Pea Island Life-Saving Station
Rodanthe, North Carolina

Coast Guard Station #177

Historic Resource Study

Cultural Resources
Cape Hatteras National Seashore
About the cover: photograph Pea Island Life Saving Station, 1935
This special history study is available for study at National Park Service, Outer Banks Group Headquarters, 1401 National Park Dr, Manteo, NC. 29959 and at a variety of other repositories, such as the Outer Banks History Center, Manteo, N.C. and a web-based format through the web site of the National Park Service. Please visit www.nps.gov.
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Foreword

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

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

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

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

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

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

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

The United States Lifesaving Service

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

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

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

The districts would be directed by Civilian Superintendents. The superintendents would work for the Revenue Marine Bureau. In 1873, the U.S.L.S.S. was better organized and regulations were issued, including the creation of districts to be directed by civilian superintendents, someone outside of the Revenue Marine Bureau. The Sixth District included the Atlantic coast from Cape Henry, VA to Oak Island, NC. The new regulations also created a detailed system for inspection
and maintenance of stations and required a physical examination for every keeper. On 20 June 1874, Congress passed the Life-Saving Stations Act.

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

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

Stations

on the Outer Banks

Devil Island (Wash Woods), 1878
Old Currituck Inlet (Reynolds Hill), 1878
Jones Hill (Whiskey Head/Curtis Beach), 1874
Reynolds Hill, 1878
Cape Ferry, 1874
Paul Gentry Hill, 1873
Kitty Hawk, 1874
Kill Devil Hills, 1878
Nags Head, 1874
Tennant Hammock (Bodie Island), 1878
Bodie Island (Oregon inlet), 1874
Per Island, 1876
New Inlet, 1881
Chimneys, 1874
Cedar Hammock (Cull Shool), 1878
Little Kill Devil, 1874
Big Kill Devil, 1878
Cape Hatteras, 1880
Ocracoke (Hatteras Inlet), 1883
Ocracoke, 1878
Ocracoke Island, 1804
Portsmouth, 1894
List of Life Saving Station's Today on the Outer Banks of North Carolina

- Wash Wood (1878-1933) - Once called Deal's Island station. Early station once used as a dance hall. Subsequent station now a private home.
- Penney’s Hill (1878) - Old station recently moved to original site 6 1/2 miles north of Corolla for use as private home. Once called Old Currituck Inlet.
- Currituck Beach (1874-1904) - Also called Jones Hill. Later station also recently moved from original location in Corolla to site adjacent to Penney’s Hill station for use as private home.
- Poyners Hill (1878, 1904-08) - Older station now in Corolla as private home. Built as a result of 1878 Metropolis disaster on nearby beach. Second station burned down in early 1970.
- Caffeys Inlet (1874-1899) - Once protected inlet at Dare-Currituck county line. Now restored as Sanderling Restaurant.
- Paul Gamiel Hill (1878, 1909 new site) - Once located in what is now Seacrest Village. Abandoned by Coast Guard in 1949, used as a private residence, then burned in early 1960's.
- Kitty Hawk (1874-1915) - Located near Mile Post 4 1/2 on Beach Road; 1874 station now the Station Six Restaurant; 1915 station a private home.
- Kill Devil Hills (1878-1930's) - Original station moved in 1986 to Corolla, now restored as Twiddy & Company, real estate office. Second station a private home located on 1878 site on Beach Road near Mile Post 8 1/2
- Nags Head (1874-1912) - Last station destroyed in 1962 Ash Wednesday storm.
- Bodie Island (1878-1923) - Once called Tommy's Hummock. Old station owned by the National Park Service.
- Oregon Inlet (1874-1897) – Threatened by erosion. Original station washed away by inlet.
- Pea Island (1878-1881) - Formerly located opposite Pea Island National Wildlife Refuge headquarters; remnants of stone foundation at parking area are there. First station destroyed by suspicious fire. Cookhouse now re-located in Manteo, Collins Park.
- New Inlet (1882) - Destroyed by fire near where inlet cut through Hatteras Island. Never rebuilt.
- Chicamacomico (1874-1911) - Both stations near original sites in village of Rodanthe. Site of famous 1918 Mirlo rescue, stations are now restored museums.
• Gull Shoal (1878) - Once called Cedar Hummock, it was destroyed in 1944 hurricane. Near where Ramus Midgett saved 10 people from wreck of the Priscilla in 1899. Location near Salvo campground.

• Little Kinnakeet (1874-1904) - Both stations located north of Avon village. Owned by National Park Service.

• Big Kinnakeet (1878-1929) - Damaged in 1944 hurricane, demolished later. Foundation south of Avon near Askins Creek.

• Cape Hatteras (1882) - Once south of the lighthouse near Cape Point, station and boathouses demolished during early 1930's and replaced by Coast Guard group station in 1935. Protected beaches closest to dangerous Diamond Shoals.

• Creeds Hill (1878-1918) - West of Frisco village on Route 12; once located about two miles east of present site. Now private home.

• Durants (1878) - Original station now part of Durants motel complex near ocean beach. Formerly called the Hatteras station, it's being restored as part of condominium project.

• Hatteras Inlet (1883) - Earlier location on Hatteras side now destroyed. Later station on Ocracoke Island destroyed in 1955 storm near where Ocracoke ferry dock is now located. Present Coast Guard inlet station near Hatteras ferry docks.

• Ocracoke (1905-early 1940's) - Original station, now one, located east of present Coast Guard Station on Silver Lake harbor entrance in Ocracoke village. Portsmouth (1894) - Located in Portsmouth village, now deserted community owned and maintained by U.S. Park Service.¹

¹ List of Life Saving Stations, The Outer Banks Chamber of Commerce
Chapter Two:
Life-Saving Stations Tools of the Trade

Photo’s: National Park Service, Cape Hatteras National Seashore Collection
Life-Saving Station Crew Drill

Photo’s: National Park Service, Cape Hatteras National Seashore
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 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.  

