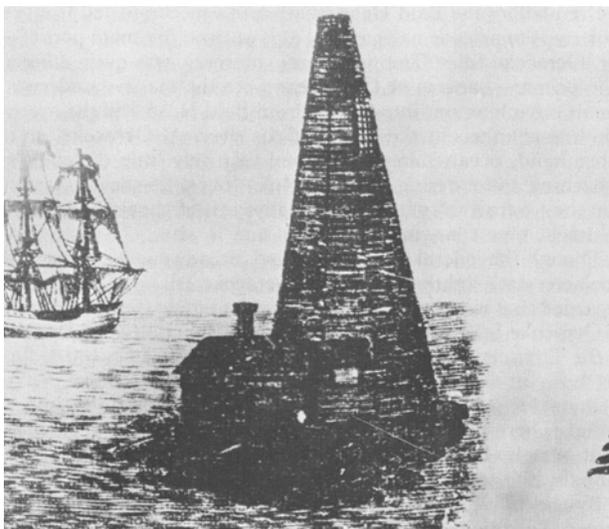


FIGURE 6. The Shell Castle lighthouse, as illustrated on a vase owned by the Blount family and now in the collection of the North Carolina Museum of History in Raleigh.

were one of the wealthiest families in Portsmouth; in the 1800 census, David Wallace, Sr., is listed as owning twenty-six slaves. In the early part of the nineteenth century, the Wallace family heirs built houses on Sheep Island, south of the village of Portsmouth.³³

The location chosen by Blount and Wallace, Shell Castle, was described as:

... a rock of oyster shells, half a mile in length and about sixty feet in width, dry at low water. . . . Wallace's channel runs on the south side, within forty feet of the rock: its depth there is three fathoms and one half [about 21 feet]. . . . Besides [John Wallace's] dwelling-house and its out-houses, which are commodious, here are ware-houses for a large quantity of produce and merchandize, a lumber yard and a wharf. . . ."³⁴

Blount and Wallace developed a complex of commercial structures including wharves, warehouses, a store, a grist mill and windmill, and other port facilities. Ships arriving at Ocracoke Bar

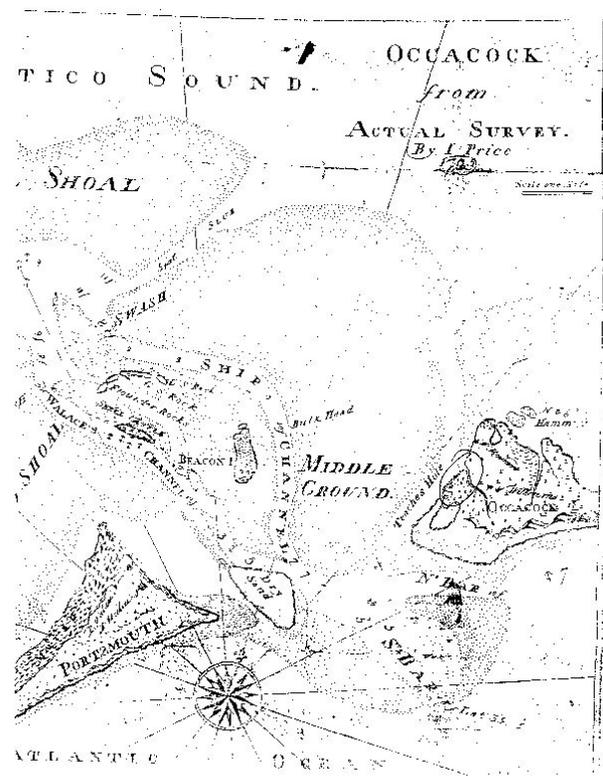


FIGURE 7. "Occacock Inlet" in 1795, based on an actual survey by Jonathan Price.

had their cargoes taken by lighter to the island's warehouses, where the goods were stored until they could be sent inland. The island survived a hurricane in August 1795 without major damage,³⁵ and further construction in the following years included additional warehouses, cisterns, and a porpoise fishery.³⁶ Correspondence from 1810 indicates that Wallace's house was at the west end of the island. The main warehouse had been extended to a 100 foot length, and cisterns had been built.³⁷

In 1800, approximately twenty-five persons resided at Shell Castle, and in 1810, approximately forty persons resided there.³⁸ A severe storm in September 1806 greatly damaged the port facilities at Shell Castle.³⁹ In 1810, John Wallace died and was buried on Sheep Island. During the War of 1812, the channel leading to Shell Castle began to shoal up.

33. Ellen Fulcher Cloud, *Portsmouth: The Way It Was* (Westminster, Maryland: Heritage Books, Inc., 2006), 23–34. This development of Sheep Island by the Wallace family may be the first permanent settlement at Sheep Island.

34. Jonathan Price, *A Description of Occacock Inlet* (Newbern [sic], North Carolina: Francois X Martin, 1795), reprinted in *North Carolina Historical Review* 3 no. 4 (October 1926), 624–633.

35. *Ibid.*

36. Holland, 41.

37. Olson, 55, citing Blount papers, letters between Wallace and Blount.

38. Stick, *The Outer Banks*, 79–80.

39. David Stick, *North Carolina Lighthouses* (Raleigh, North Carolina: Division of Archives and History, North Carolina Department of Cultural Resources, 1980), 23.

Shell Castle therefore ceased to be an important port after the 1810s.⁴⁰ One last mention of Shell Castle is a request in 1835 by the firm Witterage and Wyman of Boston to the U.S. Treasury to lease the facilities at Shell Castle for storage of naval supplies.⁴¹

Lighthouses. The importance of lighthouses and other aids to navigation in promoting and protecting the shipping industry of North Carolina was recognized from the earliest days of independence. In 1784, the North Carolina legislature created a new tax to finance the construction of a lighthouse at Bald Head at the mouth of the Cape Fear River, the first lighthouse in North Carolina. Under the new federal Constitution, however, the federal government was responsible for providing aids to navigation, and in 1790 North Carolina transferred ownership of the partially completed Bald Head lighthouse to the federal government.⁴² In 1792, Congress appropriated funds to complete construction of Bald Head lighthouse, which was finally lighted in 1795. This was followed in 1797 by an appropriation of \$44,000 for erecting a lighthouse at Cape Hatteras and a beacon on Shell Island in Ocracoke Harbor.⁴³

An act to erect a lighthouse on Ocracoke Island was established in 1789, but the influence of development at Shell Castle led to a new act in 1794 to erect a lighthouse there instead. A small lot, 70 feet by 140 feet, was sold by Wallace and Blount to the government in November 1797 for construction of the beacon.⁴⁴ The proposed lighthouse was to be 54-1/2 feet tall and built of pine covered with shingles and set on a stone foundation. The shaft was to be 22 feet wide at the base, tapering to 12 feet wide at the base of the lantern. The lantern was to be 6 feet high with a 3 foot dome or roof. To support

the lighthouse, a 10 foot by 12 foot oil house and a 20 foot by 50 foot single-story keeper's dwelling were to be constructed adjacent. The finished appearance of this lighthouse is shown in a sketch printed on a vase owned by the Blount family, now in the collection of the North Carolina Museum of History (Fig. 6). The lighthouse was completed except for the lantern by 1800, and John Mayo from Portsmouth became the first lighthouse keeper in 1802.⁴⁵ In 1818, lightning destroyed both the lighthouse and the dwelling.⁴⁶ As the location of the Ocracoke Inlet channel had shifted by this time, the lighthouse at Shell Castle lighthouse was no longer located at the main shipping channel, and a small light vessel was put into service in 1820. This vessel soon proved inadequate and was supplanted by the Ocracoke Lighthouse, completed in 1823 and still in existence today.⁴⁷

Portsmouth as a Major Port

In 1800, approximately 165 white persons and 98 slaves lived in Portsmouth, with a total of 25 heads of families and thus likely a similar number of dwellings.⁴⁸ As seen in a sketch of the inlet made in 1806, a two-story "academy" existed at Portsmouth (Fig. 8).⁴⁹ In 1810, the population was approximately 226 white persons and 121 slaves. More than 80 percent of the working population was involved in commercial activities related to the sea. In 1806, a Revenue Officer was placed at Ocracoke Inlet to collect customs duties.⁵⁰ Although the office was referred to as the Ocracoke Customs House, the customs officer lived and worked in Portsmouth during the first decades of the nineteenth century. The first customs officer, Capt. James Taylor had purchased land from David Wallace in 1803 and built a dock at Portsmouth.⁵¹ The federal presence also included a U.S. revenue cutter, sailing from

40. Ibid.

41. Burke, 39, citing Sylvester Brown letter to L. Woodbury, Secretary of Treasury, August 14, 1835, in Letters from Collectors of Customs, Ocracoke, North Carolina to Philadelphia, Pennsylvania, 1834–1836, National Archives.

42. Ibid., 12–14.

43. Stick, *North Carolina Lighthouses*, 14–19. The Cape Hatteras lighthouse was completed in 1802.

44. Stick, *The Outer Banks*, 303.

45. Olson, 20, citing letters from Commissioner of Revenue to Secretary of the Treasury, October 7, 1800, and October 11, 1802, Record Group 26.

46. Stick, *Lighthouses*, 23.

47. Ibid., 23–24. In an effort to better manage and expand and improve the nation's lighthouses, in 1852 Congress established the Lighthouse Board.

48. Holland, 41.

49. Thomas Coles and Jonathan Price, *Report of the Commissioners for Surveying the Coast of North Carolina*, circa 1806, sketch map "Ocracoke Bar including Shell Castle," June 18, 1806.

50. Olson, 68.

51. Olson, 68, citing William Tatham, letter to Secretary of the Treasury, October 9, 1806.

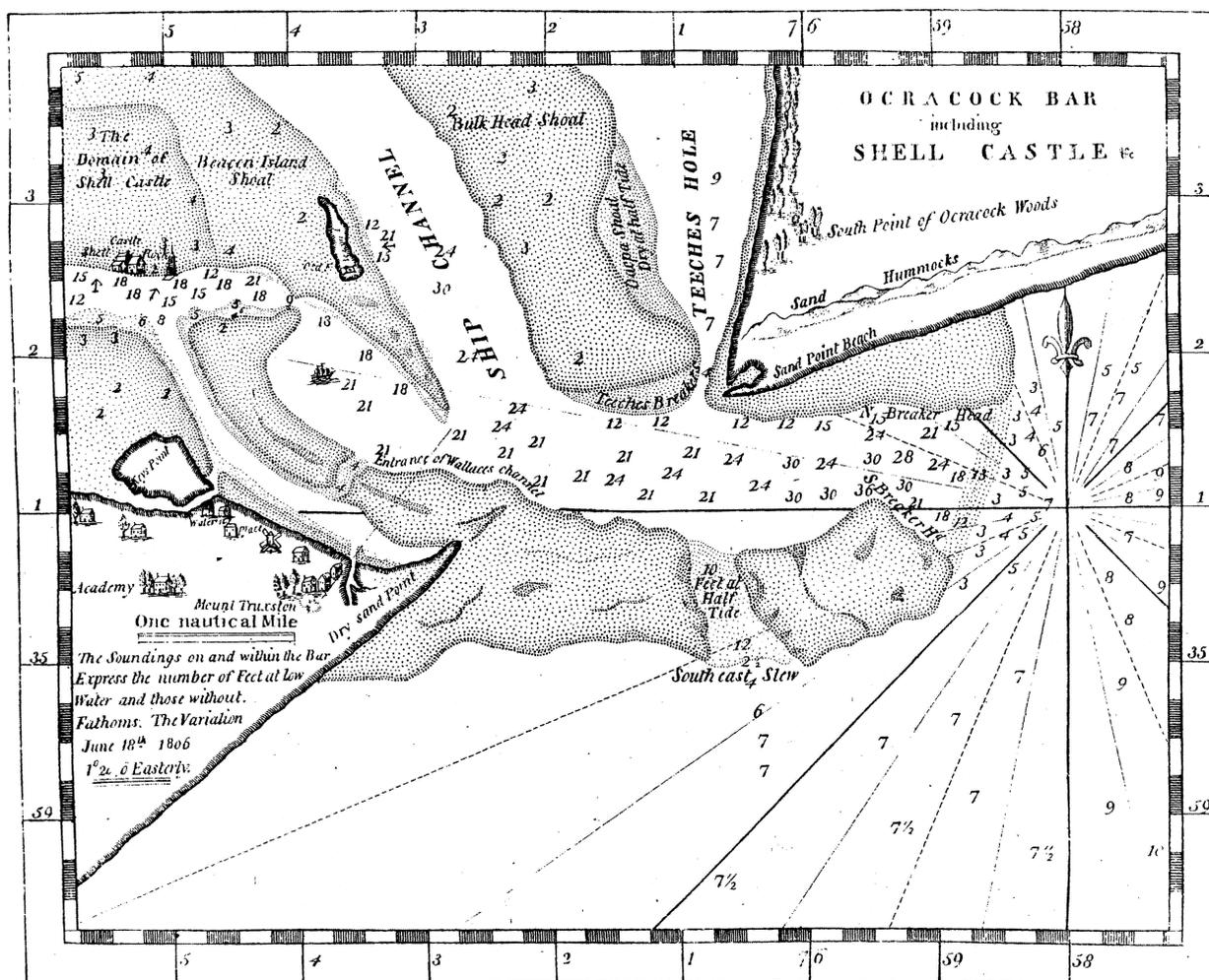


FIGURE 8. A Chart of the coast of North Carolina between Cape Hatteras and Cape Fear from a Survey Taken in the Year 1806, Thomas Coles and Jonathan Price.

