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

Historic Resource Study
Pea Island Life-Saving Station
Rodanthe, North Carolina

Coast Guard Station #177

Historic Resource Study

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

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

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

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

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

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

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

Doug Stover
Historian
Cape Hatteras National Seashore
2008
Chapter One:
Introduction, History of Life-Saving Stations on the Outer Banks

The United States Lifesaving Service

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

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

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

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

- Devil Island (Wachapreague), 1878
- Old Campbells Inlet (Perry Hill), 1878
- Jones Hill (Wachapreague/Camplack Beach), 1874
- Perry Hill, 1878
- Gaufy Inlet, 1874
- Paul Campbells Hill, 1873
- Kitty Hawk, 1874
- Hill Devil Hill, 1873
- Nags Head, 1874
- Tobacco Head (Booze Island), 1878
- Booze Island (Oregon Inlet), 1874
- Pet Inlet, 1876
- New Inlet, 1881
- Chalomeenie, 1874
- Cedar Hammock (Cape Shool), 1878
- Little Killdeer, 1874
- Big Killdeer, 1878
- Cape Hatteras, 1880
- Ocracoke (Hatteras Inlet), 1883
- Ocracoke Hill, 1878
- Ocracoke, 1884
- Portsmouth, 1894
List of Life Saving Stations’ 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 Midgert 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:

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

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


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

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

13
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, Caffeys 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
The original site of the Pea Island Station was acquired by deed dated 25 July 1878 under provisions of the Act of Congress, approved 3 March 1875 and covered a tract of land containing 3 acres from Jesse Etheridge.\(^3\)

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

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

On May 29, 1880, a month after the end of the active season, (the crew had left the station April 30), the station was destroyed by a suspected arson fire\(^4\) The stable and wood pile, located a short distance from the main building, survived the fire, so the stable was converted into temporary quarters for the surfmen at the start of the next active season. The USLSS offered a

\(^3\) 20Stat L 163

$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 Kinnakeet, Big Kinnakeet, 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 Caffeys Inlet in 1880 (Wescott, whose family lived near the Caffeys 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.

---

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.

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

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.
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 it 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

---

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 Annual Report, 1881, 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:**

---

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...
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 Crocket. The letters on the cork jacket which he wore were so nearly obliterated that the name of the vessel from which he had been lost could not be ascertained. The money and papers were turned over to the proper authorities and the body was decently buried.

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

Assisted New Inlet Station crew.

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

Assisted Oregon Inlet Station crew.

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

Schooner was a total loss and five lives were lost.

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

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

---

30 Annual Report, 1889, pages 241
31 Annual Report, 1890, pages 73-74/378
32 Annual Report, 1890, pages 179/380
33 Annual Report, 1890, pages 32-35/380
34 Annual Report, 1890, pages 203
Date: November 18, 1889, Body 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

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:

---

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

27
Two hunters, who were encamped on the beach, 2 1/2 miles from the station, ran out of provisions, firewood and supplies at the station for succor. Care for them forty-eight hours.

**Date:** March 10, 1895, **Vessel:** Haze,\(^{51}\) **Cargo:**

**Assisted New Inlet Station**

**Date:** March 12, 1895, **Vessel:** Shelter afforded,\(^{52}\) **Cargo:**

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

**Date:** July 3, 1895, **Vessel:** Property saved,\(^{53}\) **Cargo:**

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

**Date:** August 7, 1895, **Vessel:** Rosa B. Cora,\(^{54}\) **Cargo:** Miscellaneous

**Assisted Chicamacomico Station.**

**Date:** November 20, 1895, **Vessel:** Rosette,\(^{55}\) **Cargo:** Fish

**Assisted Oregon Inlet Station Crew.**

**Date:** December 4, 1895, **Vessel:** Unknown,\(^{56}\) **Cargo:**

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

**Date:** December 25, 1895, **Vessel:** Unknown,\(^{57}\) **Cargo:**

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

**Date:** December 27, 1895, **Vessel:** Emma C. Cotton,\(^{58}\) **Cargo:** Coal

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

---

\(^{50}\) Annual Report, 1895, pages 201
\(^{51}\) Annual Report, 1895, pages 160, 296
\(^{52}\) Annual Report, 1895, pages 204
\(^{53}\) Annual Report, 1896, pages 208
\(^{54}\) Annual Report, 1896, pages 70, 316
\(^{55}\) Annual Report, 1896, pages 112, 316
\(^{56}\) Annual Report, 1896, pages 240
\(^{57}\) Annual Report, 1896, pages 241
\(^{58}\) Annual Report, 1896, pages 125, 318
where they were succored for three days. On January 2, saved the sails of the schooner, assisted by crew of Oregon Inlet Station. Vessel and cargo of coal were total loss.

**Date:** January 12, 1896, **Vessel:** James Woodall,\(^{59}\) **Cargo:** Sugar and Molasses

Assisted New Inlet Station crew.