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:

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

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

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

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

Beach Cart:

Photo: National Park Service, Cape Hatteras National Seashore

The beach cart is a most essential part of the beach apparatus. Without the cart, it would be impossible for the surfmen to transport the equipment to the site of the wreck. The cart is pulled by two surfmen, pushed by two and steered by two. The beach cart rides on two wheels and is pulled by horses or mules.
Chapter Three:
History of the Pea Island Life-Saving Stations on the Outer Banks

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

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

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

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


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

1900 Benjamin Jarvis Bowser [began June 11, 1900, died September 2, 1900, died while in service].
1900-1916  Lewis S. Wescott  [began October 4, 1900, retired February 28, 1916]
National Archives.  Experience:  Surfman at Pea Island, October 18, 1880 to May 1, 1886.
Reenlisted as surfman, December 1, 1892 at Oregon Inlet, Caffey’s Inlet and Pea Island.
Promoted to Keeper October 4, 1900, born North Carolina February 28, 1852, appointed
September 27, 1900, oath October 4, 1900.  [card, 1913]

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

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

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

?-1947  Herbert Collins, Keepers:

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

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

Life as a Surfman

- Exposure to disease
- At least one 6-mile beach patrol a day, even in bad conditions
- Daily drills
- Rescues were very dangerous
- No pension
- Live, sleep, eat, and work at the station
- Some stations, like Pea Island were very isolated
The original site of the Pea Island Station was acquired by deed dated 25 July 1878 under provisions of the Act of Congress, approved 3 March 1875 and covered a tract of land containing 3 acres from Jesse Etheridge.3

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

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

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

3 20Stat L 163
$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 Ilet, 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.

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5 Investigator’s report to Superintendent Kimball, dated September 11, 1990, National Archives Record group 26.  
6 Annual Report, 1881, page 78.  
9 National Archives, RG 26, Letter Sent, Vol. 27. page 358-359: Letter from S. Kimball dated October 6, 1995
General Superintendent Kimball wrote to the Secretary of the Treasury on January 8, 1904 and explained: “Some difficulty has arisen from time to time through the facts the white eligible for section 2 (Outer Banks of the 7th Life-Saving District have been certified to fill vacancies existing at Pea Island Station, whose crew is composed entirely of colored men.

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

On September 25, 1908, additional land and a 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.

“The 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. 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](image)

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.

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

Date: November 30, 1879, Vessel: M&E Henderson,\(^{11}\) Cargo: Phosphate Rock

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

Date: March 31, 1881, Vessel: Night signal,\(^ {12}\) Cargo:

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

Date: October 5, Vessel: Thomas J. Lancaster,\(^ {13}\) Cargo: Ice

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

Date: December 16, 1881, Vessel: Unknown,\(^ {14}\) Cargo:

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

Date: October 22, 1882, Vessel: Wood,\(^ {15}\) Cargo:

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

Date: February 17, 1883, Vessel: Frank Pigot,\(^ {16}\) Cargo: Wood

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

\(^{12}\) Annual Report, 1881, pages 172

\(^{13}\) Ship Ashore, page 97-98

\(^{14}\) Annual Report, 1881, page 172

\(^{15}\) Annual Report, 1882, pages 115

\(^{16}\) Annual Report, 1883, pages 200
Soon after dark in the evening the master of the small schooner Frank Pigot, of Elizabeth City, North Carolina, arrived at the Pea Island Station and requested the assistance of the life-saving crew in getting his vessel afloat. She was loaded with wood from Powell’s Point for Pea Island, and had grounded at 6 o’clock on what is known as New Inlet Shoal, in Pamlico Sound, about three miles southwest of the station, the captain being unacquainted with the channel. The life-saving crew turned out at once to the schooner’s relief, and soon succeeded in hauling her off the shoal and anchored her in a safe place for the night. The vessel carried but two men, and they could have done nothing without aid from the station.

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

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

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

Assisted Oregon Inlet Station Crew

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

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

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

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

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

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

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

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

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17 Annual Report, 1884, pages 154
18 Annual Report, 1884, pages 154
19 Annual Report, 1884, pages 191/296
20 Annual Report, 1885, pages 135
21 Annual Report, 1887, pages 194
In the morning the keeper of the Pea Island Station found the body of a drowned man about a mile south of the station. The head and face were badly disfigured, and there were no marks by which the remains could be identified, a leather wallet in one of the trousers pockets contained a small amount of money. With the assistance of the Keeper of the Oregon Inlet Station the body was decently interred.

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

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

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

Assisted the Oregon Inlet Station crew

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

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

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

Assisted from the Oregon Inlet Station crew.

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

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

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

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

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

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

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

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

1890- No Activity

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

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

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

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

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

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

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

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

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

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

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

Assisted Oregon Inlet Station Crew

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

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

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

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35 Annual Report, 1890, pages 212
36 Annual Report, 1891, pages 148
37 Annual Report, 1891, pages 97
38 Annual Report, 1891, pages 98
39 Annual Report, 1892, pages 111
40 Annual Report, 1892, pages 114
41 Annual Report, 1893, pages 67, 97, 218
42 Annual Report, 1893, pages 151
Stranded on reef in Pamlico Sound. Ran anchors with assistance of volunteer crews from New Inlet and Oregon Inlet station, and started to have her off but, when nearly afloat, she suddenly sprung a leak. Making it necessary for master to go to Norfolk for a steam pump. On his return, keeper helped to lighter deck load and to place on board the steam pump, with which she was floated. When the schooner sunk, shortly afterwards, keeper assisted to save her outfit. She was finally raised by wreckers and towed to Elizabeth City for repairs.

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

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

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

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

Date: December 26, Vessel: Shelter, Cargo:

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

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

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

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

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

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

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

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

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43 Annual Report, 1894, pages 82, 258
44 Annual Report, 1894, pages 185
45 Annual Report, 1894, pages 117
46 Annual Report, 1894, pages 170
47 Annual Report, 1895, pages 118, 292
48 Annual Report, 1895, pages 134, 292
49 Annual Report, 1895, pages 221
Two hunters, who were encamped on the beach, 2 1/2 miles from the station, ran out of provisions, firewood and supplies at the station for succor. Care for them forty-eight hours.