Portsmouth. The first cutter, the *Governor Williams*, sank in the September 1806 hurricane.⁵²

In 1812, Congress declared war on Britain in response to the seizure of American shipping during the Napoleonic wars. During the War of 1812, British ships again sheltered at Cape Lookout Bight to attack American shipping.⁵³ On July 12, 1813, a British fleet of at least two 74-ton frigates, five smaller frigates, several dozen other vessels, and 2,000 men attacked Portsmouth and Ocracoke. Two American vessels anchored at the inlet were captured by the British. Several hundred British troops landed at Portsmouth and occupied the village for five days,

taking 200 cattle, 400 sheep, and 1,600 fowl on their departure. After this attack, a fortification was built on Beacon Island, although the British never again attempted to raid North Carolina.⁵⁴

After the War of 1812, the village saw steady growth. In 1820, approximately 265 white persons, 92 slaves, and 4 free blacks resided in Portsmouth. The presence of 37 heads of families suggests that there were a similar number of dwellings. Of the working population, reportedly 60 persons were involved in piloting, lightering, and other occupations related to the sea; 3 were involved in agriculture, and 6 in manufacturing.⁵⁵

52. Olson, 69; Burke, 26.

53. Holland, 6.

54. Olson, 57–59; Cloud, 50.

55. Holland, 42. The reference to “agriculture” may have been intended to indicate persons in Portsmouth with small kitchen gardens.



FIGURE 9. Detail from *The First Actual Survey of the State of North Carolina*, Jonathan Price, 1808.

The growth of the town was also indicated by the number and size of ships leaving Portsmouth. In 1815, seven ships sailed out of Portsmouth, and between 1822 and 1829, a total of thirty-six different vessels sailed from Portsmouth. Many of these ships were two-masted schooners that were likely engaged in lightering. The number of larger vessels (985 tons or more) sailing from the port increased, and in the 1830s about one-fourth of the ships sailing out of Portsmouth were of this larger type; at least one had been built in Portsmouth.⁵⁶ In 1830, the population of Portsmouth village was approximately 393 persons, of whom 120 were slaves. There were 51

heads of families and therefore approximately that number of dwellings.⁵⁷

In 1828, Currituck Inlet to the north finally closed up permanently. This left Ocracoke Inlet as the only navigable channel through the Outer Banks north of Beaufort. Shipping through the inlet was at its height in the 1830s. During a one-year period in 1836–1837, more than 1,400 vessels passed through Ocracoke Inlet.⁵⁸ This volume of traffic provided constant employment for ninety-three local vessels for lightering. Up to sixty vessels could be anchored at one time in Beacon Island Roads waiting for

56. *Ibid.*, 43, citing Burke, 31–33, 36–39.

57. *Ibid.*, 44.

58. Stick, *The Outer Banks*, 306.

lightering and transit across the shoals.⁵⁹ The increase in shipping led to steady growth of both Portsmouth and Ocracoke.

The growth of Portsmouth continued in spite of frequent storms. One hurricane struck Portsmouth on August 10, 1835, and another storm in late August 1839 completely covered the island with water, destroying gardens, drowning livestock, and sinking four ships sheltering at the inlet. This storm was considered the worst since 1795 by longtime residents.⁶⁰

In 1840, a post office was established in the Village.⁶¹ In 1842, the U.S. House Committee on Commerce reported, “Ocracoke Inlet is the outlet for all the commerce of the State of North Carolina, from the ports of Newbern, Washington, Plymouth, Edenton, and Elizabeth City . . . more than two thirds of the exports of the State of North Carolina pass out to sea at this point.”⁶² By 1850, the population had reached approximately 377 free persons, living in 70 dwellings in the village. Of the working population, approximately 82 were engaged as fisherman, seamen, boatmen, and pilots; 4 as merchants; 4 as carpenters; 2 as farmers; 2 as doctors; and one as a teacher.⁶³

Soon after Wallace’s Channel was recognized as an important route through Ocracoke Inlet in the late eighteenth century, it began to fill up, particularly at the mouth of the channel. Dredging was instituted in the 1810s or 1820s to protect the continued use of Wallace’s Channel, and by the 1830s a steam drive dredging machine was in use. However, despite continued dredging and the construction of a jetty to redirect the current, storms interfered with these operations and the channel continued to become shallower. By 1837, dredging attempts to maintain Wallace’s Channel were abandoned. Although several proposals were made to improve passage at or near Ocracoke Inlet, they did not succeed.

The exact physical layout of the village in the late eighteenth and early nineteenth centuries is not well documented. It appears that the original center of

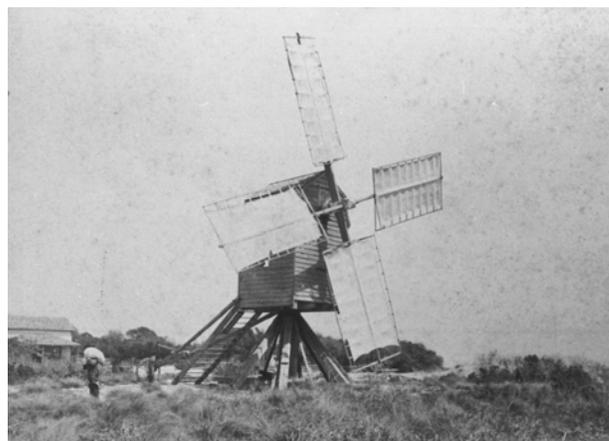


FIGURE 10. An example of a windmill on the Outer Banks: the Harkers Island Windmill at Shell Point, undated photograph.

settlement was at the northeast shore of the island, but this had shifted inland by 1836, when it was reported that the maritime hospital was “not in the centre of the inhabitants.”⁶⁴ The existing Old Straight Road was probably in place as early as the eighteenth century; the 1775 Henry Mouzon map of North and South Carolina shows a road running southwest from the center of the village along the banks (Fig. 5). Early structures in the village included the houses of David Wallace, Sr., and David Wallace, Jr., both of which were near the shore and were used as landmarks for vessels entering Wallace’s Channel to Shell Castle; and the Gaskill House, identified on Jonathan Price’s 1808 map of North Carolina (Fig. 9). A two-story “academy” is shown on maps drawn in 1806 (Fig. 8) and 1821.⁶⁵

One early structure in Portsmouth about which relatively little is known is the windmill. Three maps document this structure, including Jonathan Price’s 1806 map (Fig. 8) of the inlet, an 1809 map published in *The American Coast Pilot*, and an 1821 map of the inlet drawn by the U.S. Corps of Topographical Engineers. Also, a property deed was recorded in 1774 transferring a property with windmill from John Nelson to Elijah Piggott. Windmills on the Outer Banks in the eighteenth century were very rare, and the Portsmouth windmill may be the

59. Olson, 68–69.

60. Burke, 40.

61. NPS web site.

62. Quoted in Stick, *The Outer Banks*, 87–88.

63. Holland, 44.

64. Olson, 66.

65. *Ibid.*, 70.

earliest such structure. Dr. Samuel Dudley was assessed tax for a windmill in 1840, which is the last known mention of this structure.⁶⁶

Marine Hospital. In 1828, the government contracted with Dr. John W. Potts to establish a marine hospital at Portsmouth.⁶⁷ Potts rented a small house which one writer described in 1831:

A small house has been rented and occupied for the purpose at \$30 to \$40 per year. The house stands about two feet above the level of the ocean and not too far from its margin, upon the Portsmouth Banks and on the naked sands, without the benefit of shade. The house itself is 16 to 18 feet by 20 or 22 feet in size, without plastering or as I believe glass windows. About six cots, a pine table or two and a few benches or chairs, and the furniture of the hospital has been described. There being no cistern to contain fresh water, the water used is gotten out of a hole about a foot depth in the sand. . . .⁶⁸

Before his two-year contract was up, Potts left the position and by was succeeded by Dr. Samuel Dudley, who would serve as physician intermittently for more than thirty years and become one of the wealthier men in Portsmouth. Dudley had been born in New Hampshire around 1790. Records show that he owned seven ships in the 1830s, and he provided the land on which the first Methodist church was constructed. Dudley's home was located along a creek that became known as Doctor's Creek. Dudley treated local inhabitants as well as sailors.⁶⁹

In 1842, a federal appropriation was made to construct a new marine hospital near the site of the original rented building. Inadvertently, the property purchased by the government in 1845 included the two-story house built by Otway Burns in 1842. Burns was the captain of the U.S. privateer *Snap Dragon* and a hero of the War of 1812. He also served in the

North Carolina General Assembly and chose to retire to Portsmouth. Burns died in 1850, and the government then took possession of the house, which was used as a dwelling for the marine hospital physician in the 1850s.⁷⁰

The new marine hospital opened on October 1, 1847. It was a large, two-story shingled frame building, measuring 50 by 90 feet, with ten rooms on the first floor and two on the second floor. The building was considered the best built in Portsmouth to that time, and it featured piazzas on both the north and south sides of the building, seven fireplaces, and exterior cypress shingle siding. Shortly after the building was completed, a picket fence was built around the hospital to keep out grazing livestock. A new wharf was built for bringing patients and supplies ashore. The initial staff included one physician, one nurse, and three slaves.⁷¹ The hospital at first had wooden cisterns, one of which was replaced with a brick cistern in 1853. The brick cistern, which still exists, was 8 feet deep and 10 feet in diameter, and included piping to run water directly to the hospital kitchen.⁷² The hospital served 100 patients in 1852, and 288 in 1854, but there were periods when no patients were present. The number of employees ranged from five in 1847 to twelve in 1857, but only six in 1860, the year in which the hospital was discontinued.⁷³ During the Civil War, the hospital provided treatment for wounded Union soldiers.⁷⁴

Life in Portsmouth in the Early Nineteenth Century

The soil at Portsmouth was too poor for cultivation. Villagers in the early nineteenth century grew sweet potatoes and had gardens. They also kept horses, sheep, cattle, and goats, which fed on native grass and rushes. One inhabitant was reported as having over 700 sheep, 250 head of cattle, and 250 horses.⁷⁵ Portsmouth as it existed around 1860 was described

66. *Ibid.*, 69–70, citing deed books.

