



Pea Island Life-Saving Station Rodanthe, North Carolina

Coast Guard Station #177

Historic Resource Study



Cultural Resources
Cape Hatteras National Seashore

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2008
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Historian
National Park Service
Cape Hatteras National Seashore

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Foreward

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

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

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

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

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

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

Doug Stover

Historian
Cape Hatteras National Seashore

2008

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

The United States Lifesaving Service

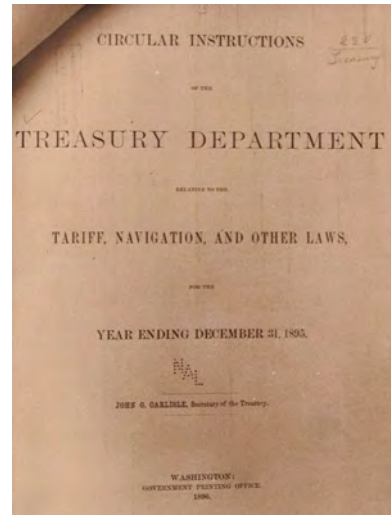
- Established in 1871 under Department of Treasury
- Committed to aiding stranded vessels and saving shipwreck victims
- Each station manned by keeper and six crewmen

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

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



Photo: Sumner I. Kimball
Smithsonian Intuition



National Park Service, Cape Hatteras NS
Museum Collection

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

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

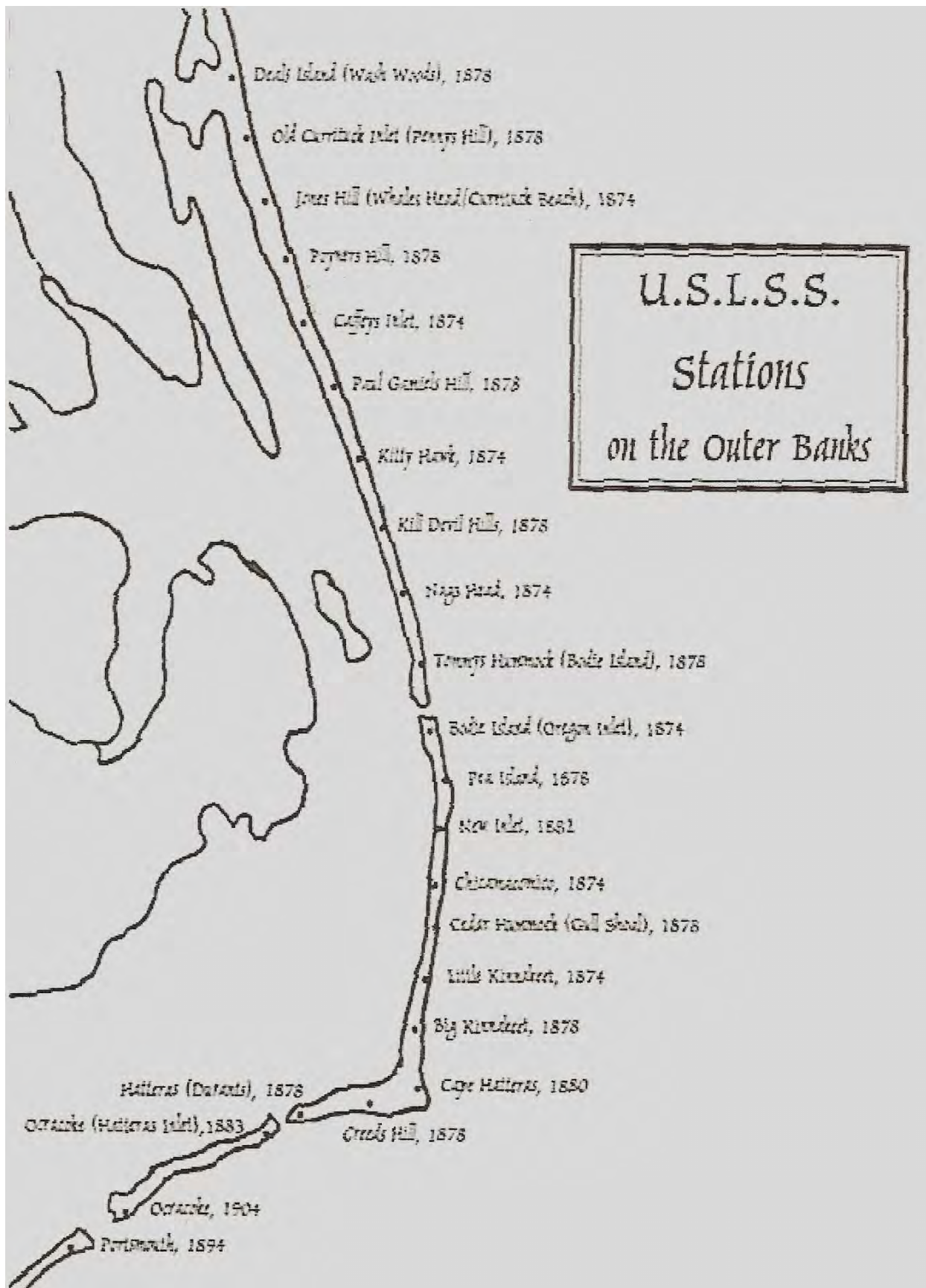
In 1874, the U.S. Lifesaving Service was begun by building a chain of seven lifesaving stations along the Outer Banks, at the points of greatest danger to ocean going vessels. The lifesaving stations, working in conjunction with the several lighthouses located along the Outer Banks, helped to save and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