Date: March 10, 1895, Vessel: Haze, Cargo: Assisted New Inlet Station

Date: March 12, 1895, Vessel: Shelter afforded, Cargo: A hunting party of six men whose boat had grounded at low tide, obliging them to leave her, came to the station, where they were sheltered for the night.

Date: July 3, 1895, Vessel: Property saved, Cargo: 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, Cargo: Miscellaneous Assisted Chicamacomico Station.

Date: November 20, 1895, Vessel: Rosette, Cargo: Fish Assisted Oregon Inlet Station Crew.

Date: December 4, 1895, Vessel: Unknown, Cargo: The north patrol sighted a schooner dangerously near the beach during the first watch. He warned her with Coston light, and she was headed off shore.

Date: December 25, 1895, Vessel: Unknown, Cargo: About midnight, patrolman discovered a schooner dangerously near shore. He burned a danger signal at once and she was swung off successfully.

Date: December 27, 1895, Vessel: Emma C. Cotton, 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,
where they were succored for three days. On January 2, saved the sails of the schooner, assisted by crew of Oregon Inlet Station. Vessel and cargo of coal were total loss.

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

Assisted New Inlet Station crew.

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

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

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

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

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

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

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

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

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59 Annual Report, 1896, pages 131, 318  
60 Annual Report, 1896, pages 133  
61 Annual Report, 1896, pages 146, 318  
62 Annual Report, 1896, pages 180  
63 Annual Report, 1897, pages 115, 318
succeeded in throwing a line on board with the heaving stick. It was made fast to the master’s three-year old child, who was then hauled off by the surfmen and carried ashore. In like manner his wife and the seven men composing the crew were rescued under great difficulties and with imminent peril to the life-savers. They were all taken to station and furnished with food and clothing, and during next three days the surfmen aided in saving baggage and stores from wreck. On the 14th three of the crew left for Norfolk and on the 21st the remainder departed for their homes, the vessel having proved a total loss.

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

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

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

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

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

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

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

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

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

Assisted New Inlet Station crew.

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

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

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

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

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

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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,\textsuperscript{72} Cargo:

Assisted New Inlet Station crew.

Date: February 12, 1900, Vessel: Night signal,\textsuperscript{73} Cargo:

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

Date: February 18, 1900, Vessel: Night signal,\textsuperscript{74} Cargo:

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

Date: February 25, 1900, Vessel: Jane C. Harris,\textsuperscript{75} Cargo:

Assisted Oregon Inlet Station crew.

1901- No Activity

Date: January 28, 1902, Vessel: Night signal\textsuperscript{76} 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,\textsuperscript{77} Cargo:

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

Date: August 31, 1902, Vessel: Night signal,\textsuperscript{78} Cargo:

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

Date: September 10, 1902, Vessel: Night signal,\textsuperscript{79} Cargo:

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

Date: March 28, 1903, Vessel: Night signal,\textsuperscript{80} Cargo:

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

\textsuperscript{72} Annual Report, 1900, pages 58, 129-130, 266
\textsuperscript{73} Annual Report, 1900, pages 195
\textsuperscript{74} Annual Report, 1900, pages 195
\textsuperscript{75} Annual Report, 1900, pages 136, 210, 266
\textsuperscript{76} Annual Report, 1902, pages 215
\textsuperscript{77} Annual Report, 1902, pages 216
\textsuperscript{78} Annual Report, 1903, pages 206
\textsuperscript{79} Annual Report, 1903, pages 206
\textsuperscript{80} Annual Report, 1903, pages 211
Date: April 14, 1903, Vessel: Topaz.\(^{81}\) Cargo: Eggs and Barrels

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

Date: November 13, 1903, Vessel: Warned by Night signal.\(^{82}\) Cargo:

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

Date: May 4, 1904, Vessel: Succor.\(^{83}\) Cargo:

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

Date: July 31, 1904, Vessel: Succor.\(^{84}\) Cargo:

A belated traveler was succored at the station overnight.

Date: December 4, 1904, Vessel: Warned by night signal.\(^{85}\) Cargo:

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

Date: December 11, 1904, Vessel: Montana.\(^{86}\) Cargo: Salt

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

Date: May 6, 1905, Vessel: Succor.\(^{87}\) Cargo:

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\(^{81}\) Annual Report, 1903, pages 149, 288
\(^{82}\) Annual Report, 1904, pages 205
\(^{83}\) Annual Report, 1904, pages 195
\(^{84}\) Annual Report, 1905, pages 177
\(^{85}\) Annual Report, 1905, pages 203
\(^{86}\) Annual Report, 1905, pages 119, 286
\(^{87}\) Annual Report, 1905, pages 191
Two men, weather-bound, were given succor and lodging for four days, they having no other shelter.

Date: August 10, 1905, Vessel: Succor,\textsuperscript{88} Cargo:

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

Date: August 24, 1905, Vessel: Succor,\textsuperscript{89} Cargo:

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

Date: September 5, 1905, Vessel: Succor,\textsuperscript{90} Cargo:

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

Date: September 26, 1905, Vessel: Recovery of property,\textsuperscript{91} Cargo:

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

Date: November 6, 1905, Vessel: Warned by night signal,\textsuperscript{92} Cargo:

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

Date: December 8, 1905, Vessel: Succor,\textsuperscript{93} Cargo:

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

Date: December 14, 1905, Vessel: Succor,\textsuperscript{94} Cargo:

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

Date: February 13, 1906, Vessel: Jennie Lockwood,\textsuperscript{95} Cargo:

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

\textsuperscript{88} Annual Report, 1906, pages 169  
\textsuperscript{89} Annual Report, 1906, pages 170  
\textsuperscript{90} Annual Report, 1906, pages 171  
\textsuperscript{91} Annual Report, 1906, pages 173  
\textsuperscript{92} Annual Report, 1906, pages 193  
\textsuperscript{93} Annual Report, 1906, pages 179  
\textsuperscript{94} Annual Report, 1906, pages 125,226  
\textsuperscript{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,\textsuperscript{115}  **Cargo:**

[Assisted Oregon Inlet Station crew.]