67. Olson, 71. See Richard Rush, letter to Collector of the Port of Ocracoke, February 11, 1828.

68. Joseph B. Hurtow, letter to Collector of Customs, Ocracoke District, February 24, 1831, quoted in Cloud, 9–11. Hurtow likely exaggerated the conditions at this first hospital, as he proposed to personally take over the hospital contract and move the location to his home in Ocracoke village. Collector Joshua Taylor wrote to the Secretary of the Treasury on March 14, 1831, saying that the hospital was well situated and consisted of three rooms upstairs and two rooms downstairs.

69. Cloud, 7; Olson, 71–72.

70. Olson, 71–73.

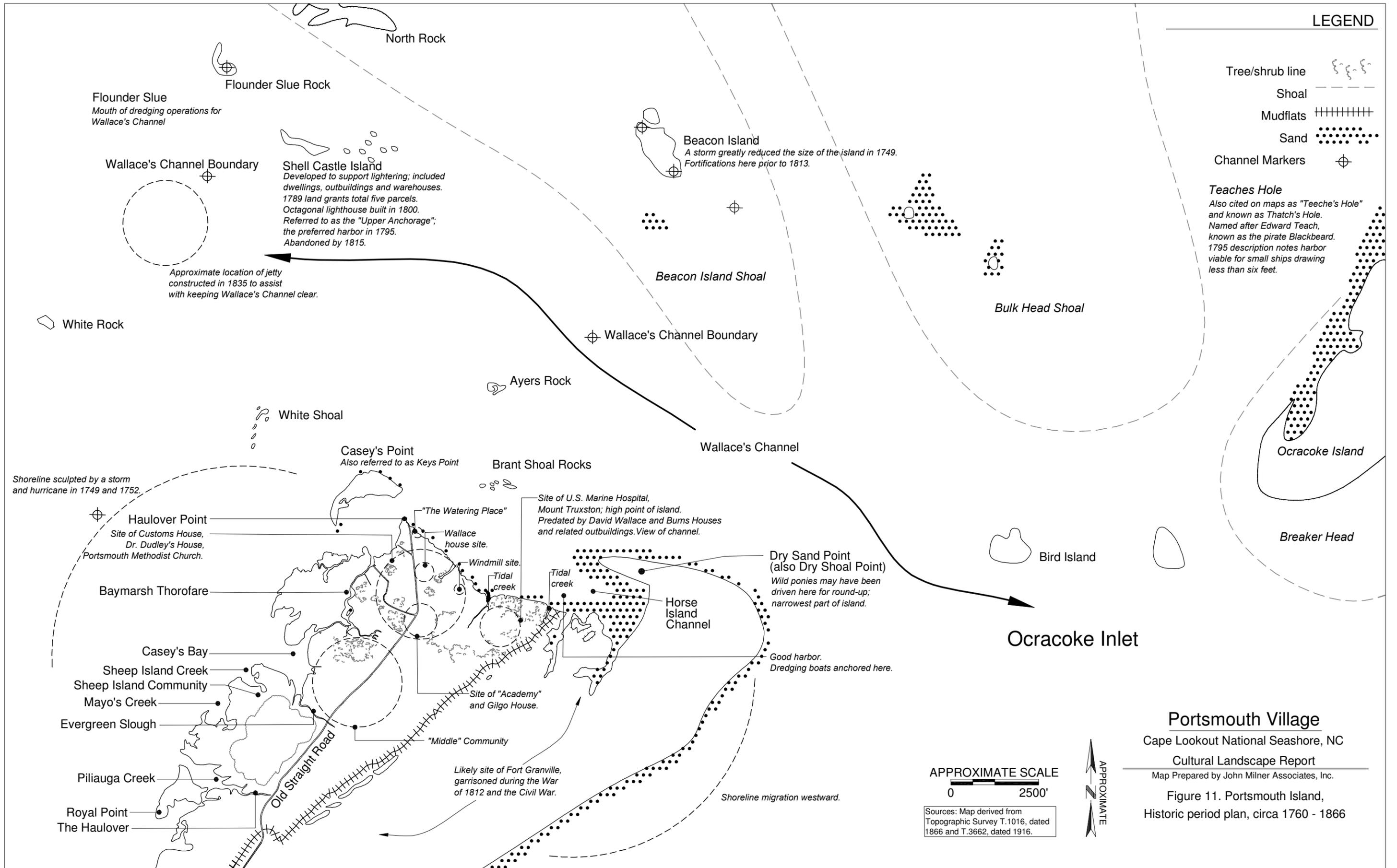
71. Olson, 74–75; Cloud, 5.

72. Olson, 75.

73. *Ibid.*, 75.

74. Cloud, 5.

75. Holland, 42.



Flounder Slue
 Mouth of dredging operations for Wallace's Channel

Flounder Slue Rock

North Rock

Wallace's Channel Boundary

Shell Castle Island
 Developed to support lightering; included dwellings, outbuildings and warehouses. 1789 land grants total five parcels. Octagonal lighthouse built in 1800. Referred to as the "Upper Anchorage"; the preferred harbor in 1795. Abandoned by 1815.

Approximate location of jetty constructed in 1835 to assist with keeping Wallace's Channel clear.

White Rock

White Shoal

Shoreline sculpted by a storm and hurricane in 1749 and 1752.

Haulover Point

Site of Customs House, Dr. Dudley's House, Portsmouth Methodist Church.

Baymarsh Thorofare

Casey's Bay

Sheep Island Creek

Sheep Island Community

Mayo's Creek

Evergreen Slough

Piliauga Creek

Royal Point

The Haulover

Casey's Point

Also referred to as Keys Point

Brant Shoal Rocks

"The Watering Place"

Wallace house site.

Windmill site.

Tidal creek

Tidal creek

Site of "Academy" and Gilgo House.

"Middle" Community

Likely site of Fort Granville, garrisoned during the War of 1812 and the Civil War.

Site of U.S. Marine Hospital, Mount Truxston; high point of island. Predated by David Wallace and Burns Houses and related outbuildings. View of channel.

Beacon Island

A storm greatly reduced the size of the island in 1749. Fortifications here prior to 1813.

Beacon Island Shoal

Wallace's Channel Boundary

Ayers Rock

Wallace's Channel

Bulk Head Shoal

Dry Sand Point (also Dry Shoal Point)

Wild ponies may have been driven here for round-up; narrowest part of island.

Horse Island Channel

Good harbor. Dredging boats anchored here.

Shoreline migration westward.

Bird Island

Ocracoke Inlet

Ocracoke Island

Breaker Head

by Edmund Ruffin, a writer from Virginia. Ruffin was a well known geologist and agriculturalist and had published an influential book on the relationship between soil acidity and productivity. Ruffin wrote:

Except at and near Portsmouth, and where actual residents have possession, there is no separate private property in lands, on this reef, from Ocracoke to Beaufort harbor. . . . There are cattle and sheep on the marshes of this portion of the reef, obtaining a poor subsistence indeed, but without any cost or care of their owners. On the other hand, the capital and profits are at much risk, as any lawless depredator can, in security, shoot and carry off any number of these animals. But horses cannot . . . be caught and removed by thieves—and, therefore, the rearing of horses is a very profitable investment for the small amount of capital required for the business. There are some hundreds of horses, of the dwarfish native breed, on this part of the reef between Portsmouth and Beaufort harbor—ranging at large, and wild (or untamed), and continuing the race without any care of their numerous proprietors. . . .

Twice a year . . . there is a general ‘horse-penning,’ to secure, and brand with the owner’s marks, all the young colts. . . . The ‘horse-pennings’ are much attended, and are very interesting festivals for all the residents of the neighboring main-land. . . . All the horses in use on the reef, and on many of the nearest farms on the main-land, are of these previously wild ‘banks’ ponies’. . . . Any [horses] raised in other localities, if turned loose here, would scarcely live through either the plague of blood-sucking insects of the first summer, or the severe privations of the first winter.⁷⁶

In 1860, approximately 568 white persons and a total of 685 residents lived in Portsmouth Village, in 109 dwellings. Of the working population, approximately 85 percent were occupied in sea-related occupations. New occupations listed in the census at that date included mechanics and seamstresses.⁷⁷

The Landscape in the Mid-Nineteenth Century

Refer to Fig. 11. In the 1860s, Portsmouth was an established village with numerous small residences spread over a wide area. Some residences included fences enclosing private yards. The settled portion of the village extended beyond the current National Register Historic District boundaries. A factory was located on Haulover Point and the U.S. Marine Hospital was located east of the center of the village.⁷⁸ Scattered groupings of loblolly pine trees or other dense vegetation broke up the open landscape.

The 1860 landscape of the Outer Banks was also described by Edmund Ruffin. He noted the lack of settlement on the Outer Banks, the scattered cedar and loblolly pine trees, the grazing livestock. He wrote:

The sand-reef (commonly termed, by residents on the main-land, the ‘banks’ or the ‘beach’) stretches along the whole sea-coast of North Carolina for about three hundred miles, and with an extension into Virginia. The few important breaches or inlets north of Beaufort harbor have been mentioned. There is not one of them navigable north of Ocracoke inlet, except the one newly opened, and still enlarging near Cape Hatteras. One other, Oregon inlet, has been passed through only by a small steamer of very shallow draft. . . .

The portion of the reef that extends from Ocracoke inlet to Beaufort harbor, until recently, was one continuous island, of some fifty miles in length, and of very regular general width, of less than three-quarters of a mile. New breaches are frequently made across the narrower and lower parts of the reef, by the ocean waves driven across by violent storms—and which breaches are usually soon closed again. One such was not long since opened through this before continuous island, and which is still increasing in depth, though not yet to more than two or three feet. It is ten miles south of Ocracoke inlet, and is known as Whalebone inlet. The small village of Portsmouth is near Ocracoke, on a wider part of

76. Edmund Ruffin, *Sketches of Lower North Carolina* (Raleigh, North Carolina: The Institution for the Deaf & Dumb & the Blind, 1861), 130–133. Electronic transcription by University of North Carolina at Chapel Hill Libraries: “Documenting the American South.” Ruffin was also a noted advocate of southern secession and fired the ceremonial first shot at Fort Sumter.

77. Holland, 44.

78. A structure labeled “Grey’s Factory” is shown on Topographic Survey T 1016, U.S. Coast and Geodetic Survey, Washington, D.C., 1866.

this smaller island. The land there is one and a half miles wide. Except this place, and a similar but smaller enlargement of the reef near Cape Lookout (where, about the light-house, there are a few inhabitants,) there are no human residents, and no cultivation . . . The village of Portsmouth owes its existence to the fact of its adjoining the nearest water of Pamlico sound, where vessels must anchor and wait for fair winds and tides to cross the shallow and dangerous bar of Ocracoke inlet—and after passing outward, as usual but partly laden, to wait to receive the remainder of the cargo, carried across the bar by lighters. The occupations of the whole resident population of Portsmouth are connected with the vessels which have to wait here. Pilots, and sailors, or owners of vessels, make up the greater number of the heads of families and adult males—and the remainder are the few, who as shopkeepers, &c., are necessary to minister to the wants of the others. If Ocracoke inlet should be closed by sand, (which is no improbable event,) the village of Portsmouth would disappear—or, (like Nagshead) remain only for its other use, as a summer retreat for transient visitors, sought for health and sea-bathing. Another such settlement or village, and supported in like manner, is at Ocracoke, north of the inlet.

The whole reef consists of several distinct kinds and characters of earth or soil. . . . First, the ocean beach proper, or shore, or the space above low-water mark, and covered by every ordinary flood tide. This, as in all other cases along a low and sandy coast, is a very gradual slope, of beautifully smooth and firm sand. . . .

Second, in the rear of the firm sea-shore, and lower than its highest ridge, or crest line, (above ordinary high-tide mark,) lies what I will distinguish as the sand-flat. . . . In every storm, the waves which rise highest on the shore, pass, in part, over the ridge or highest beach line; and the water thence flows and spreads, in a very shallow sheet, over the whole of this lower flat. . . .

