Pea Island Life-Saving Station
Rodanthe, North Carolina
Coast Guard Station #177

Historic Resource Study
Contents

Foreword ................................................................................................................................. iii

Chapter One: Introduction History of Life-Saving Station on the Outer Banks ..................... 1

Chapter Two: History of the Pea Island Life Saving Station on the Outer Banks................. 6

Chapter Three: Rescues, Wrecks and Assist of the Pea Island Life-Saving Stations on the Outer Banks................................................................................................................. 19

Chapter Four: Architectural History of the Pea Island Life-Saving Stations ...................... 38

Appendix: Collection of Letter of Pea Island Life-Saving Station (1880-1911) ................. 50

Bibliography .......................................................................................................................... 83
Foreword

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-Sciutto 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.

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.
- Caffeys Inlet (1874-1899) - Once protected inlet at Dare-Currituck county line. Now restored as Sanderling Restaurant.
- Paul Gamiel 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 Midgrett 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
Crewman at the U.S. Lifesaving Station faking the messenger line of the Lyle gun.

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.
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 it 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](image)

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

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

1880-1899 Richard Etheridge
appointed January 24, 1880, oath February 2, 1880.

Richard Etheridge
• Born as a slave
• Taught to read and write by owner
• Knowledgeable about tides, weather, and shore line
• 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.

1880 George C. Daniels

“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.]
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

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.¹

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 fire.² 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

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¹ 20Stat L 163
$300 reward. The Treasury Department investigator suspected surfmen living on Bodie Island but the case was never prosecuted.  

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.” 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…” 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 Illet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnaekeet, Big Kinnaekeet, Creed’s Hill and Durant’s Station. 

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 vise 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. 

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.

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5 Investigator’s report to Superintendent Kimball, dated September 11, 1990, National Archives Record group 26. 
6 Annual Report, 1881, page 78. 
9 National Archives, RG 26, Letter Sent, Vol. 27. page 358-359: Letter from S. Kimball dated October 6, 1995
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.
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.  

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 its original written format.

10 USCG Reservists Magazine, Oct 1996
Rescue/Wreck Activity: Pea Island Log

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

At half 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, 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, 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, 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, Cargo: Wood

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11 Annual Report, 1880, pages 19-21. Ship A shore, 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 A shore, 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, **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, **Cargo:** General

Assisted Oregon Inlet Station Crew

**Date:** January 9, 1884, **Vessel:** Excel, **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, **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, **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**, **Cargo:**

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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, 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, Cargo: Fish Oil

Assisted the Oregon Inlet Station crew

Date: January 7, 1888, Vessel: Night Signal 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., Cargo: Lumber

Assisted from the Oregon Inlet Station crew.

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

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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 Found**

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 Crockett*. 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**

Assisted New Inlet Station crew.

**Date: October 17, 1889, Vessel: Roseania**

Assisted Oregon Inlet Station crew.

**Date: October 24, 1889, Vessel: Lizzie S. Haynes**

Schooner was a total loss and five lives were lost.

**Date: November 6, 1889, Vessel: Steamer**

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.

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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 Found
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, 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, 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, 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, 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, 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, Cargo: Lime
Assisted Oregon Inlet Station Crew

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

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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 lighter 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,**

**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,**

**Cargo:**

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

**Date: December 26, Vessel: Shelter,**

**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,**

**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,**

**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,**

**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,**

**Cargo:**

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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, **Cargo:** Assisted New Inlet Station

**Date:** March 12, 1895, **Vessel:** Shelter afforded, **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, **Cargo:** Assisted Chicamacomico Station.

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

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

**Date:** December 4, 1895, **Vessel:** Unknown, **Cargo:** Assisted Oregon Inlet Station Crew.

**Date:** December 25, 1895, **Vessel:** Unknown, **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 27, 1895, **Vessel:** Emma C. Cotton, **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.

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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, Cargo: Sugar and Molasses

Assisted New Inlet Station crew.

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

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

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

Assisted New Inlet Station crew.

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

Assisted New Inlet Station crew.

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

Assisted Oregon Inlet Station crew.

1901- No Activity

**Date:** January 28, 1902, **Vessel:** Night signal, **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, **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, **Cargo:**

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

**Date:** September 10, 1902, **Vessel:** Night signal, **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, **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.

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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\textsuperscript{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\textsuperscript{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\textsuperscript{83} Cargo:

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

Date: July 31, 1904, Vessel: Succor\textsuperscript{84} Cargo:

A belated traveler was succored at the station overnight.