**Date:** August 25, 1918  **Vessel:** Streamer,\textsuperscript{116}  **Cargo:**

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

**Date:** August 25, 1918,  **Vessel:** Succor,\textsuperscript{117}  **Cargo:**

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

**Date:** October 1, 1918,  **Vessel:** Succor,\textsuperscript{118}  **Cargo:**

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

**Date:** March 6, 1919,  **Vessel:** Elizabeth,\textsuperscript{119}  **Cargo:**

[Assisted Chicamacomico Station crew.]

**Date:** November 3, 1919,  **Vessel:** Black Hawk,\textsuperscript{120}  **Cargo:**

[Assisted Chicamacomico Station crew.]

**Date:** 1920-1923  
No Activity

**Date:** March 11, 1924,  **Vessel:** Succor,\textsuperscript{121}  **Cargo:**

Two men in motor boat who were overtaken by storm.

**Date:** July 23, 1928,  **Vessel:** Succor,\textsuperscript{122}  **Cargo:**

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

**Date:** November 19, 1929,  **Vessel:** Succor,\textsuperscript{123}  **Cargo:**

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

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

Date: 1931.

No Activity

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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, (1935), 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 Shed (1960), Cape Hatteras National Seashore
Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore
Appendix:

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

The National Park Service, Outer Banks Group is the keeper’s of some 249 archival collections of original letters of the Pea Island Life Saving Station from 1880-1911 including photographs of the Station. The follow pages contain a sample of the letters for you to read.
No. 10. TREASURY DEPARTMENT

Capt. Othrius.

The pay check should always accompany any return of pay checks. I instruct you, which your will, will not be paid, must be returned at once.

I instruct the applicant that he has been on the 2nd year, on a team crew of two men. I have not made any allowance for the pay he has been on a team crew as far as I know. Please send this letter to your nearest station.

A. J. W. 1875.

OFFICE OF Superintend of Life-Saving Stations,
SIXTH DISTRICT,
Month. N.Y. November 27, 1880.

Richard E. Thorne,
Superintendent, Station No. 1.

Sir,

Enclosed a true copy of a letter from the Commission. Discharge of the crew, in the case of any one of your stations in any state, also requiring you to send a true copy of the letter to your nearest station and to record it in your journal, and make a note of the fact that it was read to your crew for your journal and to verify your reports.

Very Respectfully,

W. M. T. Woodbridge
Superintendent.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT,
Month. N.Y. November 27, 1880.

J.T. Thorne,
Superintendent.

Sir,

My letter of the 27th instant stating that the crew of the Life-Saving Station at Haverstraw on the night of October 27th, last, had been discharged, is true, and the statement of the same, when in fact it was not quite true, is incorrect. You will direct the keeper of the station to destroy the letter written by the discharge of the crew and forbid his future employment in any of the stations in your district.

You will cause this letter to be read.

Copy of it to be read by the keeper of each station to his crew; then make a copy thereof and send it to me, and I will send it to the station at Haverstraw, giving the crew to complete the work at the station at Haverstraw, and that the statement of the same is to be made at once to the keeper of the station.

Very Respectfully,

J. T. Thorne
Commissioner.

Superintendent.
Office of Superintendent of Life-Saving Stations, Sixth District,

February 11, 1881

Richard Etheridge, Engr.

S. Keeter, Jr. Station No. 15.

Sir,

By instractions recevin from the
Civil Supt, Under date of January 23, 1881
you are directed, whenver a telegraph
pole belonging to your patrol dist-
trict is found down to prop it up
so that the line will be free from
the ground, and report the fact
of the nearest telegraph station
ether through patrol or by other
means, at the earliest opportunity

Very respectfully,

O. McMillin, Jr.

Office of
Superintendent of Life-Saving Stations,
Sixth District.

New York City, December 22, 1881

Richard Etheridge, Esq.

Keeper, Life-Saving Station No. 15.

Sir,

You are instructed to keep a store of
your station for the use of the Government
for all occasions when it may be es-
vantageous, from the 15th of December
1881, to the 15th of April 1882, at a
compensation of five dollars per month.

Very respectfully,

O. M. Etheridge

Superintendent

Treasury Department,

January 19, 1882

Richard Etheridge, Esq,

Keeper, Life-Saving Station No. 15,

Sir,

I have the honor to inform you that
the telegraph station at the head of the
river has been repaired.

Very respectfully,

A. N. Taylor

General Superintendent.
Richard Etheridge, Esq.,
Rufus Life-Saving Station,
Pea Island, N.C.

Sir:

From and after the receipt of this letter you will set up and keep the journal of your Station, and forward handsomely written logs to the Dept. During the active season, you will give effect to the instructions and regulations already in force. You will make your visits for the purpose of inspecting your crew and the condition of your equipment.

Very respectfully,

M.W. Etheridge
Superintendent

Richard Etheridge, Esq.
Rufus Life-Saving Station

You will please instruct your men to keep the logs properly filled in and your station in a good order. The regular visit is made

Very respectfully,

M.W. Etheridge
Superintendent
Treasury Department,
OFFICE OF GENERAL SUPERINTENDENT, N. E. LIFE-SAVING SERVICE.

Mr. E. Etheridge
Assistant, N. E. Life-Saving Service,
Newport News, Va.

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,

[V. S. Curtis]

General Superintendent.

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U. S. Life-Saving Service,

Capt. F. A. Johnson, Chief, New London Life-Saving Station.

Sir:

I hereby accept the following Signal Officers at the New London Station:

[List of names]

I hereby accept the report of the Special Order for the purchase of the life-saving apparatus.

[Signature]

Capt. F. A. Johnson

Chief, New London Life-Saving Station.
Martins Foot, Cal. 1873
July 23, 1873

Dear Harriet, my dear,

As I write this letter, my mind is filled with the memories of our last meeting. I am so happy to hear from you again. Your letter arrived safely, and I read it with much joy. I miss you so much.