**Date:** January 15, 1896, **Vessel:** Alert,\(^{60}\) **Cargo:**

Rubber unshipped and vessel became unmanageable, anchoring about 5 miles off the station. The life-saving crew having boarded her, the keeper was requested by Lieutenant J.C. Cantwell, R.C.S., assistant inspector life-saving station, who was on board, to return to the station and 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,\(^{61}\) **Cargo:** Coal

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

**Date:** May 3, 1896, **Vessel:** Maud,\(^{62}\) **Cargo:**

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

**Date:** October 11, 1896, **Vessel:** E.S. Newman,\(^{63}\) **Cargo:**

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

---

\(^{59}\) Annual Report, 1896, pages 131, 318

\(^{60}\) Annual Report, 1896, pages 133

\(^{61}\) Annual Report, 1896, pages 146, 318

\(^{62}\) Annual Report, 1896, pages 180

\(^{63}\) Annual Report, 1897, pages 115, 318
succeeded in throwing a line on board with the heaving stick. It was made fast to the master’s three-year old child, who was then hauled off by the surfmen and carried ashore. In like manner his wife and the seven men composing the crew were rescued under great difficulties and with imminent peril to the life-savers. They were all taken to station and furnished with food and clothing, and during next three days the surfmen aided in saving baggage and stores from wreck. On the 14<sup>th</sup> three of the crew left for Norfolk and on the 21<sup>st</sup> 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:**

---

64 Annual Report, 1897, pages 136  
65 Annual Report, 1897, pages 252  
66 Annual Report, 1897, pages 183  
67 Annual Report, 1898, pages 189  
68 Annual Report, 1898, pages 194  
69 Annual Report, 1898, pages 166, 278  
70 Annual Report, 1899, pages 238  
71 Annual Report, 1900, pages 173
Surfmen saved a quantity of lumber and railroad ties which had washed ashore within the patrol limits of station and turned them over to the commissioner of wrecks.

**Date: January 28, 1900, Vessel: Marstonmoor, 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.

---

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 forrigging 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, Cargo:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

---

88 Annual Report, 1906, pages 169
89 Annual Report, 1906, pages 170
90 Annual Report, 1906, pages 171
91 Annual Report, 1906, pages 173
92 Annual Report, 1906, pages 193
93 Annual Report, 1906, pages 179
94 Annual Report, 1906, pages 125,226
95 Annual Report, 1908, pages 91
Date: October 17, 1907, Vessel: Yawl, Cargo:
Found by the patrol, it was hauled up on the beach to await claimant.

Date: January 11, 1908, Vessel: Boat, Cargo:
Crew assisted to launch a boat at Oregon Inlet.

Date: January 18, 1908, Vessel: Succor, Cargo:
A man and woman. Sheltered for the night.

Date: May 18, 1908, Vessel: Succor, Cargo:
A wayfarer. Cared for overnight.

Date: May 28, 1908, Vessel: Succor, Cargo:
A wayfarer. Given shelter for the night.

Date: September 22, 1908, Vessel: Succor, Cargo:
Sheltered a man overnight.

Date: May 16, 1909, Vessel: Succor, Cargo:
Two men overtaken by bad weather: sheltered overnight.

Date: June 4, 1909, Vessel: Succor, 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, Cargo:
Four men fed and sheltered overnight.

Date: August 24, 1910, Vessel: Launch, Cargo:
No entry.

96 Annual Report, 1908, pages 179
97 Annual Report, 1908, pages 117
98 Annual Report, 1908, pages 172
99 Annual Report, 1908, pages 173
100 Annual Report, 1908, pages 173
101 Annual Report, 1909, pages 188
102 Annual Report, 1909, pages 189
103 Annual Report, 1909, pages 189
104 Annual Report, 1909, pages 189
105 Annual Report, 1911, pages 144
Date: April 20, 1911 Vessel: Two Sisters\textsuperscript{106} Cargo:
3 miles WNW

Date: May 18, 1911 Vessel: Charles J. Dumas\textsuperscript{107} Cargo: Iron Pipe
[Schooner, traveling from Philadelphia to Bolivar, Texas, with a load of iron pipe valued at $26,000, wrecked 1 mile SE of Pea Island Station. The vessel and cargo were a total loss but all 7 on board were saved. Pea Island crew assisted by New Inlet and Oregon Inlet stations. The 7 survivors were succored at Pea Island for a total of 35 days.]

Date: 1912-1913
No Activity

Date: April 28, 1914 Vessel: Erroll\textsuperscript{108} Cargo:
2 miles NW of Pea Island Station (in Pamlico Sound)

Date: January 20, 1915, Vessel: George W. (N?) Reed\textsuperscript{109} Cargo: Cement
Schooner wrecked by standing. Crew of 17 men taken ashore in surfboat. (Assisted Oregon Inlet Station crew.