Date: December 4, 1904, Vessel: Warned by night signal\textsuperscript{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\textsuperscript{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\textsuperscript{87} Cargo:

\textsuperscript{81} Annual Report, 1903, pages 149, 288
\textsuperscript{82} Annual Report, 1904, pages 205
\textsuperscript{83} Annual Report, 1904, pages 195
\textsuperscript{84} Annual Report, 1905, pages 177
\textsuperscript{85} Annual Report, 1905, pages 203
\textsuperscript{86} Annual Report, 1905, pages 119, 286
\textsuperscript{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,**

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,**

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

**Date: September 5, 1905, Vessel: Succor,**

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,**

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,**

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,**

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,**

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,**

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.

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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,\textsuperscript{96} Cargo:  
Found by the patrol, it was hauled up on the beach to await claimant.

Date: January 11, 1908 Vessel: Boat,\textsuperscript{97} Cargo:  
Crew assisted to launch a boat at Oregon Inlet.

Date: January 18, 1908 Vessel: Succor,\textsuperscript{98} Cargo:  
A man and woman. Sheltered for the night.

Date: May 18, 1908 Vessel: Succor,\textsuperscript{99} Cargo:  
A wayfarer. Cared for overnight.

Date: May 28, 1908 Vessel: Succor,\textsuperscript{100} Cargo:  
A wayfarer. Given shelter for the night.

Date: September 22, 1908, Vessel: Succor,\textsuperscript{101} Cargo:  
Sheltered a man overnight.

Date: May 16, 1909, Vessel: Succor,\textsuperscript{102} Cargo:  
Two men overtaken by bad weather: sheltered overnight.

Date: June 4, 1909, Vessel: Succor,\textsuperscript{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,\textsuperscript{104} Cargo:  
Four men fed and sheltered overnight.

Date: August 24, 1910, Vessel: Launch,\textsuperscript{105} Cargo:  
No entry.

\textsuperscript{96} Annual Report, 1908, pages 179  
\textsuperscript{97} Annual Report, 1908, pages 117  
\textsuperscript{98} Annual Report, 1908, pages 172  
\textsuperscript{99} Annual Report, 1908, pages 173  
\textsuperscript{100} Annual Report, 1908, pages 173  
\textsuperscript{101} Annual Report, 1909, pages 188  
\textsuperscript{102} Annual Report, 1909, pages 189  
\textsuperscript{103} Annual Report, 1909, pages 189  
\textsuperscript{104} Annual Report, 1909, pages 189  
\textsuperscript{105} Annual Report, 1911, pages 144
Date: April 20, 1911 Vessel: Two Sisters, Cargo: 3 miles WNW

Date: May 18, 1911 Vessel: Charles J. Dumas, 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, Cargo: 2 miles NW of Pea Island Station (in Pamlico Sound)

Date: January 20, 1915, Vessel: George W. (N?) Reed, 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, Cargo: Warned away from beach by Coston signals.

Date: May 9, 1916, Vessel: Motor Boat, Cargo: Engine disabled in Roanoke Sound. Towed to harbor.

Date: May 27, 1916, Vessel: Louise, Cargo: Lost bearings and ran ashore in Pamlico Sound, floated.

Date: July 8, 1917, Vessel: Terry, Cargo: Stranded 2 miles SW of station. Floated and taken to safe mooring.

Date: July 27, 1917 Vessel: Terry, 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,\textsuperscript{115} Cargo:
[Assisted Oregon Inlet Station crew.]

Date: August 25, 1918 Vessel: Streamer,\textsuperscript{116} Cargo:
Warned away from shore 2 miles NNE of station by Coston signal.

Date: August 25, 1918, Vessel: Succor,\textsuperscript{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,\textsuperscript{118} Cargo:
Warned away from shore 2 miles NNW of station [in Pamlico Sound] by Coston signal.

Date: March 6, 1919, Vessel: Elizabeth,\textsuperscript{119} Cargo:
[Assisted Chicamacomico Station crew.]

Date: November 3, 1919, Vessel: Black Hawk,\textsuperscript{120} Cargo:
[Assisted Chicamacomico Station crew.]

Date: 1920-1923
No Activity

Date: March 11, 1924, Vessel: Succor,\textsuperscript{121} Cargo:
Two men in motor boat who were overtaken by storm.