I hope this letter finds you well and in good health. I am doing well myself, thank you for asking.

I wanted to update you on the latest news here. The local newspapers have been reporting on the recent developments in the area. There have been some changes in the local government, and I am keeping a close eye on them.

I also wanted to remind you of our next scheduled meeting. I am planning to visit your city next month. I am looking forward to seeing you again.

Please write back soon and let me know how you are. I miss you dearly.

With love,
Your affectionate,

[Signature]

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U.S. Life-Saving Service,
Elizabeth City, N.C.
July 23, 1873

Capt. H. C. Wadsworth
Superintendent, Life-Saving Service,
Davie County, N.C.

When the Fort Jefferson, Pensacola, Fla., is at anchor, keep the lookout on board of the Fort Jefferson, Pensacola, Fla., and report the bearings of any suspicious vessels on board of this vessel to the nearest lighthouse or station. The Fort Jefferson, Pensacola, Fla., is to continue in service until the 15th instant. The superintendent will be in command while the Fort Jefferson, Pensacola, Fla., is at anchor. The Fort Jefferson, Pensacola, Fla., is to continue in service until the 15th instant. The Fort Jefferson, Pensacola, Fla., is to continue in service until the 15th instant. The Fort Jefferson, Pensacola, Fla., is to continue in service until the 15th instant. The Fort Jefferson, Pensacola, Fla., is to continue in service until the 15th instant.

Very respectfully,
[Signature]

[Title]

[Name]

[Position]
OFFICE OF SUPERINTENDENT OF LIFE-SAVING STATIONS, SIXTH DISTRICT
Boston, Mass., August 26, 1854

Richard Etheredge Esq.
Superintendent of Life-Saving Stations
Boston, Mass.

Sir,

You are instructed to provide your station, with ice pursuant to the first day of September next, and one additional man from and after October, in accordance with the Revenue Regulations for the Government of the U.S. Service of 1853.

You will select competent men for these positions, permitting me to consider their situation what to their personal worth and professional capacity to influence you in their

men’s employment or retaining for more than one from the same family in the same station, except when the master would be detrimental to the interest of the Government, and this provision will be understood as extending to the family of the master. (See paragraph 87, Rev. Regulations, 1844.)

In view of the experiences and skill already possessed by the members of the present crew, they will be ever one with the foregoing exceptions to be engaged as far as they are willing to serve under the master and can give substantial reasons for their re-employment. (Rev. Regulations of 1853.)

The axes will be employed in accordance with the same rules, and will remain at the stations from the date above.

[Signature]
Superintendent

[Signature]
OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Manteo, N. C., August 21, 1884
Richard Etheridge Esq.
Keeper Blue Island Sta.
Sir,
You will receive all surf
men you engage, whether now
in the service or not, to join
a certificate of physical qu-
alification. I am signing the
articles of engagement from
1800, enclosed.
Very respectfully,
D. H. Etheridge

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Manteo, N. C., December 22, 1884
Richard Etheridge Esq.
Keeper Blue Island Sta.
Sir,
I am directed to make a monthly report of the
amount of Kerosene oil used in your station during the
seventeen days' year. Your report must show the aggregate
number of
hours each lamp is used during the
month, the size of lamp used, and the total
amount of oil consumed during that period in all
the lamps of this station.
Be the use of the lamp oil correctly
known, the station you now arrive at a very close
approximation of the amount of oil consumed.

D. H. Etheridge

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Manteo, N. C., March 26, 1885
Capt. Richard Etheridge,
Keeper Blue Island Sta.
Sir,
Capt. Wight of New
Inlet Station will notify
you, how to use the
pipe, No. 1, for inside lamp.
and paint your station
According to his instructions.
When the pipes that were
sent to your station this
season, arrive.
OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT,

Plains Branch, Aug. 26, 1885.

Capt. Richard Etttingede
Keeper of Pea Island L.S.D.

You will inform me at once the distance between the practice pole and land anchor at the drill grounds of Pea Island L.S.D. I very respectfully

T. G. Bryan
Superintendent L.S.D.

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

Plains Branch, Aug. 26, 1885.

Petes of Pea Island L.S.D.

You will send me copies facility for the performance of the work not incompatible with the efficiency of the station or the interest of the Government.

Very Respectfully

T. G. Bryan
Superintendent L.S.D. 6th District
LETTER TRANSMITTING ESMITHSONIAN AND FISH COMMISSION REPORTS TO LIFE-SAVING STATIONS.

Treasury Department,
OFFICE OF THE COMMISSIONER OF FISH AND FISHERIES.
Washington, D.C., September 27, 1885.

To Richard Ethridge,
U.S. Life-Saving Service,
N.C. Station.

Sir:

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

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

Very respectfully,

[Signature]

U.S. Life-Saving Service,
N.C. Station.

[Signature]

Appledore, N.H., Dec. 17, 1885.

To Mr. Richard Ethridge,
U.S. Life-Saving Service,
Appledore, N.H.

Dear Sir:

Here will be joined to you in a few days by schooner material to build a stable, upon the arrival of the schooner appoint your station you will take your crew and go on board the vessel and got aboard the lumber to, and do not keep the lumber in the water any longer than is absolutely necessary, you will call upon the master of the schooner to assist you in contracting the stable with the crew, you will construct the stable in accordance with the enclosed plan and place the stable as near the station as possible, guarding against the sending up of the same. Should a wreck occur—

[Signature]

Very Respectfully,

[Signature]

Appledore, N.H., Dec. 17, 1885.

[Signature]

U.S. Life-Saving Service,
Appledore, N.H.

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

Richmond, Va., Dec. 16, 1884.

Richard Ethridge
Superintendent L. S. D.

Please report to me, forthwith, distance of each patent boat, location thereof, and the cause of each boat. Also state the time that each boat leaves the station and time of returning stations. Also condition of the beach bordered by your men, whether it can be passed in all kinds of weather, and if not state the reason why.