Third, whenever this sand-flat is dry at its surface, the dry and loose sand, (the texture being very open and soft,) is either lifted or rolled by strong winds—and, if driven landward, when reaching higher ground, or the growth on the marsh, or any other obstructions, the grains of sand there are stopped, and accumulate in low ridges or mounds—or, where circumstances are



FIGURE 12. Sketch of the destruction of Fort Ocracoke on Beacon Island on September 17, 1861, by a Union naval expedition under the command of Lieutenant Eastman. From a sketch by Lieutenant Le Rony.

favorable, begin to form ranges of sand-hills, which are of all heights not exceeding about one hundred feet. The grains of fine sand, which form these high hills, are so easily moved and shifted by high winds, that every exposed portion of the surface may be said to be in movement—and gradually the entire hill is thus moved land-ward. . . . The broad sand-flat near Ocracoke, and the high sand mounds of latest formation, are bare of all vegetation, and entirely barren. . . . These moderate accumulations of sand, but where no high sand-hills have been raised, in longer time, make a wretchedly poor and very sandy soil, on which, where it is of sufficient height and extent, some worthless loblolly pines (*p. taeda*,) can grow, and where the inhabitants, (if any) may improve for, and cultivate some few garden vegetables. No grain, or other field culture is attempted south of Ocracoke inlet.

Fourth, another kind of land is marsh, subject either daily, or otherwise at much longer intervals, to be covered by the flood tides of the ocean. This marsh is wet, soft, and more or less miry on the surface—but, in general, is firm enough to bear well the grazing animals. The coarse salt-water grasses and weeds, which cover these marshes, serve to supply all the food, and for both winter and summer, for the live-stock living on the reef.⁷⁹

79. Ruffin, 123–126.

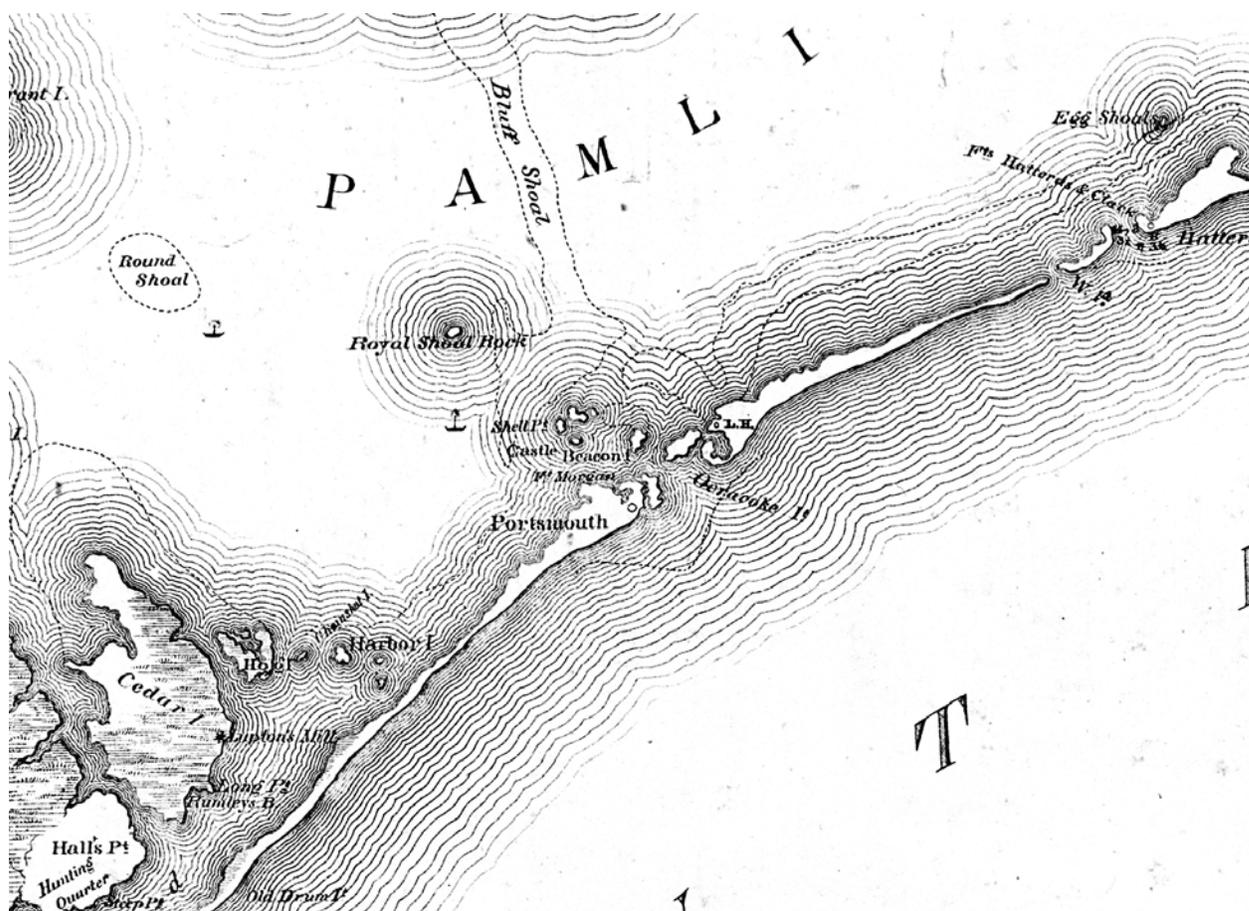


FIGURE 13. Detail from *Eastern Portion of the Military Department of North Carolina*. Washington, D.C.: War Department, May 1862.

Civil War and Reconstruction

After the battle at Fort Sumter on April 12–14, 1861, North Carolina seceded from the Union on May 20. During the fall and winter of 1861, Confederate authority was established over military units in Carteret County. Among the military facilities in the county, the most significant was Fort Macon near Beaufort.

Immediately following the secession of North Carolina in May 1861, plans were drawn up for new forts to defend the Outer Banks. One of these, called Fort Ocracoke or Fort Morgan, was built on Beacon Island in Ocracoke Inlet in early summer.⁸⁰ The fort

was pentagonal in plan and constructed of mud, with a central magazine.⁸¹

In late August 1861, Union forces landed at Cape Hatteras. The Confederate troops from Fort Morgan were ordered north to support Fort Hatteras. Despite the Confederate reinforcements, the Union troops succeeded in capturing Fort Hatteras and Fort Clark and took control of Hatteras Inlet. Union naval forces bombarded and destroyed Fort Ocracoke (Fig. 12). After this Union victory, the Confederates retreated to the mainland, and Fort Morgan at Ocracoke was abandoned. It appears that much of the civilian population of Portsmouth and Ocracoke also fled at this time.⁸²

The Union advance continued in 1862, as Union General Ambrose Burnside led his forces along the

80. Stick, *The Outer Banks*, 119. This location had been the site of several earlier attempts to construct fortifications to guard Ocracoke Inlet, most recently during the War of 1812. However, it appears the Civil War fort was the first to actually be put into operation.

81. Holland, 46; Olson, 85.

82. Stick, *The Outer Banks*, 129.

North Carolina coast. On March 14 Union forces captured New Bern; on March 22, Union forces occupied Morehead City; and on March 23, Union forces occupied Beaufort. Finally, during a battle on April 25 and 26, Union forces overwhelmed the Confederate defenders and took Fort Macon. The Outer Banks remained under Union control for the rest of the war, and Ocracoke Inlet was closed to shipping.

In February 1864, Confederate forces under Brigadier General James G. Martin advanced into Carteret County, but the attack failed and the Confederates retreated to Wilmington. The inhabitants of Carteret County witnessed activity by the Union troops in the winter of 1864–1865, as supplies were passed through to the final battles of war in North Carolina near Wilmington.⁸³

North Carolina rejoined the Union on July 4, 1868. The last federal troops left Fort Macon in 1877 as Reconstruction ended in the South.

Late Nineteenth Century through World War II

Although some residents returned to Portsmouth after the Civil War, the local economy had changed greatly as a result of shifting channels and changing inlets along the Outer Banks. In September 1846, a major hurricane had opened two new inlets north of Ocracoke. This included the Hatteras Inlet, and, farther north, Oregon Inlet on Bodie Island. Both of these inlets continued to enlarge, greatly reducing the natural water flow that had been passing through Ocracoke Inlet. As noted by Edmund Ruffin:

The newest [inlet] and the only one now navigable for sea-vessels, except Ocracoke (and north of the Beaufort harbor,) is near Cape Hatteras. This has been gradually becoming deeper as Ocracoke inlet has latterly been becoming more shallow. But while Ocracoke within a few years has become shallower by two feet, Hatteras inlet is not yet deep enough to

offer a passage preferable to the diminished depth of Ocracoke.⁸⁴

Following the Civil War, fishing replaced shipping as the primary occupation for the islanders who returned to Portsmouth Village. Reflecting the greatly reduced volume of trade in the years after the Civil War, the Ocracoke customs district was abolished in 1867 and made part of the new Pamlico District, based in New Bern.⁸⁵ An attempt was made in the 1860s to develop the menhaden processing industry at Portsmouth:

A large factory was built about 1866 by a stock company from Rhode Island, known as the Excelsior Oil and Guano Company. . . . [The company] built a factory at Portsmouth, near Ocracoke Inlet. The factory was supplied with modern apparatus for cooking and pressing the fish, and had experienced northern fisherman to handle the seines. The menhaden were soon found to be less plenty than had been expected. The average school contained less than 25 barrels, and the largest haul of the season was only 125 barrels. It was found that under the influence of the hot summer weather the fish would begin to decompose in a few hours, so that the fishing was limited to 25 miles on either side of the factory. Another difficulty was that ‘outside fishing’ could not be prosecuted on account of the shoalness of the water at the inlets, and the frequency of summer storms, which might come up during the hours of low water, when the vessels could not enter. Again, the fish taken in the sounds were found to be very poor, and, according to Mr. Grey, the average yield of oil was only 2 quarts to the barrel, and the largest did not exceed 8 quarts. At the close of the third year, when it had been thoroughly tested, the business was abandoned, with a loss of the original capital and \$25,000 additional. Mr. Grey gives it as his opinion that it would be impossible to make the menhaden fisheries profitable along this coast.⁸⁶

The site is indicated as “Grey’s Factory” on the 1866 survey map of Portsmouth (Fig. 14). In 1867 the Treasury Department abolished the Ocracoke Collection District, indicating the decrease in

83. Davis, 5–7.

84. Ruffin, 116.

85. Olson, 69.

86. George Brown Goode, *The Fisheries and Fishery Industries of the United States* (Washington, D.C.: Government Printing Office, 1887), 495–496. The menhaden (*Brevoortia tyrannus*), also known as mossbunker or pogey, was found abundantly along the Atlantic coast and used for bait or converted to oil and fertilizer.