Date: December 13, 1915, Vessel: Steamer\textsuperscript{110} Cargo:
Warned away from beach by Coston signals.

Date: May 9, 1916, Vessel: Motor Boat\textsuperscript{111} Cargo:
Engine disabled in Roanoke Sound. Towed to harbor.

Date: May 27, 1916, Vessel: Louise\textsuperscript{112} Cargo:
Lost bearings and ran ashore in Pamlico Sound, floated.

Date: July 8, 1917, Vessel: Terry\textsuperscript{113} Cargo:
Stranded 2 miles SW of station. Floated and taken to safe mooring.

Date: July 27, 1917 Vessel: Terry\textsuperscript{114} Cargo:

\textsuperscript{106} Annual Report, 1911, pages 126
\textsuperscript{107} Annual Report, 1912, pages 98,136
\textsuperscript{108} Annual Report, 1914, pages 170
\textsuperscript{109} Annual Report, 1915, pages 196
\textsuperscript{110} Annual Report, 1916, pages 221
\textsuperscript{111} Annual Report, 1916, pages 171
\textsuperscript{112} Annual Report, 1916, pages 175
\textsuperscript{113} Annual Report, 1920, pages 229
\textsuperscript{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  **Cargo:**
[Assisted Oregon Inlet Station crew.]

**Date:** August 25, 1918  **Vessel:** Streamer  **Cargo:**
Warned away from shore 2 miles NNE of station by Coston signal.

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

**Date:** March 6, 1919  **Vessel:** Elizabeth  **Cargo:**
[Assisted Chicamacomico Station crew.]

**Date:** November 3, 1919  **Vessel:** Black Hawk  **Cargo:**
[Assisted Chicamacomico Station crew.]

**Date:** 1920-1923  
No Activity

**Date:** March 11, 1924  **Vessel:** Succor  **Cargo:**
Two men in motor boat who were overtaken by storm.

**Date:** July 23, 1928  **Vessel:** Succor  **Cargo:**
Blue Anchor Society supplies provided to 2 members of crew of Oregon Inlet ferryboat, which was caught in sever storm.

**Date:** November 19, 1929  **Vessel:** Succor  **Cargo:**
Blue Anchor Society supplies provided to 2 fishermen whose dory capsized.

---

115 Annual Report, 1920, pages 259  
116 Annual Report, 1920, pages 400  
117 Annual Report, 1920, pages 400  
118 Annual Report, 1920, pages 404  
119 Annual Report, 1920, pages 415  
120 Annual Report, 1920, pages 115  
121 Annual Report, 1929, pages 45  
122 Annual Report, 1920, pages 51  
123 Annual Report, 1930, pages 60
Date: April 7, 1930  Vessel: Succor.\textsuperscript{124} Cargo:
Blue Anchor Society supplies provided to 2 automobilists whose car became stalled in surf.

Date: 1931.

No Activity

\textsuperscript{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, (1935), Cape Hatteras National Seashore
Photo: Pea Island LSS. (1962), Cape Hatteras National Seashore
Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore
Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore
Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore
Photo: Pea Island LSS Cookhouse, (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. 16. TREASURY DEPARTMENT

Capt. Etridge.

The full terms should always accompany an answer of application. I intende ever, which may well fill and relieve at once.

I intende the applicant states he has been on the line seven years, a very long service, you should qualify him, or your service will count for nothing, and in the future, he has been only a constant for six months, and in May 27, '75. Letter

R. M. Sturgis

COPY

Office of Superintendent of Life-Saving Stations

November 27, 1875

Mr. Etridge, Superintendent

Life-Saving Station

Montana, United States.

Sir,

Your letter of the 26th instant, stating that being stationed at Life-Saving Station No. 13, on the night of October 27th, last, the vessel David E. Bayley, of Station No. 11, on the east, when in fact, he did not know they, in particular, you were direct the keeper of Station No. 13, to forthwith become Life-Saving Attendant from the service and forfeit his future employment on any of the stations on your district.

You will receive this letter, or a letter

R. M. Sturgis

Copy of the same letter to the keeper of each station to his own, and also a copy thereto and the post of the sending upon your journal, and make a record of your satisfaction and sufficient evidence in immediately deposit from the service any specimens of the order, who fails to completely perform his duties, with period a good and sufficient reason, and to forward a statement of the facts at once to this office.

R. M. Sturgis

Superintendent

51
Richard Etheridge, Esq.,
Superintendent of Life-Saving Stations,
Manteo, N. C.,
June 30, 1883

Sir:

From and after the receipt of this letter you will write up and keep the journal of your station and forward handlist to the
Inland Depot, Manteo, N. C., at the end of each quarter, during the season as well as during the entire season.