Date: July 23, 1928, Vessel: Succor,\textsuperscript{122} Cargo:
Blue Anchor Society supplies provided to 2 members of crew of Oregon Inlet ferryboat, which was caught in severe storm.

Date: November 19, 1929, Vessel: Succor,\textsuperscript{123} Cargo:
Blue Anchor Society supplies provided to 2 fishermen whose dory capsized.

\textsuperscript{115} Annual Report, 1920, pages 259
\textsuperscript{116} Annual Report, 1920, pages 400
\textsuperscript{117} Annual Report, 1920, pages 400
\textsuperscript{118} Annual Report, 1920, pages 404
\textsuperscript{119} Annual Report, 1920, pages 415
\textsuperscript{120} Annual Report, 1920, pages 115
\textsuperscript{121} Annual Report, 1929, pages 45
\textsuperscript{122} Annual Report, 1920, pages 51
\textsuperscript{123} Annual Report, 1930, pages 60
Date: April 7, 1930

Vessel: Succor

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. (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 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. 10. TREASURY DEPARTMENT

Capt. Ethridge.

The present order shall always accompany every assignment of your district, I instruct you to which you will fill in and return at once.

I instruct, the applicant states he has been on the station for a long time and is willing to serve in your station or county, and at the place he has been for a considerable time as you will state on the 27th.

My 27th, 77.

OFFICE OF
Superintendent of Life-Saving Stations,
Sixth District.
Monticello, Va.

Copy

J. H. Ethridge, Esq.
Re: W. H. Martin.

Sir:

Enclosed find a copy of a letter from the Superintendent of Life-Saving Stations to the keeper of the station at the time, instructing you to put in a journal the statements of the keeper of the station and to copy the letter in your journal, and make record of the same in the record book.

Very respectfully,

J. H. Ethridge,
Superintendent.

Copy of it to be used by the keeper of each station to his own use and to make a record of the statements of the keeper of the station and to copy the letter in your journal. You will make this letter, as a rule.
OFFICE OF
Superintendent of Life-Saving Stations.
SIXTH DISTRICT.
MEMPHIS, T. N.
December 30, 1883

Richard Etheridge, Esq.  
Keeper L.S. Station N.  
Pen Island N. C.

Sir,

Your are instructed to keep a boat at your station for the use of the Government for all occasions, where it may be occasioned, from the 1st day of January 1883, to the 1st day of April 1884, at a compensation of five dollars per month.

Very respectfully,

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

Manteo, N.C., June 30, 1883

Richard Etheridge, Esq.,
Keeper Pea Island Station,

Sir:—From and after the receipt of this letter you will write up and keep the record of your station and forward handbooks thereof to the Secretary at the end of the season as well as during the entire season.

Very respectfully,

[Signature]

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

Manteo, N.C., March 11, 1884

Richard Etheridge, Esq.,
Keeper Pea Island Station,

You will please inform this office of the services you are rendering to the public, either by land or sea, and also of the men employed during the quarter ending March 31, and for the month of April and in April for the quarter ending March 31.

Very respectfully,

[Signature]
Mr. R. Etheridge
Superintendent, Life-Saving Service, No. 7, Vashon, Wash.

May 1, 1881

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,

[Signature]

General Superintendent.
...
OFFICE OF
Superintendent of Life-Saving Stations,
Sixth District.
August 14, 1884.

Richard C. Bridge, Esq.

Sir,-

You are instructed to provide your station with one seaman by the first day of September next, and one additional man from that date forward, in accordance with the United States Regulations for the Government of the Life-Saving Service, 1882.

You will select competent men for these positions, nothing being considered whatever other than personal worth and professional capacity to influence you in the selection of the person you choose. If there be any exception to the above named rule, the same must be made in writing, and forwarded to this office. See paragraph 37, Rev. Regulations, 1882.

The men will be employed in accordance with the same regulation as in 1883, and will remain at the station from the date above.

Very respectfully,

[Signature]
OFFICE OF Superintendent of Life-Saving Stations, SIXTH DISTRICT.
Manteo, N.C., August 21, 1884.

RICHARD EDWARDS EAGLE, Keeper, Pier Island Sta.

Sir: You will receive all surf men you engage, whether new or old in the service or not, do join a certificate of physical qualifications upon signing the articles of engagement from 1880, enclosed.

Very respectfully,

Wm. R. Reynolds

OFFICE OF Superintendent of Life-Saving Stations, SIXTH DISTRICT.
Manteo, N.C., March 26, 1885.

Capt. RICHARD EAGLE, Keeper, Pier Island Sta.