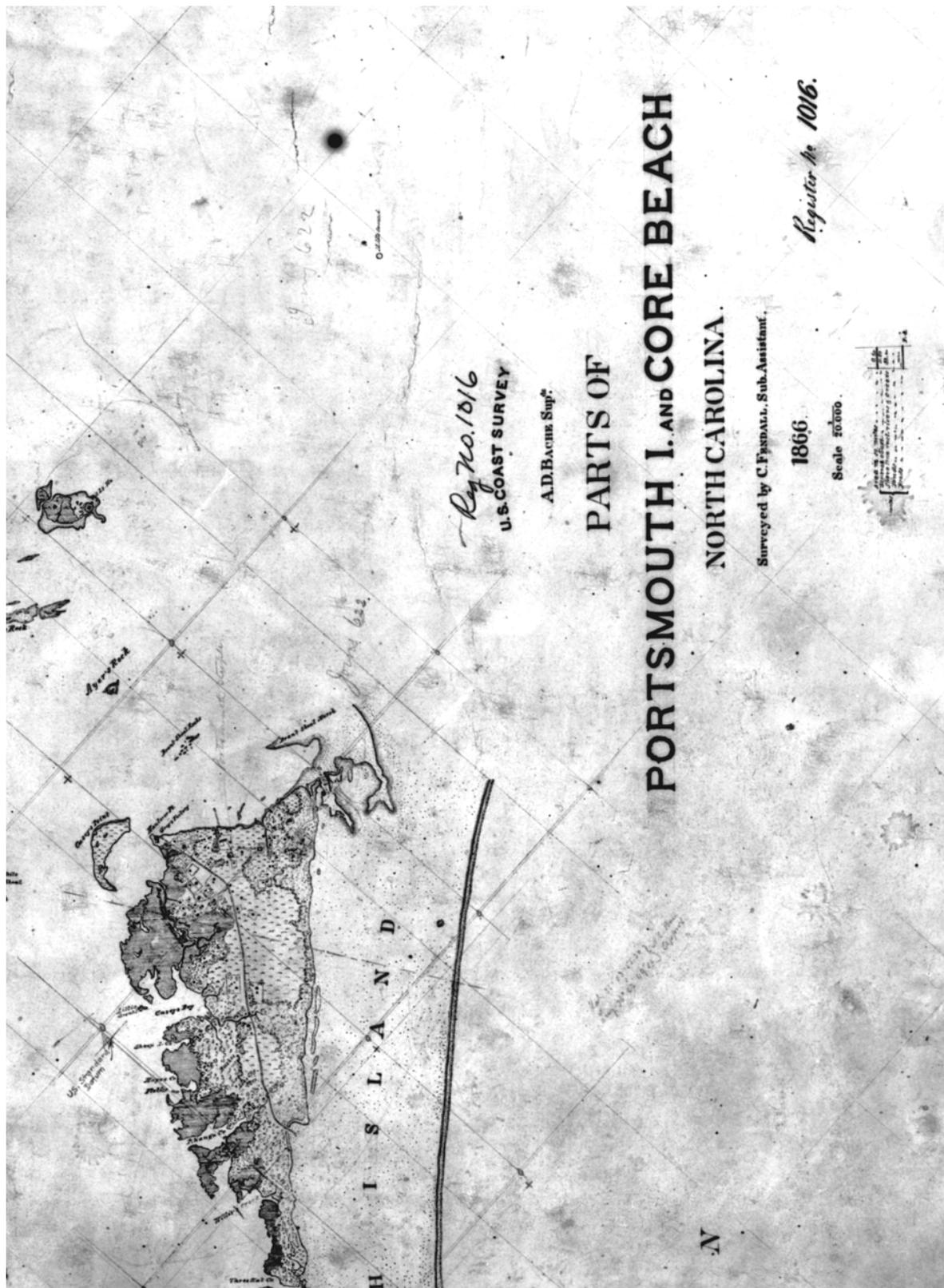


FIGURE 14. U.S. Coast and Geodetic Survey of Portsmouth, 1866.

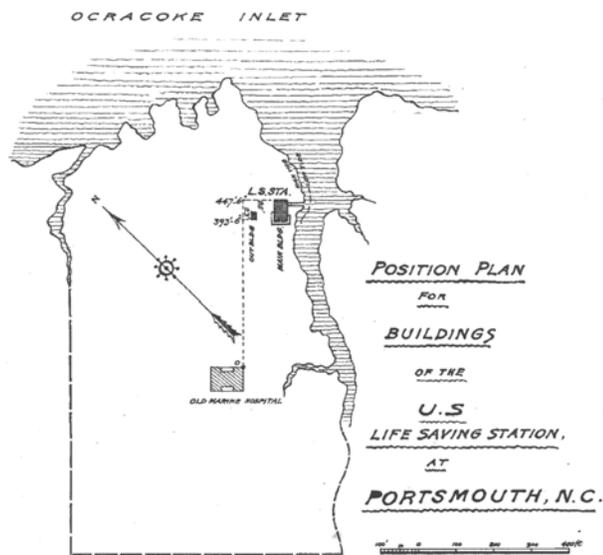


FIGURE 15. Plan for the first buildings of the Life-Saving Station, 1894.

shipping activity in Ocracoke Inlet, and the Collector's office in Portsmouth was abandoned.⁸⁷ By 1869 only three vessels were registered as sailing from Portsmouth.⁸⁸

In 1870, Portsmouth Village had approximately 227 inhabitants, living in 44 dwellings. Most of the working population was still involved with activities related to the sea, and Dr. Samuel Dudley was still the town doctor.⁸⁹ During the 1880s, both Wallace's Channel and Ocracoke Inlet became unusable for major commercial passage. Dredging at the channel was again instituted in the 1890s; however, Hatteras Inlet continued to be the primary passageway for maritime commerce from North Carolina.⁹⁰

During the nineteenth century, the federal government expanded its role in ensuring maritime safety with the construction of new and larger lighthouses and establishment of the Life-Saving Service and a U.S. Army Signal Corps weather observation station. These government agencies provided a steady source of employment for residents on the Outer Banks.

U.S. Army Signal Corps Weather Observation Station. Other federal government activities came to the Outer Banks in the latter half of the nineteenth century. In 1874, the U.S. Army Signal Corps established a weather observation station in the lighthouse keeper's dwelling at Cape Hatteras. In April 1876, a similar station was established at Portsmouth in the former marine hospital. The federal government had attempted to sell the hospital without success in the years following the Civil War. Other rooms in the hospital were rented out to local residents.

The weather station was typically manned by a solitary observer. A telegraph connection to the mainland existed from 1881 to 1885. The weather observation station was closed in December 1883. It reopened briefly in early 1885 before finally being abandoned in May 1885.⁹¹

Life-Saving Service. In 1871 Congress established the United States Life-Saving Service to rescue vessels in distress. From 1878 to 1883, many new life-saving stations were established all along the Atlantic coast. The Life-Saving Service established three stations on the Core Banks. A Life-Saving Station at Cape Lookout was authorized as early as 1878 but did not begin operation until January 1888. Additional stations were proposed for Portsmouth and a location halfway between Ocracoke Inlet and Cape Lookout, the Core Banks Station.⁹² Although in 1893 the former marine hospital was still standing and could have been used as a life-saving station, local tradition in Portsmouth says that the hospital was deliberately burned in order to force the construction of a new station building.⁹³ An 1893 survey of the site shows the proposed Life-Saving Station at the northeast corner of the hospital property (Fig. 15).

The Portsmouth station was completed by June 1894 and manned by the first keeper, Ferdinand G. Terrell, by September 1894. The station was fully manned by November 1894. Two outbuildings—a privy and an oil and coal storage shed—were built

87. Holland, 47; also Stick, *The Outer Banks*, 306; Burke, 56.

88. Holland, 48.

89. Ibid.

90. Olson, 21.

91. Olson, 87–88; Stick, *The Outer Banks*, 307.

92. Holland, 36, citing United States Life-Saving Service, *Annual Report, 1895* (Washington, D.C.: Government Printing Office, 1895), 343. The position of the Portsmouth Station was given as Latitude 35° 04' 00" Longitude 76° 03' 05"

93. Olson, 76.

APPROXIMATE
0 400'

Sources: Map derived from
Topographic Survey T.1016, dated
1866.



List of structures persisting intact
or in ruins in 2007.

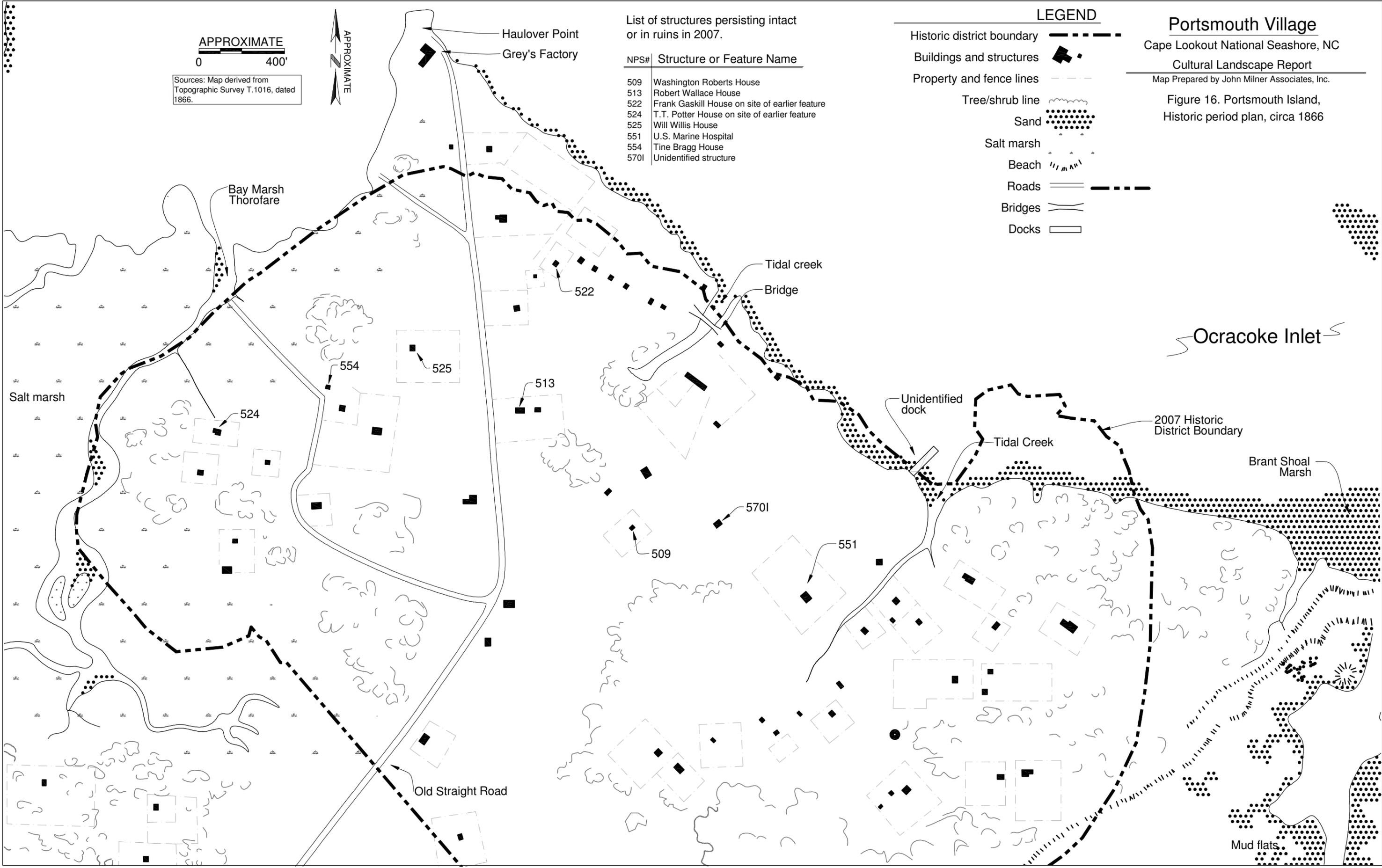
NPS#	Structure or Feature Name
509	Washington Roberts House
513	Robert Wallace House
522	Frank Gaskill House on site of earlier feature
524	T.T. Potter House on site of earlier feature
525	Will Willis House
551	U.S. Marine Hospital
554	Tine Bragg House
570I	Unidentified structure

LEGEND

- Historic district boundary
- Buildings and structures
- Property and fence lines
- Tree/shrub line
- Sand
- Salt marsh
- Beach
- Roads
- Bridges
- Docks

Portsmouth Village
Cape Lookout National Seashore, NC
Cultural Landscape Report
Map Prepared by John Milner Associates, Inc.