Very respectfully,

M. Etheridge

Richard Etheridge, Esq.,
Superintendent of Life-Saving Stations,
Manteo, N. C.,
June 30, 1883

Sir:

I send you the following list of signals for the purpose of instructing your crew in the instruction of signals:

You will enter those upon your
inventories of public property.

Very respectfully,

M. Etheridge

Richard Etheridge, Esq.,
Superintendent of Life-Saving Stations,
Manteo, N. C.,
January 18, 1884

Sir:

You will please in
John this office if the
surfaces are not found
rather to parallel in
May for the quarter ending
March 31, used for the
month of April or to have
in April for the quarter
ending March 31.

Very respectfully,

M. Etheridge
Treasury Department,

Office of the Superintendent of the Life-Saving Service.

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

Mr. P. Etheridge
Keepers of the Island Life-Saving Station,

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,
Nantucket Island
March 1869

Richard Etheridge, Esq.
Assistant U.S. Minister
Annapolis, Md.

Sir,

You are instructed to provide your station with one man on duty by the first day of September next, and one additional man from time to time thereafter in accordance with the Board of Regulations for the Government of the U.S. Service 1872.

You will select competent men for these positions, bearing in mind the considerations that regard the fitness for service and professional capability to influence theivic usage of the station.

May 20, 1875

Office of the Superintendent of Life-Saving Stations

The crew will be employed in accordance with the regulations from 1869 and will remain at the station from the date above.

E. Peabody
Superintendent

56
OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT
Manteo, N.C., August 21, 1884

Richard Ethridge Esq.
Kiper Sea Island Sta.

Sir:

You will receive all surf
men you engage, whether
in the service or not, to join
a certificate of physical qu-
alifications. I am sending the
articles of engagement for
1883, enclosed.

Very respectfully,
J. M. Eppley
Chief

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT
Manteo, N.C., December 25, 1884

Richard Ethridge Esq.
Keeper Sea Island Sta.

Sir:

I am directed to make a monthly report of the
surplus amount of Necessaries used in your station during the
year ending December 31st, 1884, and the amount of
Necessaries used in each week, during the
month ending December 31st, 1884.

Please note the total amount of Necessaries used in
the months of January, February, and March, 1885.

Yours respectfully,
J. M. Eppley
Chief

---

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

Capt. Richard Ethridge,
Keeper Sea Island Sta.

Sir:

Capt. Nichols of New
Inlet Station will assist
you, in case the need
arises, for outside boats
and parties. Your station
must be in proper condi-
tions, and all equipment
ready to go at a moment's
notice.

Yours respectfully,
J. M. Eppley
Chief
Up to the coming of the ice to be removed, and to the present time of the season for the construction of the life-saving station, under the provisions of the act of Congress, for providing life-savings stations for the protection of life and property from the storms of the sea, especially during the period of ice. The present winter season affords no suitable facility for engaging in that work. I have consulted with the undersigned, and am under the impression that the ice will not yield in the foreseeing period of service. Every season connected with the service will be held to elect accountability for the faithful performance of the duty.

Very respectfully,

[Signature]

Superintendent.
OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Charleston, S. C., Dec. 16th, 1880.

Richard Etheridge,
Superintendent, S. C. S. D.

Sir:
Please report to me, accurately, distance of each gaited bed, distance north and distance south, and the course of each bed. Also state the time that each gaited came the station and time of landing at station. Also conditions of the beach fathomed by your men, whether it can be fathomed in all kinds of weather and if not state the reason why.

Respectfully,

J. B. Payne.

Sept. 20th, 1880.

U. S. Life-Saving Service.
Elizabeth City, N. C.
Feb. 17, 1886.

The Keeper of Bald Island, S. C.

Sir:
One week after receipt of this letter, you will send a good supply for a schooner, displacement of her unproportional to barges which has on board forage for your station. You will render the master of the forage all aid in your power to land the forage, during it is kept properly dry, giving a receipt for the day date, etc. to the master, showing condition when received.

Yours Respectfully,

J. B. Payne.

Superintendent, S. C. S. D.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Manteo, N. C., Oct. 11, 1886.

Capt. Richard Etheridge,

Sir:
Received a letter from the General Superintendent, directing me to inform you that the monthly report of the amount due temporary and permanent with 31-36 and 28 days.

Yours,

J. B. Payne.

Superintendent, S. C. S. D. District.
Mr. Nicholas O'Neil
Keeper Appleton

Please follow the instructions contained in your recent letter and send some to me at Elizabeth City.

Yours truly,

W. E. Nason
Keeper.

Office of the Superintendence of the U.S. Life Saving Service.

To Mr. O'Neil:

I refer to the letter from the General Office dated St. C., Dec. 23, 1885. If you are of the same opinion as you were in the letter, I will be happy to have you verify the facts, and state the circumstances under which the injury or disease was contracted, and send a certificate from the doctor giving the whole course of your illness, to the address given. The letter will be returned to you with the certificate.