Capt. Wrigley of New Inlet Station will assist you, how to make the paint. First, four inside doors and frame, your station according to his instructions. When the canvas is up, send to your station, this

OFFICE OF Superintendent of Life-Saving Stations, SIXTH DISTRICT.
Manteo, N.C., December 21, 1884.

RICHARD EDWARDS EAGLE, Keeper, Pier Island Sta.

Sir: On an order I make a monthly report of the average depth of the water in your station during the coming calendar year. Your report must show the aggregate number of vessels assisted, and the number of lives saved, and the amount of oil consumed during the month, the oil is mixed and in each half total amount of oil consumed during the period in all the saving stations combined.

From the use of the six gallons, you can estimate the amount of the oil consumed.

Very respectfully,

W. R. REYNOLDS
Up to the present time, no return has been made, and to
be made, in the necessity for the preservation of
any land, not having been furnished in the regulations
for procuring my work, for which, I am sure, the
Government would be especially desirous, of the safe
use of the water. The duties charged with the
administration of the duties, are not to perform at all
various duties as much as to avoid, the inconvenience of
the service. Every person connected with the
administration of the duties, will be held to be accountable for the
faithful performance of his duty.

Very respectfully,

T. J. Haymes
Superintendent.
LETTER TRANSMITTING REPORTS OF THE U.S. LIFE-SAVING SERVICE

Treasury Department,
Office of the Secretary, Life-Saving Office.

Washington, D.C., September 12, 1864.

Mr. Richard Ethridge,
Chief of the Island Station,

Dear Sir:

There has been mailed you this day a copy of the Report of the Secretary of the Smithsonian Institution and 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 letter, order, and upon the inventory of your station, and care for them as public property.

Very respectfully,

[Signature]
General Superintendent.

U.S. Life-Saving Service,

Chief of the Island Station

Dec. 14th, 1864.

Sir:

Here is forwarded to you in a few days by express, material to build a stable upon the shore of the beach. Upon receipt of the material, you will take your order and go on board the vessel and suit as shown above the number 1, and do not keep the ladders in the water any longer than is absolutely necessary. You will call upon the Master of the vessel to assist you in constructing the stable with the crew, you will construct the stable in accordance with the enclosed plan, and place the ladder as near the station as possible, guarding against the breaking up of the same. Should a wreck occur...

[Handwritten note]

Your order, and immediately the vessel,

You will have the crew of the vessel, and in your report, which may be required by the Secretary of the Smithsonian, as you are to keep in the proceedings of the vessel, the vessel's master has consented to have the ladder from this number 1, your station.

Very Respectfully,

[Signature]

Chief Inspector.

[Handwritten note]
OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Richard Etheridge
Superintendent, U.S.L.S.

Please report to me, without delay, the distance of each station from the nearest point of land, both by land and by water, and the course and distance to the nearest point of land. Have the time that each station covers the distances and times of actionable stations. Also, conditions of the beach protected by your men, whether it can be crossed for all kinds of weather, and of each state, the reason why.

Respectfully,

J.B. Payne
Sept 21st 1886

U. S. Life-Saving Service.
Elizabeth City, N.C.
March 31, 1886

Capt Richard Etheridge

Enclosed a table of the amount due temporary
Superintendent, U.S.L.S.

61
My dear Charles

Mr. Frederick Robinson

Keeper, Cheltenham, N.S.

Sir,

Please follow our instructions contained in the enclosed receipt and send

same to me at Elizabeth City.

I am,

Yours faithfully

James C. Hardin

Cheltenham, N.S.

OFFICE OF
Superintendent of Public Welfare District,

Poplar Branch, N.C., March 4, 1886

Mr. Charles Land, Esq.

Dear Sir:


If you are in any way desirous to apply

for the benefits provided by the Act of March 1, 1884, the second

regulation page 23, 1884, Life Insurance Service, 1884. It will be necessary for

you to provide the affidavit of two or

more witnesses who are generally

acquainted with the facts relating to the

case, where any the circumstances

warrant such. The signing or checking

was contracted, also a certificate from the

Register giving the actual time of your

absence from the claim, the cause

therefore and other confirmations you

may have relating thereto.

The application should be accompanied

by a certificate from a practicing physician,

of your desirability, if not from

a regular physician of your

orders. At the time

you will

be required to present

to me all papers for your

approval.