Respectfully,

J. B. Payne
Sept. 30, 1884.

U. S. Life-Saving Service,

Elizabeth City, N.C.

To Capt. Richard Ethridge, L. S. D.

I enclose a table of the amount due temporarily on the books for the month of August with 31 - 3c and 29 days.

Yours,

J. B. Payne
Superintendent L. S. D., L. S. D. Station

Manteo, N.C., March 31, 1886.

Capt. Richard Ethridge

Received a letter from the General Superintendent, directing me to inform you that the weekly report of the amount due receivers must be discontinued.

Very Respectfully,

J. B. Payne
Superintendent L. S. D., L. S. D. Station.
My dear Mr. Bridgewater,

U.S. Postal Department

March 4th, 1886

SIR:

Please follow out instructions contained in within receipt, and come to me at Elizabeth City, N.C., as soon as possile.

Very truly yours,

W. C. Clayburn

KEEPER.

OFFICE OF
Superintendent of North A. T. Life Saving District,

Pamlico Branch, N.C. March 4th, 1886

Keeper Bar Island, L. H. B.

Ori.

The occasion is letter from the Secretary of the Board of Life Saving Service, dated Feb. 23rd, 1886. If you receive your own order to apply for the benefits provided by act No. 7 of the act of May 4th, 1884, you should obtain a certificate from a negro hospital, of the nature of your disability and the probability of it having been caused or sustained. Necessary reports will be required to forward to you the papers for your approval.

In conformity with the instructions,

Very respectfully,

T. P. Ravn

Superintendent U. S. B. L. S., 1886.
U. S. Life-Saving Service,
Elizabeth City, N. C.
April 22d, 1882.

To Keeper of New Island L. S.

Sir:

Immediately upon the receipt of this letter, you will construct a screen door for each of the doors belonging to the stall, and also a screen for each of the windows.

You will construct the screens both for the doors and windows in a substantial manner, securing them well at the ends, which should be provided with room for the station as some are furnished for this purpose to make the screen well above the windows of any of the adjoining stations.

After hooking the wire cloth in the frame, you will place over the wire mesh a button to keep the meshes from drawing out, and enough for the top of the screen, the same to be hung on hinges which is furnished, and the window screen is also fastened with wooden buttons on the side.

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

Very respectfully,
E. J. Chagerton
Joint W. D. R. I.

U. S. Life-Saving Service,

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

Treasury Department.

STATE OF GEORGIA, DEPARTMENT OF THE U. S. LIFE-SAVING SERVICE.

Washington, D. C., May 9, 1882.

Keeper of New Island

Sir:

There have been mailed you this day a copy of the Report of the Smithsonian Institution for the year 1881, 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 books, enter it upon your inventory of your station, and care for it as public property.

Very respectfully,

J. L. W. W. I.

General Superintendent.
To the Secretary of the Navy:

Sirs,

I am directed by the undersigned, superintendent of the U.S. Life-Saving Service, New York, to request the use of the services of the life-saving crews of the 'Rope Island' and 'Nantucket' for the purposes of the government.

The services of these crews are required for the protection of the government's property located on the island of Nantucket. The services will be needed immediately.

I have the honor to be,

Very respectfully,

[Signature]

Assistant Secretary

Office of the Secretary of the Navy

Office of the Secretary of the Navy

Office of the Secretary of the Navy

Office of the Secretary of the Navy
OFFICE OF
Superintendent of South A. S. Life-Saving District.
Pompeo Branda, N. C. June 30th, 1887

Mr. Richard Etheridge
Keeper Pea Island L. & S.

Having received information from the General Office of Life-Saving Service that our float, No. 2, is lost and the station where the float was used is in a state of disrepair, I am therefore instructed to see that the new float is treated and placed on the float. The same taken out and the whole put in readiness for instant use during the coming winter. You will receipt for one float, No. 2, 7' 10" long, 2' 6" wide, 1' 6" deep. A float, No. 2, is to be purchased. The same taken out and the whole put in readiness for instant use during the coming winter.

J. R. Braley
Chief of Office.

OFFICE OF
Assistant Inspector of South A. S. Life-Saving District.
Elizabeth City. March 14th, 1887

Mr. Richard Etheridge
Keeper Pea Island L. & S.

In accordance with telegram instructions received from the Chief, I will hold the float, No. 2, for the winter and for the winter season. The same taken out and the whole put in readiness for instant use during the coming winter.

J. R. Braley
Chief of Office.

Received of
Richard Etheridge,
Keeper Pea Island L. & S.

For service rendered to
The Honorable Robert A. Gallin
June 23rd, 1887

J. R. Etheridge
Keeper Pea Island L. & S.
Superintendent of Sixth A. U. Life-Saving District,
Superior Ave Station,

Sir:

Referring to your letter of instructions, you will see that surf-noses are required to sign their names in full, it is therefore printed at the head of the space where you inquire as to sign designations on mail. You will cause the corrections to be made and in future do that in due course. Return received January 6th at once.

Respectfully yours,

Superintendent of Sixth A. U. Life-Saving District.

Superintendent of Construction A. U. Life-Saving Station,
Mr. Richard O'Brien,
Superior Ave Station.

Sir:

Your letter to be addressed to you at Rosary Island, via Old Dominion House, charges for saving a package containing 13 coarse packages of salt, amounting 15.3 given for use of fuel and you are requested to forward by mail, one 10-lb. package of salt from the station to the station on Devil's Hill to Durand's, both exclusive of salt, and the 3 given to Superior Ave Station.

Respectfully yours,

Superintendent of Construction A. U. Life-Saving Station.
Phila Pa, Jan 11, 89.

I wrote Mr. D'Antola requesting him to send you a June for your battery, very rapid. I will make requisition to the General Superintendent for some supplies and when you get your bill send you the proceeds. Yours very truly,

Wm. H. Wallace

Telephone Inspector
Life Insurance Service.

Uniforming and Contract Department.