Yours faithfully,

J. B. O'Neil
Superintendent of the U.S. Life Saving Service.
U. S. Life-Saving Service,
Elizabeth City, N. C.
April 10th, 1866.

230 Pea Island L. S.

Sir,

Immediately upon the receipt of this, you will construct a screen house for each of the doors, large enough, 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 with nails at the corners. They should be made of hard pine, or the station's best wood furnished for that purpose to make the frames. All other the screens of any of the adjoining stations, after tacking the same, to the frame you to place over each frame, a button to fasten the hooks from drawing out, and keep them in position.

You will take care to have the screens furnished, large enough, and the windows screened with wooden buttons on the outside.

This will serve as a receipt for the material furnished, also inform us at what time you completed the screens.

Very respectfully,

E. C. Chapter

Head, N. L. S.

---

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

Treasury Department,
Office of the Secretary of the Interior.
Washington, D. C., May 27th, 1866.

Super. Pea Island,

Master, N. C.

Sir,

There have been received 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, suitably upon the inventory of your station, and care for it as public property.

Very respectfully,

A. Spalding

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

My Richard Etheridge
Superintendent

Sirs:

As to the quantity of funds you allow to the department in the city of New York to be guarded by your frequent inspections and judiciously giving them just directions to the officers to keep them in good order. I have, on several occasions, informed the officers of the same, but thought it would be better for you to direct the same, as you are the proper person to do so.

Very respectfully,

F.J. Pyrane
Superintendent

Office of the Superintendent of the U.S. Life-Saving Service.

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

Richard Etheridge, Keeper
Ripley Point L.S.

Sirs:

I send on a boat the old horse here and let the Patrol wait until I get over at five o'clock.

Very respectfully,

F.J. Pyrane

F.J. Pyrane
Superintendent

Office of the Superintendent of the U.S. Life-Saving District.
Dover, N.C., Oct. 27, 1886

Henry Daniel, Keeper
Ripley Point L.S.

you are hereby advised that the court in this county is in business from November 1st to 6th.

Very respectfully,

F.J. Pyrane
Superintendent

Office of the Superintendent of the U.S. Life-Saving District.
Dover, N.C., Nov. 25, 1886

Richard Etheridge, Keeper
Ripley Point L.S.

This is to certify that I have not received any inquiry in the department of the same, but will be glad to answer any questions that you may have.

Very respectfully,

F.J. Pyrane
Superintendent

Office of the Superintendent of the U.S. Life-Saving District.
Dover, N.C., Oct. 27, 1886
OFFICE OF
Superintendent of U.S. Life-Saving Service
Piglet Island, N.C.
June 29, 1887

Mr. Richard Etheridge
Superintendent, L.I.D.

Respecting verbal information from the Board of Lifesaving Officers that an extra lot of blank order books were sent to each station where the weather was such that you are therefore instructed that the same after the order books were sent, the same turn out were to be the last part in accordance for the present over the year, the old year will expect to receive the orders of any you who wish such blank order books at your convenience and have sent the same when those set you will please forward the blank order books only as needed.

Very truly yours,
J. H. Fales
Superintendent

OFFICE OF
Assistant Inspector of U.S. Life-Saving Service
Elizabeth City, March 12, 1887

Mr. Richard Etheridge
Superintendent, L.I.D.

In accordance with instructions I have received from the head office in the future you will take a lot of blank order books to all stations where your office is located for handing out blank order books to those who may wish to have them. The blank order books are to be mailed to you as soon as possible.

Very truly yours,
E. C. Bellamy
Assistant Inspector, N.A.P.N.

[Signature]

Received of
Richard Etheridge,
Superintendent, L.I.D.

[Signature]

Piglet Island L.I.D.

For services rendered to
The Honorable Rachel A. Collins
June 26, 1887

[Signature]
OFFICE OF
Superintendent of Life-Saving Stations,
GULF SOUTH DISTRICT.

August 27th, 1887.

To Capt. Wm. Beardsley

As per instructions from the Secretary of the Treasury,
you are hereby instructed to see that your station is
provided with a crew of two men from September 1st
to October 30th inclusive. The same to be engaged in
accordance with the regulations contained in
the provisions of the Act of Congress 23 March 1875, and
also Sections 20 & 32 of the Revised Regulations 1882,
and a revenue commission at the rate of $250 per month
during that period and those attending stations that
are open during the winter season and to pay monthly.

The vessels engaged from 1st October 1882 should be
billed in triplicate and forwarded to me at once. These
vessels are engaged in two crews. Station on full deck

Respectfully,

W. H. Davenport

Capt. Wm. Beardsley.

OFFICE OF
Assistant Inspector of South D. & P. Life-Saving District.

October 1, 1888.