I am respectfully,

Your obedient servant,

T. B. Payne,

Superintendent of N.C. Welfare District.
U. S. Life-Saving Service,
Elizabeth City, N. C.
April 26th, 1854

Secured at New Island L. I.

Sir,

Immediately upon the receipt of this letter you will construct a screen door for each of the doors belonging to the stall 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 so as they should upon close, have none of the stitches so as none is furnished for this purpose to make the frames well when the thickness of any of the adjoining stations after taking the necessary dimensions you will place near the ends and sides, a button to keep the screens from drawing out and

secure this button with the joined screen furnished, upon the doors.

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

The key racks will be placed in position as soon as can be got, one being eight and left handed back and you must be taken care of the wire so that you don't get it in knots as is done, but as soon as you get it to work as you will have been sent you to make the screens.

I consider the amount of lumber sent you sufficient to make the frames for doors and windows and give you enough for the split for buttons the same as to be hung on hinges which is furnished and the window screens are fastened with wooden buttons on the underside.

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

Very respectfully,

E. B. Chapman

Capt. E. B. St. Clair
Acting Inspector

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

Treasury Department,
Office of the Secretary of the Treasury, May 27, 1856

Kaper, New Island,
Life-saving Station,
Master, N. C.

Mr.:

There have been sent you this day a copy of the Report of the Smithsonian Institution, 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, order it upon the inventory of your station, and care for it as public property.

Very respectfully,

A. D. Ritchie

General Inspector.
U.S. Life-Saving Service,
Elizabeth City, N.C.,

Mr. Richard Ethridge,
Salt Air Island Life Saving Station,

In accordance with the instructions and orders issued by your superiors,
the vessel has been put in first-class condition for the season. You are hereby granted leave for visiting court in this county on business from November 1st to 7th, 1886.

Very respectfully,
J.F. Sayre
Superintendent
6th District

---

OFFICE OF
Superintendent of Sixth U.S. Life-Saving District,
Dover Branch, N. C., Oct. 14, 1886

Richard Ethridge,
Salt Air Island Life Saving Sta.

Sir,

This is to inform you that the old horse has been replaced and is now ready for use.

Very respectfully,
J.F. Sayre

---

OFFICE OF
Superintendent of Sixth U.S. Life-Saving District,
Dover Branch, N. C., Nov. 3rd, 1886

Richard Ethridge,
Salt Air Island Life Saving Sta.

Some time ago I transmitted a sum of money to the Federal National Bank of Norfolk, Virginia. The amount was insufficient for the purpose. The money was received and deposited in the bank. The sum has since been withdrawn.

Very respectfully,
J.F. Sayre

---

64
OFFICE OF
Superintendent of Life-Saving Stations,
Capitoline District.

August 21st, 1897.

Dear Sir,

I have been requested by the Secretary of the Treasury to inform you that the [signature]

Yours respectfully,

[Signature]

August 21st, 1897.

---

OFFICE OF
Assistant Inspector of South 11th Life-Saving District.

July 24th, 1898.

Received the receipt of lumber and nails.

12 12 x 10
8 9 x 12
1 10 x 12
2 1 x 2

Yours respectfully,

[Signature]

July 24th, 1898.

---

OFFICE OF
Assistant Inspector of South 11th Life-Saving District.

July 24th, 1898.

Received the receipt of lumber and nails.

12 12 x 10
8 9 x 12
1 10 x 12
2 1 x 2

Yours respectfully,

[Signature]

July 24th, 1898.
OFFICE OF
Superintendent of Sixth N. Y. Life-Saving District,

Pleasant Beach, Long Is., September 10, 1887.

Superior, One Island,
G.R.C. saving station.

Sir:

By reference to your letter of instructions,
you will see that the personnel are required
to sign their names in full. It is also pointed
out in the letter, that the signatures must be
made on a sheet where the name is not
required, in that case, you will see the
signature to be made in full, in future letters.

Respectfully yours,

Superintendent.

[Signature]

[Note: Further text not visible]
Phil Pa
June 11, 89

Draft

I wrote Mr. Bricklayer
requesting him to send
a June for your battery
very practical. I will make
a requisition to the General
Superintendent for some
supplies and also send
your draft and yours.

Yours very truly,

[Signature]

P.S. Bricklayer Telephone Expert
left unnamed.

---

Uniforming and Contract Department.

[Letterhead]

December 25th, 1889.

Mr. Richard Ethridge, Super.
Pea Island, L.S.
Wampton, N.C.