Outer Banks Life-Saving Stations

- 1874 - 7 stations,
- 15 miles apart

- Disasters for the LSS
- 1877- USS Huron
- 1878- Metropolis

- Congress passes H.R. 3988, Lifesaving on the Outer Banks
- 11 new stations on Outer Banks
- Extension of season
- Doubled keeper's salary
- In an attempt to end corruption, Richard Etheridge is appointed.



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

- Wash Wood (1878-1933) - Once called Deal Island station. Early station once used as a dance hall. Subsequent station now a private home.
- Penney's Hill (1878) - Old station recently moved to original site 6 1/2 miles north of Corolla for use as private home. Once called Old Currituck Inlet.
- Currituck Beach (1874-1904) - Also called Jones Hill. Later station also recently moved from original location in Corolla to site adjacent to Penney's Hill station for use as private home.
- Poyners Hill (1878, 1904-08) - Older station now in Corolla as private home. Built as a result of 1878 Metropolis disaster on nearby beach. Second station burned down in early 1970.
- Caffey's Inlet (1874-1899) - Once protected inlet at Dare-Currituck county line. Now restored as Sanderling Restaurant.
- Paul 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 1930s 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 is 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 1940s) - 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

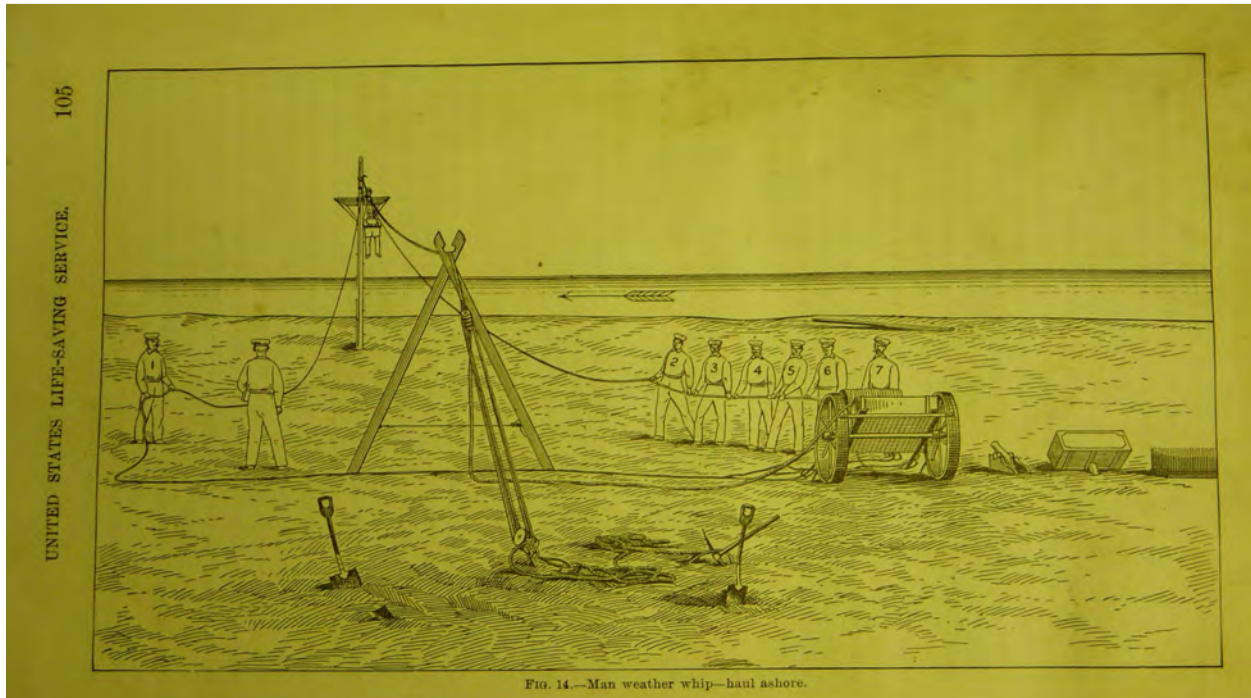
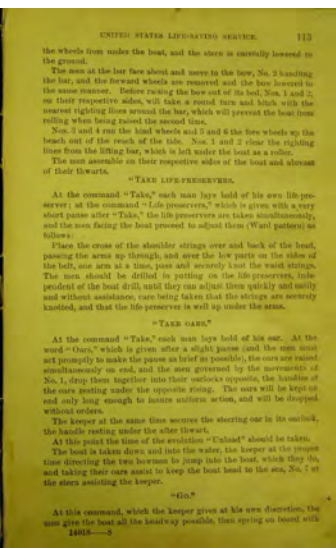
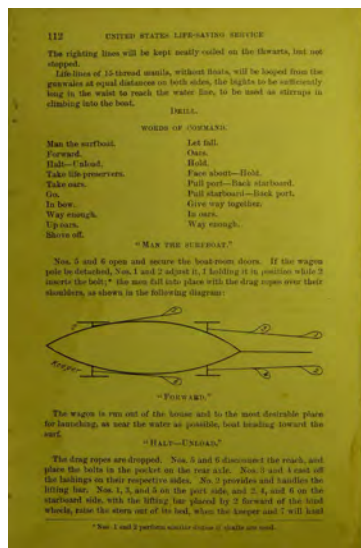
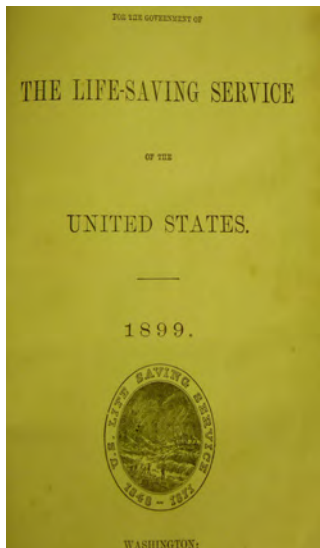


FIG. 14.—Man weather whip—haul ashore.