Received the receipt of lumber and car

And you will account to me thereon

18 1/2 ft. 14/16\(\frac{1}{2}\)\(\frac{x}{2}\) per. gross

6 Donkeys. 12 1/2 ft. 14\(\frac{1}{4}\) per. gross.

18 1/2 ft. 14\(\frac{1}{2}\) per. gross.

10 1/2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2 1/2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

Allsex 24 1/2 ft. 14 1/2 per. gross.

31 ft. 12\(\frac{1}{2}\) per. gross.

28\(\frac{1}{2}\) ft. 12\(\frac{1}{2}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

21\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

32\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

32\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/4\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

1/2\(\frac{1}{2}\) ft. 14\(\frac{3}{4}\) per. gross.

2\(\frac{1}{2}\) ft. 14\(\frac{1}{2}\) per. gross.
OFFICE OF
Superintendent of Sixth N. Y. Life-Saving Station.

Superior Basin & Old Dominion.

January 24, 1877.

SIR:

I have the honor to inform you that papers were received January 20th, 1877, and that they were taken care of promptly and that the answers were sent to you at New York, and the bills accompanying them were paid.

Very respectfully,

[Signature]

OFFICE OF
Superintendent of Construction of N. Y. Life-Saving Stations.

Mr. Richard Gillett

Superior Basin & Old Dominion.

January 24, 1877.

SIR:

I have the honor to inform you that papers were received January 20th, 1877, and that they were taken care of promptly and that the answers were sent to you at New York, and the bills accompanying them were paid.

Very respectfully,

[Signature]
Uniforming and Contract Department.

Hanamaker & Brown,
Dahl Hall,
Philadelphia.

December 28th, 1839.

Mr. Richard Ethridge,
Pea Island, L.S.S.
Wilmington, N.C.

Dear Sir:

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

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 Guernseys arrive you can sign the necessary receipts for all the clothing.

Yours respectfully,

Hanamaker & Brown.

---

Office of Assistant Engineer of U.S. Life-Saving Service,
Elizabeth City, N.C., February 9th, 1850.

 Keeper of Beaufort
Life-Saving Station.

Sir:

You will see that the following instructions relating to the use of the telephone are couched on very particular:
1. These must be strictly observed and must be observed at all times, and no more than one person in charge at any time.
2. Unless in case of urgent necessity the bell telephone will not be kept on the hook for more than two minutes at any one time.
3. The keepers of the telephone must be kept at his post except when it is necessary to leave while using the telephone or to eat out during dinner.
4. The line will be testing each morning.
Received of Captain Richard Pettigrew
One Hundred Eighty 75c
being the amount due one
by the government as salary
this ahip the 24th of 1890
W.L. Law

Elizabeth C. P.--Mrs.
or to her successor in said
commissioner, L.S.
and David A. B.--Gen.
yours very respectfully
W.H. Robins
Superintend 1880

Richard Pettigrew

Pea Island
L.S. Station

or to the Keeper of
Pea Island L.S.
and David A. B.
yours very respectfully
W.H. Robins
Superintend 1880

Richard Pettigrew

Pea Island
L.S. Station
Superintendent of Sixth U. S. Life-Saving District, 
Reidsville, N. C., November 24th, 1870.

Rear Admiral S. W. Edmonds,
Life-Saving Service.

The signals approved by the International Maritime (Columbia) convened in Washington, in October 1868, and adopted by the Life-Saving Service, are described as follows:

"Upper the following outside of uniform flags, hoist will be raised for out-of-season work . . ."

1. Green, 200 feet, with red letters on the banner: Rear Admiral, S. W. Edmonds. 2. Uniform flag, 100 feet, with red letters on the banner: Superintendent, Elizabeth City, N. C.

Telephone Keeper Edmonds to summon me at once for the number of gallons of oil that his hands contain and send to the Outer Banks. M. A. Eddings.

70
Office of Superintendents of the U. S. Life-Saving Service,

Lancaster, C., May 30, 1891.

Keeper, Bar Island
Life-Saving Station

Sirs:

I have this day forwarded you by mail
one (1) red and white flag
upon which is the word "Island" in
white letters. This flag is to be displayed
wherein it will indicate that no
contraband vessels are permitted to land.

W. J. C. Chadwick
Superintendent

Office of Superintendents of the U. S. Life-Saving Service,

Lancaster, August 3, 1891.

Keeper, Bar Island
Life-Saving Station

Messrs.:

You are hereby notified that the flag and
ghou you have forwarded have been returned
by the Department

W. J. C. Chadwick
Superintendent

And when selecting vessels that may occur during the
season of navigation, all vessels of a
proper size and capacity, and
complying with the rules of the
Commissions Act of 1879, should be
employed. The vessels of engagement
are to be purchased by the department,
and the cost and repairs shall be
paid for.

W. J. C. Chadwick
Superintendent

22nd day of August, 1891

To Keep you out of trouble, especially
with the regulations, you will observe
the regulations that have been
published. All violations of the said
regulations will be reported to the Federal Super-
intendent.