To Mr. Richard B. Brown,

Pea Island, N.C.

Philadelphia, December 18th, 1889.

Dear Mr. Brown,

We have shipped the uniforms for your station but it will be necessary for us to send you the bills for the Guernseys that we 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 that are sent, so that when the Guernseys arrive you can sign the necessary receipts for all the clothing.

Yours respectfully,

Wm. H. Wallace


Elizabeth City, N.C., February 7, 1889.

Keep up the same as done.

John W. Roane

The Island

The Island

[Handwritten text not legible]
Received of Captain Richard Stoddard one hundred and eighteen 69
for being the amount due one
by the Governor as salary
this April, 24th, 1870
W. H. Daniel

Elizabeth C. G. M.
or to the keeper of Bea Island
L. B. K. Station Bara A. C.
yours very respectfully
J. E. R. Bering
Superintendent

Richard Etheridge
Supp.

Bea Island
L. B. Station

or to the keeper of
Pia Island L. B. K. Station
Bara A. C.
yours very respectfully
W. D. Fish
Superintendent

Richard Etheridge
Supp.

Bea Island
L. B. Station
Superintendent of Sixth U.S. Life-Saving District,
Reed-Beach, R. E., December 17th, 1870.

For Pea Island.

The Signal for the vessel, far distant, will be given at the following intervals: when the alarm is given at the Station by the sounding of the bell, the following signals will be given until the alarm is extinguished:

1. One long, two short, one long, one short, one long, one short, one long, one short.
2. Three long, one short, one long, one short, one long, one short, one long, one short.
3. One long, two short, one long, two short, one long, two short, one long, two short.
4. Three long, one short, three long, one short, three long, one short.

You will observe that the time of the sound is short, and the intervals between the breaks is long. These intervals are to be observed carefully, and the time of the sound is to be observed exactly.

Superintendent.

J. M. Steinway.

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Office of Superintendent of Sixth U.S. Life-Saving District,
Reed-Beach, N. C., May 20, 1871.

Kepner, Pea Island.

The distress signal for the vessel, far distant, will be given at the following intervals: when the alarm is given at the Station by the sounding of the bell, the following signals will be given until the alarm is extinguished:

1. One long, two short, one long, one short, one long, one short, one long, one short.
2. Three long, one short, one long, one short, one long, one short, one long, one short.
3. One long, two short, one long, two short, one long, two short, one long, two short.
4. Three long, one short, three long, one short, three long, one short.

You will observe that the time of the sound is short, and the intervals between the breaks is long. These intervals are to be observed carefully, and the time of the sound is to be observed exactly.

Superintendent.

J. M. Steinway.
OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Bengal, Aug. 3, 1891.

Keeper Pea Island
Life-Saving Station

Sir,

I have the honor to inform you by mail:

One (1) white flag

Will be rear at the Island upon the
orders.

Very respectfully,

Chas. C. So. or

N. C.

You will engage, as ordered to the

station (Pea Island) from September 30, 1891, to April 30, 1892, inclusive.

The same will be engaged, in accordance

with the instructions contained in the

train of the Secretary of the Navy, 1882,

of the Regulations, 1874, and to receive compensation at

the rate of fifty dollars

per month to each, during that period.

And when attending meals

that may occur during the

vacation season, for the purpose of

saving life or property, each cook will

be paid the sum of three dollars.

The duration of engagement from 1893

should be entered in duplicate forms and

turned over to the office as early as

possible.

On one copy of the articles, under the

head of "Remarks," you will enter the

age of each man you engage,

each cook will be furnished with a certificate, showing

that he is physically sound, from

the Medical Officer of the Marine

Hospital Service.

You will not allow your men for

engagement to be examined before

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

Washington, D.C. Feb. 25, 1893

Mr. Richard Etheridge,
Keeper pea Island.

The pay rolls for quarter ending December 31, 1892, for the crew at your station, not having been received by Capt. Etheridge, the Chief, nor requested that you would please forward them to me at the address below. The request is made at the suggestion of the General Superintendent and, if for any reason they are delayed, please inform me of the same.

Very respectfully,

Capt. T. F. Bird
20th L. I. M. O.
Washington, D.C.

U.S. Department of Agriculture,
Weather Bureau,

Washington, D.C., August 1, 1898.

Mr. Richard Etheridge,
Keeper pea Island.

It is desired to make a new collection of the Weather Proverbs of the United States, and to make it as complete as possible. For this purpose your co-operation is requested. Should you have the kindness to send me a list of such proverbs, please distinguish, when practicable, between those which are of American origin and those which have been imported, giving, where 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,

[Signature]

(An addressed envelope is enclosed for your reply.)
Treasury Department,
Office of the General Superintendent Life-Saving Service,
Washington, D.C. February 5, 1894.


Sir:

In accordance with the recommendation of the assistant inspector of your district, in his inspection report of the 29th ultimo, the Inspector of Life-saving stations has this day been directed to forward to your station one serial clock complete with leather case and eight keys. Upon the receipt of these articles you will cause the old serial clock complete with leather case and all the keys belonging thereto to be forwarded by mail to the Inspector of Life-saving stations, No. 26 State Street, New York City. The assistant inspector states that the old clock has long stopped frequently and is not satisfactory. You will carefully pack the old clock, etc., to be returned, in order that the articles may contain no damage in transit.

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

Respectfully yours,

[Signature]

General Superintendent.