Dear Sir:

We have shipped the uniforms for your
station but it will be necessary for us to send
without the knitted Guarnseys as they have not
yet come to hand. We will not send the invoices
and receipts for the clothing until the Guarnseys
are shipped.

You can keep a record of what you receive and
we will check up on the orders the goods that
are sent, so that when the Guarnseys arrive you
can sign the necessary receipts for all the cloth-
ing.

Yours respectfully,

[Signature]

Wanamaker & Brown.
Received of Captain Richard Esheridge
One Hundred Eighty six
being the amount due one
by the government as salary
Vizt. April 24th 1870
W. L. Daniel

Elizabeth B. M.
or Mrs. Emeline Grow of Pea Island
L. F. S. L. Co. Marshery Barna. M. C.
A. yrs. very respectfully
of W. L. Dobing,
Surfman 1870.

Richard Esheridge
Surfman

or to the Keeper of
Pea Island L. F. S. L. Co. Marshery Barna. M. C.
A. yrs. very respectfully
W. L. Daniel
Surfman 1870.
OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
New Berne, N. C., December 10th, 1870.

Keeper Pea Island
Life-Saving Station.

BILLET.

The Signals approved by the International Marine Conventions concluded in Washington, in October 1869, and adopted by the Life-Saving Service, are as follows—

1. Cross the bow of a vessel by night, the lightship's signals will have a red lamp, or a red signal light, or a red handkerchief to signify—You may sensibly; assistance will be given as soon as practicable.

2. A red flag signal on shore by day, or a red signal light, or a red handkerchief displayed by night, shall signify—Hail, sir.

3. A red flag signal on shore by day, or a white light, or a red signal light, or a white handkerchief displayed by night, shall signify—Help me!

4. Two flags, a white and a red, signal on the same mast on shore by day, or two white flags, a white and a red, signal on the same mast on shore by night, or a three-parted signal light, shall signify—Three away!

5. Two red signal lights in parallel on shore by day, or two red signal lights in parallel on shore by night, shall signify—This is the best place to land.

6. Any of the above signals may be answered from the watch on ferryboat. In the day time—by waving a flag, or a handkerchief, or a hat, or even the hand; or, at night—by giving a red light, or a blue light, or a green light, or by giving a light from the ship's lantern for a short time and then concealing it.

You will observe that the red and white signal lights are necessary to make the signals effective. Three or a supply of handkerchiefs, either white or red, may be used in your stead.

You will therefore immediately report by letter to the superintendent, the number of each kind of Boston lanterns, signal light, or red handkerchief, that you have on hand; also the kind and size of each kind of light, or red handkerchief, that you have on hand.

The flags, red and white, will be forwarded from the department and upon reaching the station, will be counted upon your muster roll, ready for use.

You will also be placed in each watch by the Inspectors.

You will in future, promptly notify this office, when any of the signals described above, are used to report their occurrence. Two copies of this letter are sent you, that one may be posted in some conspicuous place in the station, this letter may often refer to this signal, hence described, and familiarize themselves with the same.

Respectfully yours,

J. W. Estabrook
Supercintendent.

Sixth U. S. Life-Saving District,
Pea Island, N. C.,
November 9th, 1871.

Lieut. U. S. Life-Saving
Commissary
Pea Island, N. C.,
November 9th, 1871.

Enclosed you will please find the
List of People Received at the Station 9
by Name, for the month of Decb. 1870.
The (2) tables of all for the 1st quarter ending
May 31st, 1871.

Respectfully yours,

Richard Estabrook.

Telephone Keeper Prayson to forward me
A report for the number of gallons of oil that have been consumed and
you 50 the same.

M. H. Dearing
Commissary.
OFFICE OF
Superintendent of Sixth U.S. Life-Saving District.
Newport, R. C. May 30, 1891

Keeper Pea Island
Life-Saving Station

Sir,

I have this day forwarded you by mail One (1) red (77) white flag.

You will enter them upon the Forebay of Public Purposes of your station.

Keep them but under no circumstances will you display them. Notice has been given by the Department.

Very truly yours,

[Signature]

OFFICE OF
Superintendent of Sixth U.S. Life-Saving District.
Davenport, August 5, 1891

Keeper Pea Island
Life-Saving Station

Sir,

You will engage six (6) men for duty at your station (Pea Island) from September 1, 1891 to April 30, 1892, including February.

Two additional life-savers will be engaged from December 1, 1891 to April 30, 1892.