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



Life-Saving Station Crew Drill



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



Photo: Smithsonian Institution

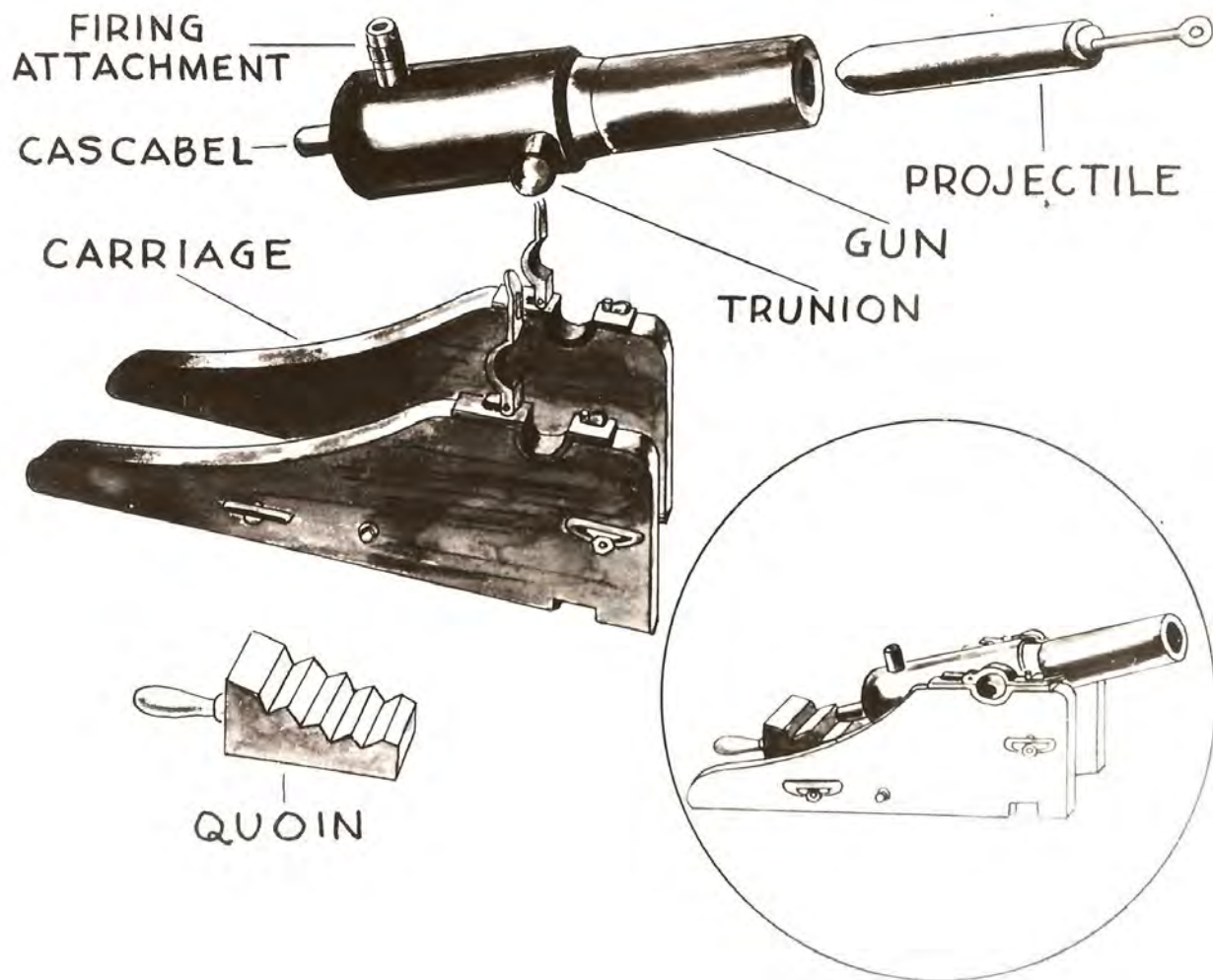
Crewman at the U.S. Lifesaving Station faking the messenger line of the Lyle gun.