Figure 16. Portsmouth Island,
Historic period plan, circa 1866



Mud flats

along with the station in 1894. A stable was constructed in 1896. A brick cistern was also presumably built in 1894 as part of the original station development, but this structure is not documented before 1903.⁹⁴

The United States Life-Saving Station was a source of employment and influence in the Portsmouth community, with crews made up from local citizens. A nightly guard scanned the waters for vessels in trouble and foot patrols walked the ocean beaches. Rescues were enacted by oar-powered surfboats, taken by ramp from the boathouse to sea, and by rescuers walking out through the water to stranded vessels. One of the most dramatic rescues from the Portsmouth station was the rescue of 421 persons from the *Vera Cruz VII* during a nor'easter on May 8, 1903.⁹⁵ As with other areas of the Outer Banks, activities of the Life-Saving Service were an important component of village life. There were at least seven wrecks at Portsmouth between 1899 and 1918.⁹⁶ In 1915, the Revenue Cutter Service and the Life-Saving Service were merged to form the U.S. Coast Guard.

Fishing. From the 1870s to the 1910s, mullet fishing became an important summer and fall activity (typically June to November) off the Core Banks and Shackleford Banks. Fisherman built seasonal shacks on the Outer Banks for sleeping and for storing fish. These shacks, as illustrated in the *National Geographic Magazine* in 1908, were typically circular thatched structures with conical or rounded roofs.⁹⁷ Drag nets were used to harvest the fish, which were typically salted and shipped to market in barrels. At first this activity was limited to Carteret County, but fishermen in other areas began to fish for mullet, and by the early 1900s mullet stocks were in decline.⁹⁸

With the gradual end of maritime trading at Portsmouth after the Civil War, fishing became one of the primary means of livelihood for the residents. Fishing was not at a commercial scale, but rather for

subsistence and barter. As described by George Brown Goode, a researcher for the U.S. Commission on Fish and Fisheries:

The fishing is not extensive, and there are no large seines or pounds requiring the labor of any considerable number of men. The people do not fish with any regularity, many of them going out only during the height of the season. . . . In January, parties having large vessels or large boats are engaged in gathering oysters and clams, which they exchange with the people of the mainland for corn. . . . This business continues till April, when nearly all turn their attention to their small garden patches, where they raise such vegetables as are needed for their family use. The summer fishing is quite small, and only for local supply. . . . Early in September the fishing becomes quite extensive, and all of the fishermen are soon engaged in the capture of hogfish, spot, mullet, trout (*Cynoscion regale*), and small bluefish, for salting. . . . The catch in this fishery averages about 10 to 15 barrels of salted fish to the man. Early in November nearly all resort to the ocean shore for bluefish, where they are usually engaged till Christmas.

In addition to the above, there is an extensive fishery for clams or quahaugs to supply the clam cannery of Maltby & Edwards in Ocracoke Inlet. This cannery was located at Elizabeth City in 1876, but on account of the distance to which the clams must be carried it was removed to its present site the following season.⁹⁹

Village Development

Refer to Fig. 16. Portsmouth Village at the end of the nineteenth century included numerous individual residences over a wide area, reaching as far south as Sheep Island. Two major roads, crossing near the post office, were the primary circulation and development corridors for the village. Two churches were located within the village, and the new Life-Saving Station complex was sited to the east of the residential area. A few new houses were built in the

94. Olson, 89, citing station logbooks; Tommy H. Jones, *Portsmouth Life-Saving Station Historic Structure Report* (Atlanta, Georgia: National Park Service Southeast Region, 2006).

95. Holland, 37; Olson, 92.

96. David Stick, *Graveyard of the Atlantic* (Chapel Hill: University of North Carolina, 1952), 180–185, 252–254.

97. Collier Cobb, "Some Human Habitations," *The National Geographic Magazine* XIX no. 7, July 1908, 509–515.

98. Holland, 20–21; Stick, *The Outer Banks*, 213–224.

99. George Brown Goode, *The Fisheries and Fishery Industries of the United States* (Washington, D.C.: Government Printing Office, 1887), 483–484. Goode notes that the one seafood that was not eaten by the Bankers was shrimp, in spite of their abundance of this resource.

village in the late nineteenth century, including the George Dixon House, built circa 1887.¹⁰⁰

In the great hurricane of August 1899, the Methodist Church was destroyed.¹⁰¹ It was rebuilt in 1901. In 1913, both the Methodist Church and the Primitive Baptist Church were destroyed during a hurricane. The Methodist Church was rebuilt in 1915 and still stands today.¹⁰²

Maritime shipping through Ocracoke Inlet, already greatly reduced by the end of the nineteenth century, was brought to an end around 1910. New canals were developed that linked North Carolina's rivers and sounds to Chesapeake Bay to the north and the natural harbor at Beaufort to the south. The privately-owned Albemarle and Chesapeake Canal in Virginia opened in 1859. This canal was purchased by the federal government in 1913 and made toll-free. By 1910, the Adams Creek Canal connected Beaufort Inlet directly with Pamlico Sound to the north. Thereafter, Ocracoke and Hatteras Inlets ceased to be used as ports of entry for ocean-going shipping, although federal engineers continued to maintain and mark the inlets for local fishing boats.¹⁰³

By about 1910, the use of motorboats for fishing was widespread. The use of motorboats made it possible for fisherman to live on the mainland and still fish near the cape. In the same way, motorboats also made the Outer Banks more accessible for vacationers and part time recreational users.

Interwar and World War II

Refer to Fig. 17 and Fig. 18. The village in the 1920s and 1930s was described by Dorothy Bedwell, who spent summers on the island with her family from 1922 to 1940. Her family's summer house, no longer

existent, stood just to the south of the Carl Dixon House. Bedwell wrote:

Houses in the village were scattered at random, generally facing the narrow roadways but some set back among the trees, accessible only by footpaths. The larger houses were two-story with steep dormer windows, and many smaller ones consisted of only one, two or maybe three rooms. Regardless of size, all had a front porch or piazza as the residents called it. Most everyone had a fig tree, and many a jar of fig preserves was boiled off in late summer. Some of the houses had kitchens apart from the main house. A few had what they called their summer kitchens with lots of windows where families cooked and ate in hot weather.¹⁰⁴

In addition to the main village, Bedwell also recalled settlement at Sheep Island, where "homes were scattered."¹⁰⁵ She and her family survived the hurricane of September 16, 1933, which damaged and destroyed many houses in Portsmouth and led some families to relocate to the mainland.

During the storm the tide peaked just below the floors of our house. Papa had bored holes in the floor so that the house would not float off its foundation blocks if the water got too high. . . . At other homes it flooded the ground floors. . . . Mr. Tom Bragg and Mr. Jody Styron reported a foot of water in their home. . . . After the hurricane, it was a gruesome sight to look out over the sound and see the carcasses of drowned cattle floating.¹⁰⁶

The 1933 hurricane also destroyed the visible remains of Shell Castle.¹⁰⁷ This severe storm triggered another noticeable drop in the population of Portsmouth, when after the storm "everybody just left," according to Henry Pigott.¹⁰⁸ Sheep Island was particularly affected by the storm and was not

100. Tommy Jones, *George Dixon House Historic Structure Report* (National Park Service, 2004).

101. Dot Salter Willis and Ben B. Salter, edited by Frances A. Eubanks and Lynn S. Salsi, *Portsmouth Island: Short Stories & History* (Montville Publications, 2004), 67–69.

102. Jones, 163; Holland, 48.

103. Stick, *The Outer Banks*, 182–183.

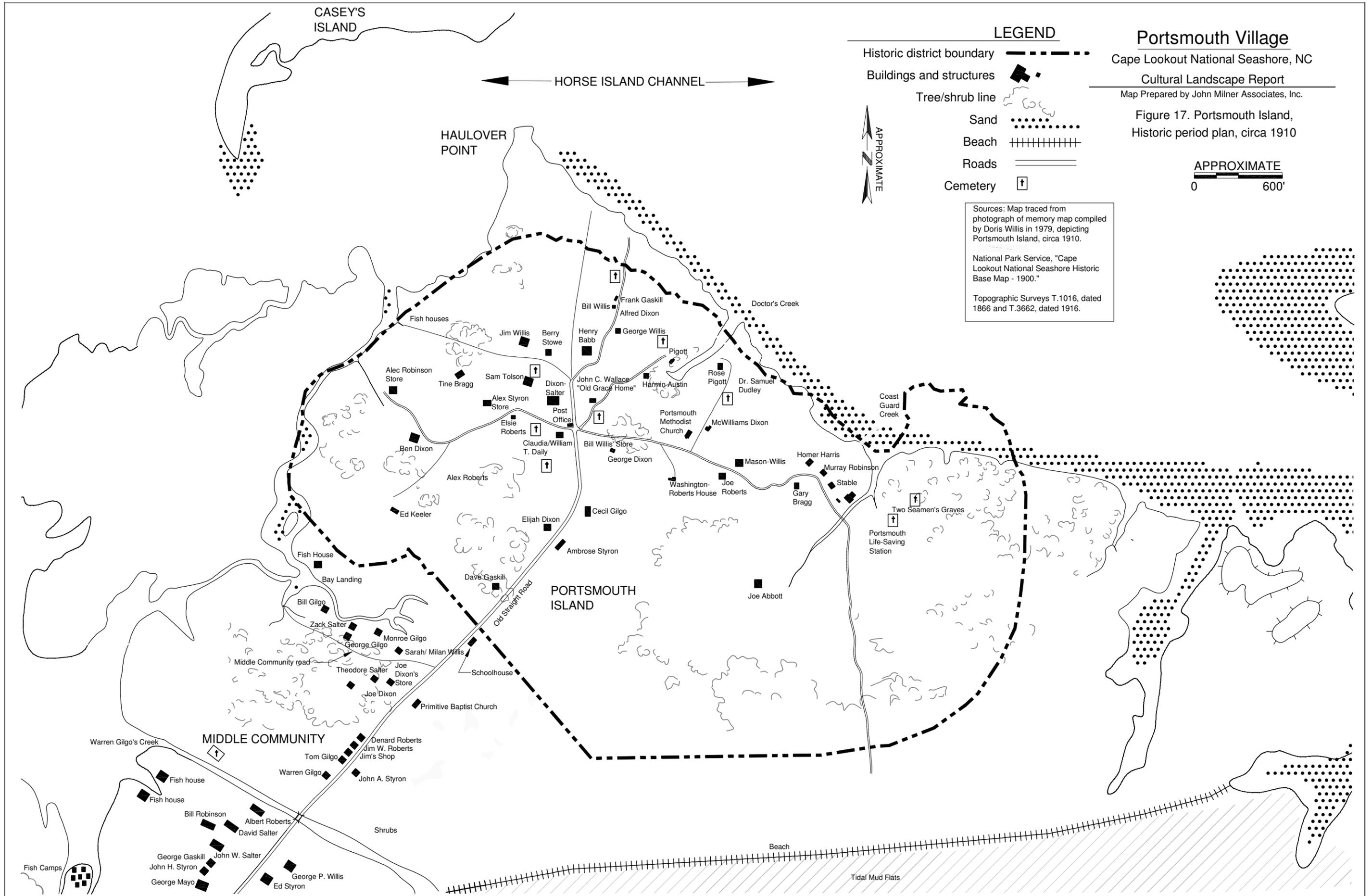
104. Dorothy Byrum Bedwell, *Portsmouth: Island with a Soul* (Morehead City, North Carolina: Herald Printing Company, 1984), 16. Bedwell's father had first come to Portsmouth on a hunting trip in the 1910s. At the time of a return visit to Portsmouth in the early 1980s, Bedwell noted that a pile of wood planks and shingles and a toppled chimney marked the site of her family's summer home, and that the brick cistern still remained.

105. *Ibid.*, 46.

106. *Ibid.*, 62. See also Willis and Salter.

107. Olson, 57.

108. Quoted in George J. Olszewski, *Historic Resource Study for History of Portsmouth Village* (National Park Service, September 1970, Draft), 70, citing interview of Henry Pigott by Dave Fletcher, NPS Ranger, Ocracoke, North Carolina, August 1970.