W. J. C. Chadwick
Superintendent
OFFICE OF
Superintendent of Fish & Game District,
Seward, N. C., October 17, 1891

Keeper Pea Island
U. S. Fish Commission

Sir,

A letter from Captain W. S. Bowen states that he will be absent from this place
in the near future. As it will be necessary for Mr. Bowen to
furnish a substitute for his place,

I am in receipt of a letter from Mr. Bowen
furnishing a substitute in his place,

Very respectfully,

J. W. Harrington,
Superintendent.

OFFICE OF
Superintendent of Fish & Game District,
Seward, N. C., Oct. 17, 1891

Keeper Pea Island
U. S. Fish Commission

Sir,

The 2 sheets of news you
received for the 2nd and 3rd weeks do not contain
any news for Pea Island. You will please send
me the following:

1. A list of species you have observed
2. A brief description of each
3. Any other information you can

Very respectfully,

J. W. Harrington,
Superintendent.

Washington, D.C., Feb. 25th, 1883

Mr. Richard Etheridge,
Keeper, Beach Island, S.C.

The news arrivals for greater numbers
of the eastern seaboard are
having been received, I have
sent you a list of species you will please
forward them, as well as the address below:

The request is made of the Secretary of the
General Superintendent, and if for
any reason they are delayed, please
inform me of the same.

Very respectfully,

J. W. Harrington
U. S. Department of Agriculture,
Weather Bureau,
Washington, D.C., Sept. 1, 1883

Richard Etheridge,
Keeper, Beach Island, S.C.

It is desired to make a new collection of the Weather
Data for each station, and to have it as complete as
possible. For this purpose your co-operation is requested.

Should you have the kindness to send in a list of such observations,
please distinguish, when practicable, between those which are
of American origin and those which have been imported; giving,
when possible, the origin of each, whether Indian, Scotch,
English, Irish, German, &c. By a prompt compliance with this
request you will very much oblige,

Yours respectfully,

Mark Harrington
Chief of Weather Bureau

(A return envelope is enclosed for your reply.)
Yours,

City Island, New York,

[Signature]

August 5, 1905

---

To:

City Island, New York

From:

[Signature]

August 5, 1905

---

The telegram of yesterday was as follows:

"City Island, New York. Ref. No. F. Amateur, two men desire to leave,

City Island, New York. Two men desire to leave."

The government has to pay for transportation in some cases. You should see the courts to determine the facts. You can report this to the proper authorities. Please acknowledge receipt.

[Signature]

City Island, New York

---

To:

City Island, New York

From:

[Signature]

November 4, 1893

Respectfully referred to the

[Signature]

November 4, 1893

---

Treasury Department

Life Saving Service

November 4, 1893

Respectfully referred to the

[Signature]

November 4, 1893

---

L. B. More

Office of the General Superintendent

City Island, New York

November 28, 1893

Sir:

The following are transmitted drafts drawn on the authorized Treasurer of the United States at New York City, by you, the Treasurer, naming the person in the following names and persons, in the same order proposed by the respective persons for services rendered the Life Saving Service under your direction on the occasion of the steamer of the occasion, and the draft is transmitted to the

[Signature]

November 28, 1893

---

You will please deliver the drafts to the

[Signature]

November 28, 1893

---

[Handwritten notes and signatures]

November 28, 1893

---

[Handwritten notes and signatures]

November 28, 1893

---

[Handwritten notes and signatures]

November 28, 1893

---

[Handwritten notes and signatures]

November 28, 1893

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>CAPTAIN</th>
<th>NUMBER OF DAYS SERVED</th>
<th>RATE OF PAY</th>
<th>AMOUNT OF PAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Doe</td>
<td>40</td>
<td>8</td>
<td>200.00</td>
<td>1600.00</td>
</tr>
<tr>
<td>Jane Smith</td>
<td>20</td>
<td>4</td>
<td>150.00</td>
<td>600.00</td>
</tr>
<tr>
<td>Mary Brown</td>
<td>30</td>
<td>5</td>
<td>125.00</td>
<td>375.00</td>
</tr>
</tbody>
</table>

Note: The instructions on the back of this form must be carefully observed.

N. 3. The instructions on the back of this form must be carefully observed.

I certify that the above-named keeper and duties have been performed at the station named, under my own superintendence, in conformity with the law and the established rules and regulations of the United States Life-Saving Service, and that I hold the duties as required by law.

(P. E. Morgan, Superintend.)
Treasury Department,  
Washington, D.C., April 4, 1874.

Lieutenant C. J. Herrold,  
Mansfield, N.C.