PAY-ROLL of the Pea Island Life-Saving Station

For the quarter ending DECEMBER 31, 1894

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Number of Days Served</th>
<th>Rate of Pay</th>
<th>Total Pay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Colville</td>
<td>Capt.</td>
<td>91</td>
<td>$31.25</td>
<td>$2,831.90</td>
</tr>
<tr>
<td>A. J. Cowen</td>
<td>Acting</td>
<td>22</td>
<td>$21.75</td>
<td>$471.70</td>
</tr>
<tr>
<td>R. P. Bledsoe</td>
<td>3rd</td>
<td>22</td>
<td>$21.75</td>
<td>$471.70</td>
</tr>
<tr>
<td>W. A. Blue</td>
<td>2nd</td>
<td>22</td>
<td>$21.75</td>
<td>$471.70</td>
</tr>
<tr>
<td>W. J. Brown</td>
<td>1st</td>
<td>22</td>
<td>$21.75</td>
<td>$471.70</td>
</tr>
<tr>
<td>J. H. Berry</td>
<td>Acting</td>
<td>9</td>
<td>$18.75</td>
<td>$168.75</td>
</tr>
<tr>
<td>J. W. W. C.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The above named Keeper and surfers have been employed at the station named under the dates noted, and are entitled to the rates of pay and compensation as herein shown, in conformity with law and the established rules and regulations of the United States Life-Saving Service, and that the above named is correct.

[Signature]
Superintendent.
Treasury Department,

Washington, D.C., April 4, 1873.

Respectfully yours,

[Signature]

Assistant Inspector of the U.S. Life-Saving District

Elizabeth City, N.C., May 10, 1873.

Capt. R.N. Eichelberger

Ori. I received the follow- ing letter of yours, and I have forwarded it to you for your information:

[Letter content]

Yours respectfully,

[Signature]

Asst. Inspector.
U. S. Treasury Department.

Keep, Pea Island
L. S. S.

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

July 6, 1896.

P. Freeman

[Signature]

Office Sept. 6th Evening Dist.
Shinnecock, N. C.

AUG 9, 1896

Keep, Richard Euthridge

Respectfully,

Richard Euthridge

[Signature]

Ab. of Recruits,

[Signature]

Pea Island Station:

Aug 9, 1896

Keep, Richard Euthridge

Re: Engage 6 men from Aug. 1st to May 31st, 1896 and 1st man from Dec. 1st to Apr. 30th, 1896 under same conditions and pay as last season.

July 6, 1896.

P. Freeman

[Signature]
Office of Chief Surgeon
Fort 8th District
Elizabethtown, N.C.
Nov. 5, 1895

Sgt. Richard Etheridge
United States, Pro. Island

Sir,

Please send one form for
for condemnation of the disabled
male at your station and return to me. Also please inform me at what place in
your opinion it would be most
advantageous to have the male
such as recommended.

Respectfully yours,
J. C. Smith
Chief Inspector
2d Lt. District

Treasury Department,
General Superintendency U. S. Life-Saving Service
Washington, D.C.
December 17, 1895

Mr. Richard Etheridge
Manteo, N.C.

Sir,

Herewith is transmitted Draft No. 67,363 dated
17 December, and drawn on the Assistant Treasurer of the
United States at New York City for $1,500.00.

In liquidation of your bill against the Life-Saving Service, dated
Oct. 28, 1895, LR 56.58
(10 gallons mineral oil)

Respectfully yours,
A. J. Wood
General Superintendency

U.S. Treasury Department:

Capt. Etheridge,

You have failed to send report of change
of crew. I notice S. R. Midgett has been
failed to pass
and the report at
the same. You have
not sent certificate of
Midgett. Kindly ask
him to report.

Respectfully,

General Superintendency

Treasury Department,
General Superintendency U. S. Life-Saving Service
Washington, D.C.
September 26, 1897

Mr. Richard Etheridge
Manteo, N.C.

Sir,

Herewith is transmitted Draft No. 111,417 dated
26 September, and drawn on the Assistant Treasurer of the
United States at New York City for $1,500.00.

In liquidation of your bill against the Life-Saving Service, dated
May 6, 1897, LR 60.875

Respectfully yours,
A. J. Wood
General Superintendency
Evans, Meekins & Co.,

Wholesale & Retail Dealers in

GENERAL MERCHANDISE,

Books, Maps, Maps and Pianos, Meat-Preserving Plants, Oil, and Meat Bead.

March 4, 1879

Mr. John Smith
King St. Richmond

When you come to see you, get to know all the things about the trade, for failure. If you don't know what I mean, come and see me. I have a check from Mr. Smith, and will be there at the time agreed upon.

This way, we must consider the things about it, and come to terms on the subject of the trade.

Yours truly,

[Signature]

[Advertisement]

May 1st, 1879

Capt. Richard E. Wardle

May dear sir,

I will sell the largest and best coffee at lowest prices, and am authorized to sell the best coffee at the lowest prices.

Yours truly,

[Signature]

P.S. Cold water, what I have not included in the advertisement is not necessary, and will not.

[Advertisement]

Mr. Richard E. Wardle

To Griffin, Sample & Co., DRs

[Statement]

March 4, 1879

Terms: Goods to be paid for within 30 days from date. Interest will be charged on all bills unpaid after maturity.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffee</td>
<td>2</td>
<td>100.00</td>
</tr>
<tr>
<td>Sugar</td>
<td>1</td>
<td>50.00</td>
</tr>
<tr>
<td>Tea</td>
<td>1</td>
<td>15.00</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1</td>
<td>25.00</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>190.00</td>
</tr>
</tbody>
</table>
May 30, 1900

B. J. Bowser,
Pony Keeper, Pen. I. & O.

Upon the receipt of this letter you will turn over the Pen. I. & O. station to your No. 2 man or other suitable man as required by Fed. Sec. 26, Aug. 1899, and come to this city for physical examination for position of Keep. The man you employ will hit your own expenses.

R. C. Crof.

[Signature]
No. 19. TREASURY DEPARTMENT

B. J. Brown.
act. Secy.

I enclose you check for $15.40 on my order. I will send balance to you when the next check is received.

JUN 5, 1900
I gave $25.00 check

[Signature]

LIFE-SAVING SERVICE
OFFICE OF SUPERINTENDENT, 7TH DISTRICT
SHARPSBURG, N. C.

Mr. L. E. Proctor,
Superintendent.

I have been forwarded a set of blank keys for Inahan's time

[Signature]

Keepers of the
Pam Island station.

Sacramento, N. C.
March 9, 1911

[Signature]

Superintendent.

[Signature]
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, NC.), September 17, 1969 (page 10).


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