CASEY'S ISLAND

HORSE ISLAND CHANNEL

HAULOVER POINT

PORTSMOUTH ISLAND

MIDDLE COMMUNITY

LEGEND

- Historic district boundary
- Buildings and structures
- Tree/shrub line
- Sand
- Beach
- Roads
- Cemetery

APPROXIMATE

Portsmouth Village
 Cape Lookout National Seashore, NC
 Cultural Landscape Report
 Map Prepared by John Milner Associates, Inc.

Figure 17. Portsmouth Island,
 Historic period plan, circa 1910

APPROXIMATE
 0 600'

Sources: Map traced from photograph of memory map compiled by Doris Willis in 1979, depicting Portsmouth Island, circa 1910.
 National Park Service, "Cape Lookout National Seashore Historic Base Map - 1900."
 Topographic Surveys T.1016, dated 1866 and T.3662, dated 1916.

Fish Camps

Bill Robinson
 Albert Roberts
 David Salter
 George Gaskill
 John H. Styron
 John W. Salter
 George P. Willis
 Ed Styron

Warren Gilgo

Shrubs

Beach

Tidal Mud Flats

Schoolhouse

Primitive Baptist Church

Joe Dixon's Store

Theodore Salter

George Gilgo

Monroe Gilgo

Zack Salter

Bill Gilgo

Bay Landing

Fish House

Ed Keeler

Alex Roberts

Ben Dixon

Alec Robinson Store

Tine Bragg

Sam Tolson

Alec Styron Store

Elsie Roberts

Bill Willis' Store

George Dixon

Claudia/William T. Daily

Post Office

Dixon-Salter

Henry Babb

Berry Stowe

Jim Willis

John C. Wallace "Old Grace Home"

Harmin Austin

Pigott

Rose Pigott

Dr. Samuel Dudley

McWilliams Dixon

Portsmouth Methodist Church

Washington-Roberts House

Joe Roberts

Mason-Willis

Homer Harris

Murray Robinson

Stable

Gary Bragg

Two Seamen's Graves

Portsmouth Life-Saving Station

Cecil Gilgo

Ambrose Styron

Elijah Dixon

Dave Gaskill

Old Straight Road

Warren Gilgo's Creek

Fish houses

Frank Gaskill

Bill Willis

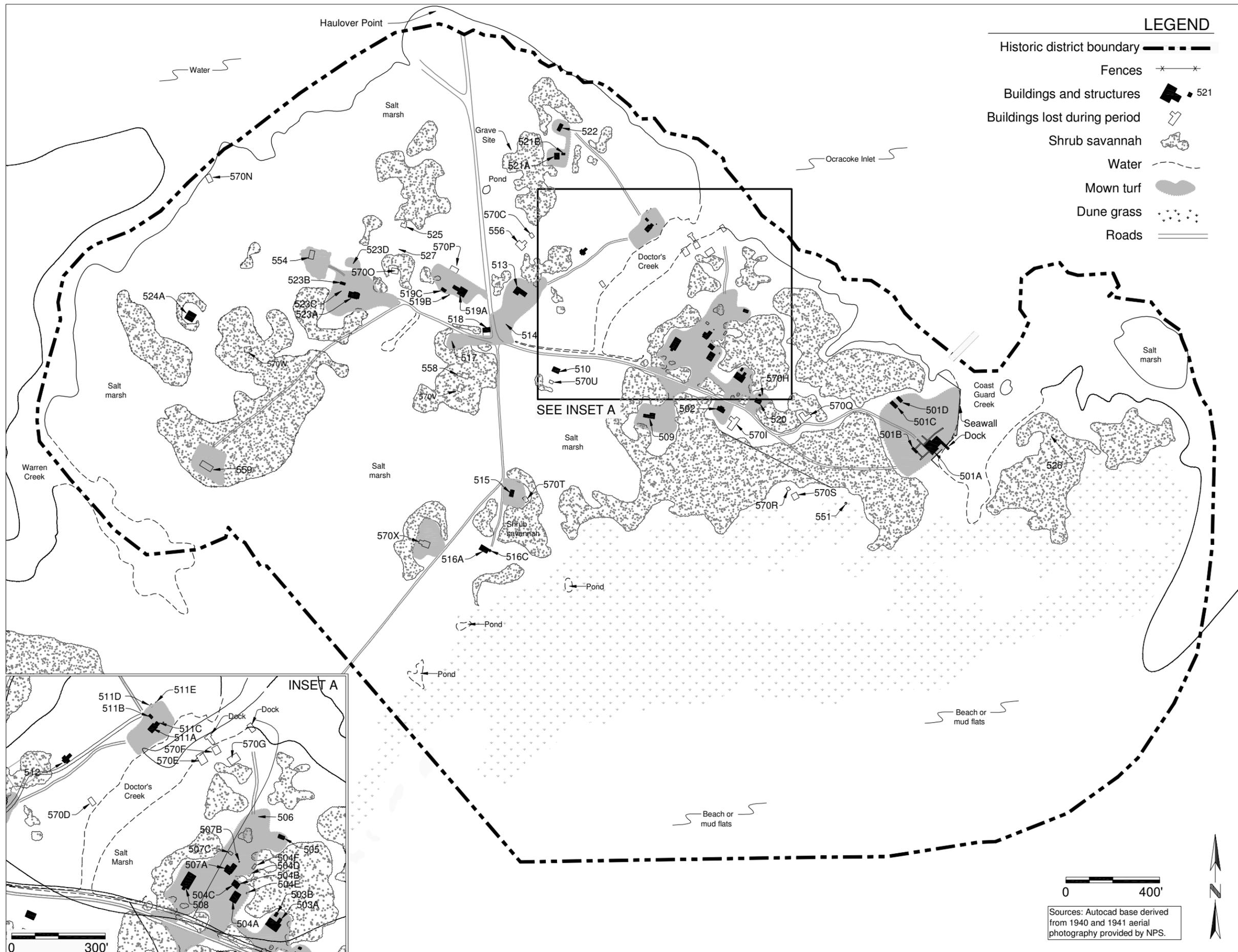
Alfred Dixon

George Willis

Doctor's Creek

Coast Guard Creek

Joe Abbott



NPS#	Structure or Feature Name
501A	Portsmouth Life-Saving Station
501B	Portsmouth Life-Saving Station summer kitchen
501C	Portsmouth Life-Saving Station stable
501D	Portsmouth Life-Saving Station shed
502	Roy Robinson House
502B	Roy Robinson cool house
503A	Dennis Mason House
503B	Mason shed
504A	Jesse Babb House
504B	Babb kitchen
504C	Babb garage
504D	Babb generator house
504E	Babb privy
504F	Babb barn
505	Ed Styron House
506	Babb-Dixon Cemetery
507A	McWilliams-Dixon House
507B	McWilliams-Dixon cool house
507C	McWilliams-Dixon shed
507D	McWilliams-Dixon privy
508	Portsmouth Church
509	Washington Roberts House
510	George Dixon House
511A	Henry Pigott House
511B	Pigott summer kitchen
511C	Pigott cool house
511D	Pigott shed
511E	Pigott shed 2
511F	Pigott privy
512	Tom Gilgo House
513	Robert Wallace House
514	Grace Cemetery
515	Cecil Gilgo House
516A	Schoolhouse
516B	Schoolhouse shed
516C	Schoolhouse cistern
517	Community Cemetery
518	Post Office and General Store
519A	Dixon-Salter House
519B	Dixon-Salter cool house
519C	Dixon-Salter shed
519D	Dixon-Salter privy
520	George Willis House
521A	Carl Dixon House
521B	Carl Dixon summer kitchen
522A	Frank Gaskill House
522B	Frank Gaskill shed
523A	Styron-Bragg House
523B	Styron-Bragg shed
523C	Styron-Bragg cool house
523D	Styron-Bragg privy
524A	T.T. Potter House
524B	T.T. Potter shed
525	Will Willis House
526	Two Seamen's Graves
527	Portsmouth Cemetery
551	U.S. Marine Hospital cistern
554	Tine Bragg House
556	Henry Babb House
558	Mattie Gilgo House
559	Ed Keeler House and cemetery
570	Unidentified structures A-M

Portsmouth Village
 Cape Lookout National Seashore, NC
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Figure 18. Portsmouth Village
 Historic period plan, circa 1941

Sources: Autocad base derived from 1940 and 1941 aerial photography provided by NPS.

inhabited after this time. For example, Ed and Katherine Styron's house, the southernmost house on Sheep Island, "just blew off" during the storm.¹⁰⁹ After the storm, the Styrons built a new house in Portsmouth Village, the existing Ed Styron house.

By the 1930s advancing radio technology permitted the phasing out of many Coast Guard stations, as ships were equipped with better navigational instruments. In addition, rescuers were able to obtain better equipment and faster boats. In 1938, Portsmouth Station was deactivated, and in 1940 Core Banks Station was deactivated.¹¹⁰

After the attack on Pearl Harbor on December 7, 1941, the military moved quickly to re-establish American coastal defenses. On December 21, 1941, troops arrived at Fort Macon to arrange the coastal defenses at the Morehead/Beaufort harbor. During the spring of 1942, German U-boats targeted Allied shipping off the coast of North Carolina, sinking many ships. Losses were generally not reported to the public, but coastal residents observed explosions and debris washing ashore. After May 1942, blackouts of towns along the coast and implementation of the convoy system reduced losses from U-boat activity.

During the war, Cape Lookout Bight was used as shelter for convoys bound for Europe, and soldiers were stationed on Cape Lookout to defend the natural harbor. The Portsmouth Coast Guard Station was reactivated as part of the coast watch.¹¹¹ After 1943, the tide of the war shifted, and by November 1944, Fort Macon was deactivated. Many of the last remaining residents in Portsmouth left after a hurricane in 1944. By the mid 1940s, the village had decreased in population and numerous structures had been abandoned or demolished.

Postwar and the National Seashore

Recreation, Conservation, and the Changed Federal Role

The decades after World War II on the Outer Banks saw the continued decline of full time residential use. After World War II, changes in the role of the federal government in the region contributed to this process, as the Coast Guard, which had provided for continuous employment opportunities at Portsmouth since the establishment of the Life-Saving Service in the late nineteenth century, gradually disappeared. The federal government instead began to serve as steward of the natural and recreational environment through the efforts of the National Park Service.

In describing the economic improvements of the 1950s on the upper Outer Banks, related primarily to tourism, David Stick commented on the lack of development on the lower Outer Banks:

But on the lower Banks, at Portsmouth, Core Banks, Cape Lookout, and Shackleford Banks, where stock continued to graze on an open range through World War II and afterwards with no effort made to control erosion, where there was no one . . . to push through the construction of roads and bridges, and where there still is no connection with the mainland, the long stretches of bald beach remain, devoid of vegetation and flooded by every storm tide—but the people have long since departed.¹¹²

By 1950, Portsmouth Village had only fourteen residents.¹¹³ By 1956, a postage stamp was the only item purchasable in the town, and in 1959, the post office closed. By the early late 1940s, the former Life-Saving Station was sold to a private sportmen's club, and a landing strip was built, obliterating the site of the former marine hospital.¹¹⁴ Another club, the Salter Gun Club, used the Dixon-Salter house beginning in 1965.¹¹⁵ Other houses in the village were

109. Lionel Gilgo, quoted in *Ed Styron house Historic Structure Report* (National Park Service, 2004), 9.

110. Holland, 38, citing U.S. Coast Guard, *Register of the Commissioned and Warrant Officers and Cadets, and Ships and Stations of the United States Coast Guard, July 1, 1938* (Washington, D.C.: Government Printing Office, 1938), 105; and *Register, July 1, 1940*, 158.

111. Olson, 92, citing information related by Edwin C. Bearss, National Park Service historian, to Anna C. Toogood, 1970.

112. Stick, *The Outer Banks*, 253.

113. *Ibid.*, 307.