They will be engaged in accordance with and under the restrictions contained in the provisions of Paragraphs 3 and 4 of 37th Number 1871 and 1872, and to receive compensation at the rate of $50.00 per month each, during that period.

You will engage six (6) additional men for duty at your station (Pea Island) from September 1, 1891 to April 30, 1892, including February.

Two additional life-savers will be engaged from December 1, 1891 to April 30, 1892.

They will be engaged in accordance with and under the restrictions contained in the provisions of Paragraphs 3 and 4 of 37th Number 1871 and 1872, and to receive compensation at the rate of $50.00 per month each, during that period.

Very truly yours,

[Signature]
OFFICE OF
Superintendent of Sixty U. S. Life Saving District,
Beaufort, N. C., October 17, 1851,

Keeper, Sea Island
Capt. Davis, N. C.

Sirs,

Letter from Capt. Davis, N. C., addressed to you on the 22d of October, is now in my possession. I am, however, in no condition to answer for the delivery of it, as I am not able to go there immediately. I am, however, willing to take the responsibility of the said letter, and I will be responsible for the delivery of it.

With the utmost respect,

Mr. Jones,

OFFICE OF
Superintendent of Sixty U. S. Life Saving District,
Beaufort, N. C., September 17, 1851,

Keeper, Sea Island
Capt. Davis, N. C.

Sir,

The enclosed letter, you are requested to forward to New York, and to the proper person. The letter is from Capt. Davis, N. C., and is addressed to you. It contains the necessary instructions for the delivery of it. You are requested to forward it to the proper person.

With the utmost respect,

Mr. Jones.

Washington, D.C., February 10, 1863,

Mr. Richard Eberly,
Keeper, Be Island, S. C.

Sir,

The pay roll for the month of December has arrived, and has been received by Capt. Eberly. He is very grateful for the timely delivery of it. He is, however, unable to pay the amount due, as he is very short of funds. He is, however, willing to accept the money in goods, as he is very short of provisions.

With the utmost respect,

Mr. Jones,
PAY-ROLL of the

<table>
<thead>
<tr>
<th>NAME</th>
<th>CAPTAIN</th>
<th>NUMBER OF DAYS WORKED</th>
<th>RATE OF PAY</th>
<th>AMOUNT OF PAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard A. Chang</td>
<td>51</td>
<td>90</td>
<td>90</td>
<td>22.0</td>
</tr>
<tr>
<td>B. J. Everson</td>
<td>52</td>
<td>30</td>
<td>30</td>
<td>100.0</td>
</tr>
<tr>
<td>C. A. H. Blett</td>
<td>59</td>
<td>29</td>
<td>29</td>
<td>84.44</td>
</tr>
<tr>
<td>W. J. Roloff</td>
<td>57</td>
<td>30</td>
<td>30</td>
<td>100.70</td>
</tr>
<tr>
<td>J. D. R.</td>
<td>57</td>
<td>30</td>
<td>30</td>
<td>100.70</td>
</tr>
<tr>
<td>W. H. Jones</td>
<td>57</td>
<td>30</td>
<td>30</td>
<td>100.70</td>
</tr>
<tr>
<td>W. A. Tenkay</td>
<td>31</td>
<td>51</td>
<td>51</td>
<td>172.0</td>
</tr>
<tr>
<td>T. M.</td>
<td>31</td>
<td>51</td>
<td>51</td>
<td>172.0</td>
</tr>
<tr>
<td>H. H.</td>
<td>31</td>
<td>51</td>
<td>51</td>
<td>172.0</td>
</tr>
</tbody>
</table>

1. The above-named Keepers and Seamen have been employed on the above-named dates, and at the rates of pay specified, in accordance with the rates and regulations of the United States Life-Saving Service, and that they are entitled to the full wages for each day of work specified above.

2. The undersigned, having examined the above-named Keepers and Seamen, do hereby certify that the above-named Keepers and Seamen have been paid the wages specified above, and that the above-named Pay Roll is correct.

3. The undersigned, having examined the above-named Keepers and Seamen, do hereby certify that the above-named Pay Roll is correct, and that the above-named Keepers and Seamen have been paid the wages specified above.

JAN 13, 1895  159
Treasury Department,

OFFICE OF
Asst. Inspector of Sixth U. S. Life-Saving District,
Elizabeth City, N. C., May 10, 1873.

Keeper Landward, N. C.