Mr. President,

The Inspector of Life-Saving Stations has been directed to issue one Western Light, with necessary instructions for its use, to be furnished in your station. The light will be accompanied by the following:

- 10 metal pieces for lanterns
- 1 box of wicks
- 1 case of wicks
- 1 case of matches

The number of the light guaranteed with every part of the article supplied to be perfect and free from defects, and agrees to render any part that within three years develops in the tender, except from wear or accidental damage. Considerable care to protect the light and the other particulars from

Upon the arrival of the articles you will open the box upon the station ground, examining the articles. The contents of the box when delivered. They should also be tested upon the station ground.

The light will be handled with a box of the light, back by order of the owner, and by practice, with a view to adjusting it to the best advantage of the light. The best advantage of the light at the end of three years, except from wear or accidental damage.

It is desired that the light be tested in accordance with the instructions and rules of the Board of the Station, and with the best judgment to render that article at the best advantage of the light. The best advantage of the light by the best judgment. It is desired that you accept a report from the owner and when you return to your station that the light is in operating condition, with any remarks or suggestions you may wish to make.

Respectfully yours,

[Signature]

General Superintendent, P. O. D.

OFFICE OF  
Asst. Inspector of 6th U.S. Life-Saving District,  
Elizabeth City, N.C., May 10, 1874.

Capt. R. L. Bicknell,  
Asst. Inspector  
U.S. Life-Saving Service.

Sir: I send the following statement of weighage of cargoes shipped to you for your information:

- S.S. Boundary, 3,000 lbs.
- S.S. Boston, 5,000 lbs.
- S.S. New York, 2,000 lbs.
- S.S. Washington, 7,000 lbs.

Dated May 10, 1874.

Very respectfully,

[Signature]

Asst. Inspector.
U. S. Treasury Department.

Keeper Pelican Island

L. S. S.

Sir:—Engage 6 men from Aug. 1 to May 31, 1895

and 4th. mail from Dec. 1 to April 30, 1895, under same conditions and pay as last season, use only the enclosed articles of engagement.

July 6, 1895.

[Signature]

Office Sept. 6th Sewing Dept.

Shenandoah, N. C.

AUG. 8, 1895.

[Signature]

No. of dresses, 1.

Keepers Report

Nov. 13, 1895.

[Signature]
Office of Chief Signal
New York, N.Y.
Nov. 5, 1874.

To Richard Etheridge,
United States, Pa. Island.

Please sign and send for endorsement of the despatch made at your station and return to me. Also please inform me at what place in your opinion it would be most advisable to have the mail look as recommended.

Respectfully yours,

J. C. E. Stedman
Chief Inspector
New York District.

U.S. Treasury Department.

May 5, 1874.

Capt. Etheridge,

You have failed to send report of change of crew, and I order J. R. Wodgell to be placed on the report in place of Y. You have the official certificate of Wodgell, and also his signature.

Respectfully yours,

J. C. E. Stedman
Chief Inspector.

Treasury Department.

Washington, D.C., December 17, 1874.

To Richard Etheridge,
Manteo, N.C.

Sir:

Herewith is transmitted Draft No. 672,363, dated 17th instant, and drawn on the Assistant Treasurer of the United States at New York City, by George A. Bartlett, Treasurer, in your favor, for the sum of

S75,100

L. E. 10.

In liquidation of your bill against the Life-Saving Service, dated Oct. 27, 1895.

L.R. 565.58,

(10 yds. hessian oil.)

Respectfully yours,

A. J. C. Griswold
General Superintendent.
Mr. Brooks

EVANS, MEKINS & CO.

222 Goodale Building

Nov. 6, 1911

120.00
1.00
10.00
2.00
75.00
10.00
15.00
20.00
1.00
2.00
5.00
6.00
10.00
15.00
25.00
10.00
15.00
20.00

120.00
8.00
9.00
7.00
5.00

1.00
12.00
13.00
14.00
15.00
16.00
17.00
18.00
19.00
20.00

11.00
12.00
13.00
14.00
15.00
16.00
17.00
18.00
19.00
20.00

We have adopted the rule to render a statement to each customer at the end of each month. If the statement is not correct, please notify us at once. If the account is not due, you will not consider this a demand for payment. If due, please remit promptly.

Richell Clothing Co.

S. A. Griffin

Bought of Griffin, Sample & Co.


- Denim and Half-Denim, Fitted and Plain, Men's and Women's.
- Woolen Suits, Coats, and Jackets, Men's.
- Cotton and Linen Goods, Men's and Women's.

To inspect articles always free."
B. J. Bevans, 
Postmaster, Pea Island, N.C.,

Upon the receipt of this letter you will turn over the Pea Island station to your #2 man or other suitable man as required by Sec. 20, P. A., 1897, and come to this city for physical exammination for position of Keep.

The man you employ will hit your own expense.

No. 19. TREASURY DEPARTMENT

B. J. Ransom,

I enclose you check for 

I, 


J. B. Ransom.

I enclose you check for 


J. B. Ransom.


J. B. Ransom.

JUN 5, 1900

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.

J. B. Ransom.
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.