114. Jones, 28. Some sources give a date of the 1950s for the creation of the landing strip.

115. Olson, 95.



FIGURE 20. Aerial photograph of Portsmouth looking northwest, 1969. The Life-Saving Station is visible in the left foreground, with the cleared landing strip separating the station from its stable and shed. The church is at the center of this view, and the schoolhouse is visible at the left edge of the photograph.

occupied seasonally by hunters or fishermen throughout the 1950s and 1960s. Often, the older houses were remodeled or rehabilitated by these seasonal users.

In 1957, the construction of a paved highway on Ocracoke Island and the beginning of regular ferry service across Hatteras Inlet made Ocracoke village more accessible as a vacation destination. Circa 1960, ferry service was begun connecting Ocracoke to Cedar Island, the eastern terminus at that time of U.S. Highway 70.¹¹⁶ Some schemes for private resort-type development were proposed in the 1950s and 1960s, but intensive recreational development was forestalled by government action. The state of North Carolina had begun to acquire land from private owners on Portsmouth Island, Core Banks, and Shackleford Banks starting in 1959, and by June 1963, had acquired about 80 percent of the land between Ocracoke Inlet and Cape Lookout.

Cape Lookout National Seashore

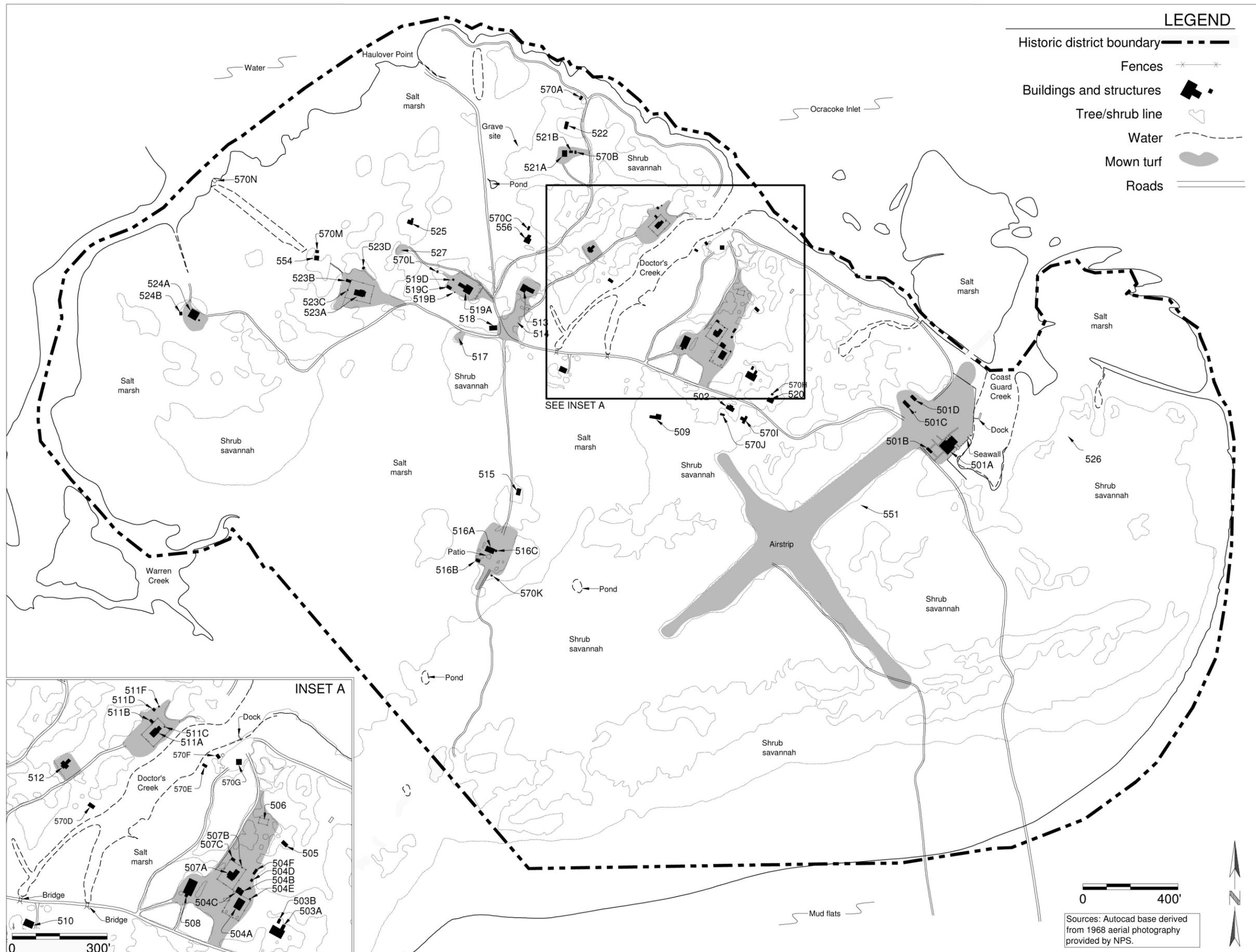
North Carolina turned to the federal government for assistance in managing this large resource.

Initially consideration was given to extending Cape Hatteras National Seashore to include the Cape Lookout area. However, Cape Lookout was established as a National Seashore in its own right in 1966, encompassing a fifty-four mile stretch of the Outer Banks from Cape Lookout to Ocracoke Inlet, and the nine mile long Shackleford Banks running westward to the Beaufort Inlet. From the founding of the National Seashore, the objective of the National Park Service has been to provide for natural and scenic recreational use while preserving the seashore in its natural condition.¹¹⁷

By 1966, the village had only three permanent residents. Some buildings were used as vacation homes, and the Life-Saving Station served as a seasonal lodge for a hunting and fishing club. Other buildings were unoccupied, and some had fallen into disrepair. The remaining residents were given life estate rights to a home in the village, while most of the remaining properties were acquired by the National Park Service in the late 1960s. With the death of Henry Pigott in early 1971, the last two permanent residents, Elma Dixon and Marion Babb, left Portsmouth.

116. *Ibid.*, 301.

117. "Cape Lookout Master Plan – Draft" (National Park Service, September 27, 1968).



NPS#	Structure or Feature Name
501A	Portsmouth Life-Saving Station
501B	Portsmouth Life-Saving Station kitchen
501C	Portsmouth Life-Saving Station stable
501D	Portsmouth Life-Saving Station shed
502	Roy Robinson House
502B	Roy Robinson cool house
503A	Dennis Mason House
503B	Mason shed
504A	Jesse Babb House
504B	Babb kitchen
504C	Babb garage
504D	Babb generator house
504E	Babb privy
504F	Babb barn
505	Ed Styron House
506	Babb-Dixon Cemetery
507A	McWilliams-Dixon House
507B	McWilliams-Dixon cool house
507C	McWilliams-Dixon shed
507D	McWilliams-Dixon privy
508	Portsmouth Church
509	Washington Roberts House
510	George Dixon House
511A	Henry Pigott House
511B	Pigott summer kitchen
511C	Pigott cool house
511D	Pigott shed
511E	Pigott shed 2
511F	Pigott privy
512	Tom Gilgo House
513	Robert Wallace House
514	Grace Cemetery
515	Cecil Gilgo House
516A	Schoolhouse
516B	Schoolhouse shed
516C	Schoolhouse cistern
517	Community Cemetery
518	Post Office and General Store
519A	Dixon-Salter House
519B	Dixon-Salter cool house
519C	Dixon-Salter shed
519D	Dixon-Salter privy
520	George Willis House
521A	Carl Dixon House
521B	Carl Dixon summer kitchen
522A	Frank Gaskill House
522B	Frank Gaskill shed
523A	Styron-Bragg House
523B	Styron-Bragg shed
523C	Styron-Bragg cool house
523D	Styron-Bragg privy
524A	T.T. Potter House
524B	T.T. Potter shed
525	Will Willis House
526	Two Seamen's Graves
527	Portsmouth Cemetery
551	U.S. Marine Hospital cistern
554	Tine Bragg House
556	Henry Babb House
570	Unidentified structures A-M

Portsmouth Village
 Cape Lookout National Seashore, NC
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Figure 19. Portsmouth Village
 Historic period plan, circa 1968



FIGURE 21. Aerial photograph of Portsmouth looking southwest, 1969. Visible in this photograph are the George Dixon House (510), the Tom Gilgo House (512), the Robert Wallace House (513), the Cecil Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Dixon-Salter House (519), the Carl Dixon House (521), the Frank Gaskill House (522), the Styron-Bragg House (523), the Will Willis House (525), and the Henry Babb House (556).

Refer to Fig. 19. By the late 1960s, most of the houses in the village were abandoned or inhabited only seasonally. Tree and shrub cover had regrown within the village. The settled portion of the village had contracted to the core area currently included in the National Register Historic District; as noted above, the settlement of Sheep Island had been abandoned after the 1933 hurricane, and the vacant structures in Middle Community were later destroyed by fire.

Portsmouth Village was listed in the National Register of Historic Places in 1978, including the fifty-acre historic district, village site, thirty primary structures, and numerous secondary structures and site features. The National Park Service undertook restoration and stabilization work at numerous structures in Portsmouth around 1980. For many

structures, this included repainting or repair of historic wood siding and wood windows; removal of non-historic synthetic cladding materials; and replacement of asphalt-shingle roofing with wood shingles. The periodic seasonal occupation of some houses in the village that had begun after World War II continued under the National Park Service historic leasing program in the 1970s and 1980s. Also during the 1970s and 1980s, National Park Service staff began to clear brush and trees that had grown up in the decades after World War II, in part to reduce the risk of fire to the historic structures. Mown turf was established around many of the houses. In 1993, the last former resident with life estate rights in the village died.¹¹⁸

In late August-early September 1999, Hurricane Dennis came ashore at Cape Hatteras and 19.13



FIGURE 22. Aerial photograph of Portsmouth looking southwest at Doctor's Creek, 1969. Visible in this photograph are the Roy Robinson House (502), the Dennis Mason House (503), the Jesse Babb House (504), the Ed Styron House (505), the McWilliams-Dixon House (507), the Portsmouth Methodist Church (508), the Washington Roberts House (509), the George Dixon House (510), the Henry Pigott House (511), the Tom Gilgo House (512), the Robert Wallace House (513), the Cecil Gilgo House (515), the Schoolhouse (516), the Post Office (518), the Dixon-Salter House (519), the George Willis House (520), the Henry Babb House (556), and one unidentified house (570).

inches of rain fell in Ocracoke. In mid-September 1999, Hurricane Floyd moved northward along the Atlantic coast and brought heavy rain and severe flooding to North Carolina. During these storms, several buildings were lost, including a barn at the Jesse Babb House and a privy at the Styron-Bragg House. In addition, a barn that had been sited near the shore between the McWilliams House and the water, near the creek, was lost during these storms. Another barn located near the Life-Saving Station stable, which had been dismantled by National Park Service and was to be reconstructed, was also lost.¹¹⁹

In 2003, the district was heavily affected by Hurricane Isabel, which made landfall on the Core Banks between Cape Lookout and Portsmouth Village on September 18. The storm overturned more than 400 trees, and damaged fences, outbuildings, cemeteries, roads, pathways, and other historic features. The George Dixon house, already noted to be in poor condition when surveyed for the Historic Structure Report in 2002, suffered heavy damage. Subsequent to the storm, the house was stabilized with plywood board-up and timber shoring, which remains in place. The Life-Saving Station was also damaged by the storm. Archeological resources were exposed, and the

118. Cloud, 72.

119. Interview with Mike McGee, Maintenance Supervisor, Cape Lookout National Seashore, May 10, 2007. The 2006 LCS includes mention of the Jesse Babb Barn and the Styron-Bragg Privy, although these structures are no longer extant.

establishment of new water channels caused loss of land associated with a cemetery. Impacts from subsequent storms, including Hurricane Ophelia in September 2005, led to the loss of hundreds more trees; to date, the cumulative damage from these recent storms has not been fully evaluated or mitigated, and much of the district is in need of stabilization and repair.