The Inspector of Life-Saving Station has been directed to issue one Weber Light, with necessary instructions for its use, to be forwarded to your station. The Light will be accompanied by certain parts as follows:

12 metalized glass for lenses.
6 glass nipples.
1 jet for lenses.
1 complete sets of reflectors.
1 trunnion.

The number of the Light guarantees each and every part of the article supplied to be perfect and free from defects, and agrees to return any part that shall have been defective to the warehouse, except those parts of which damage may be shown to be caused during transmission.

Upon the arrival of the article you will open the same and examine the number and condition of the articles when delivered. The Light shall be placed upon the station immediately.

You will have the lamp fixed and will take the care to test it by a thorough test on the first occasion of its being lighted, to see if the reflectors are in good working order.

It is desired that the light be used in connection with the lighthouse, and used as the basis of the Signal Service, as well as with the boats, so as to notify that this station may be reached by the light on occasion when boats cannot be reached; and after the light has been put into thorough test it is desired that you submit a report thereof to this office and that you keep a record of all remarks or suggestions you may wish to make.

Respectfully yours,

[Signature]

General Superintendent

75
U. S. Treasury Department.

Keeper Peach Island Life-Saving Station, Fourth District, W. S. S.

Sir:—Engage 6 men from Aug. 1st to May 31st, 1876, and 4th month from Dec. 1st to Apr. 30th, 1876, under same conditions and pay as last season—turn over the enclosed articles of engagement.

July 6, 1875.

P. Hargrove, 1st Asst.

No. of Insurances.

Effectively returned.

Keeper, Peach Island Station, N. C.

Dear Sir:

I wish you to notify the place of the same makes, and at your earliest convenience, have the same returned. Let the pay be made for 3 months of the year, 1876 year, and the same makes, and at your earliest convenience, have the same returned.

P. Hargrove, 1st Asst.

No. 12, 1875.
Office of Chief Inspector
2nd District
Elizabeth City, NC
Nov. 5, 1897

Secretary R. Richard Etheridge
United States, P.O. Island

Sir,

Please sign and return for confirmation of the schedule made at your station and return to me. Also please inform me at what time in your opinion it would be most advisable to have the male east as recommended.

Respectfully yours,

J.C. Serrell
Chief Inspector
2nd District

U.S. Treasury Department

Capt. Etheridge,

You have failed to send report and copy of report of J.R. Waddell. You have failed to pass
and the report at
ce.

Respectfully yours,

R. C. Serrell

Mr. Richard Etheridge
Manteo
N.C.

Treasury Department

Mr. Richard Etheridge
Manteo
N.C.

Respectfully yours,

J.C. Serrell
May 30, 1900

R. J. Bowser,

Post Office, P.O. no. 1, 1st St.

Upon the receipt of this letter you will turn over the Post Office
station to your two men or
other suitable men as required
by law, for Rego. 1899, and come
to this city for another nomina-
for position of Post Office.

The man you employ will hire
your own expenses.

R. O. Cape

GENERAL MERCHANDISE,
No. 19. TREASURY DEPARTMENT

B. J. Runnel, act. Keeper.

I enclose you check for $15.45 for fine for fishing in prohibited waters. I send you check for $4.52 which makes $20.00 total.

Jun 5 1900
I gave it weight

J. Runnel

Life-Saving Service
Office of Superintended, 7th District
Shenandoah, D.C. August 14, 1903

Dear Sir,

What repairs is needed on the Jones' Creek station in the order repair will be made. I will have to know this before authorizing the work. General repair will not occur. Advise me by return mail.

Very truly yours,
Superintendent

Life-Saving Service
Office of Superintendent, 7th District
Shenandoah, D.C. June 7th, 1911

Keeper of the
Tan Inlet station.

Sir:

You have been forwarded a set of blank tags for Indiana: blue paper. You will fill the blanks which you can do with a small file, by a copy from the old tags. If you cannot do this before this letter, keepers are doing it where new tags are received.

Respectfully,
Superintendent.
Bibliography

- Benson, Rodney J. November 1932. Romance and Story of Pea Island Station. U.S. Coast Guard Magazine, 6:52

- Caldwell, Jessica, Relocation Segregation: The Pea Island Life-Saving Station, Master Thesis, Marshall University, 2006,

- Merryman, J.H. The United States Life-Saving Service


- “Pea Island CG Station Had Unique Distinction. The Daily Advance (Elizabeth City, N.C.), September 17, 1969 (page 10).


- Wright, David, Zoby, David Fire on the Beach the Lost Story of Richard Etheridge and the Pea Island Lifesavers
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.