Photo: National Park Service, Cape Hatteras National Seashore

Breeches Buoy:

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



Lyle Gun & Shot:

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

Shot Line & Faking Box:

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

Heaving Stick:

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



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

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

Whip Line & Block:

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

Hawser & Traveling Block:

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

Fall:

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

Strap:

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

Crotch Pole:

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

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

Sand Anchor:

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

Pick, Shovel, & Bucket:

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

Hawser Cutter:

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

Beach Cart:



Photo: National Park Service, Cape Hatteras National Seashore

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

Chapter Three:

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



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

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

Pea Island L.S.S. Keepers



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

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

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

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

Richard Etheridge

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

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

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

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

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

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

?-1947 Herbert Collins, Keepers:

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

Life as a Surfman

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

History: Pea Island Life Saving Station



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

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

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

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

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

³ 20Stat L 163

⁴ USLSS Annual Report, 1880. Page 29.

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

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

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

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

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

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

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

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

⁶ Annual Report, 1881, page 78.

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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



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



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

Photo: Doug Stover

Chapter Three:

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



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

Rescue Activity

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

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

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

Life Saving Medals Awarded



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

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

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

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

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

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

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

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



Photo: Kohler Shipwreck, Cape Hatteras National Seashore

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

¹⁰ USCG Reservists Magazine, Oct 1996

Rescue/Wreck Activity: Pea Island Log

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

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

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

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

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

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

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

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

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

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

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

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

¹² Annual Report, 1881, pages 172

¹³ Ship Ashore, page 97-98

¹⁴ Annual Report, 1881, page 172

¹⁵ Annual Report, 1882, pages 115

¹⁶ Annual Report, 1883, pages 200

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

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

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

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

Assisted Oregon Inlet Station Crew

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

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

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

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

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

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

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

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

¹⁷ Annual Report, 1884, pages 154

¹⁸ Annual Report, 1884, pages 154

¹⁹ Annual Report, 1884, pages 191/296

²⁰ Annual Report, 1885, pages 135

²¹ Annual Report, 1887, pages 194

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

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

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

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

Assisted the Oregon Inlet Station crew

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

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

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

Assisted from the Oregon Inlet Station crew.

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

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

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

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

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

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

²² Annual Report, 1887, pages 268

²³ Annual Report, 1887, pages 291

²⁴ Annual Report, 1888, pages 108/328

²⁵ Annual Report, 1888, pages 306

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

²⁷ Annual Report, 1889, pages 196

²⁸ Annual Report, 1889, pages 301

²⁹ Annual Report, 1888, pages 227

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

Date: April 24, 1889 Body Found³⁰

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

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

Assisted New Inlet Station crew.

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

Assisted Oregon Inlet Station crew.

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

Schooner was a total loss and five lives were lost.

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

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

³⁰ Annual Report, 1889, pages 241

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

³² Annual Report, 1890, pages 179/380

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

³⁴ Annual Report, 1890, pages 203

Date: November 18, 1889, Body Found³⁵

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

1890- No Activity

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

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

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

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

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

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

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

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

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

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

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

Assisted Oregon Inlet Station Crew

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

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

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

³⁵ Annual Report, 1890, pages 212

³⁶ Annual Report, 1891, pages 148

³⁷ Annual Report, 1891, pages 97

³⁸ Annual Report, 1891, pages 98

³⁹ Annual Report, 1892, pages 111

⁴⁰ Annual Report, 1892, pages 114

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

⁴² Annual Report, 1893, pages 151

Stranded on reef in Pamlico Sound. Ran anchors with assistance of volunteer crews from New Inlet and Oregon Inlet station, and started to have her off but, when nearly afloat, she suddenly sprung a leak. Making it necessary for master to go to Norfolk for a steam pump. On his return, keeper helped to 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,⁴⁴ Cargo:

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

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

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

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

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

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

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

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

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

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

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

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

⁴³ Annual Report, 1894, pages 82, 258

⁴⁴ Annual Report, 1894, pages 185

⁴⁵ Annual Report, 1894, pages 117

⁴⁶ Annual Report, 1894, pages 170

⁴⁷ Annual Report, 1895, pages 118, 292

⁴⁸ Annual Report, 1895, pages 134, 292

⁴⁹ Annual Report, 1895, pages 221

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

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

Assisted New Inlet Station

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

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

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

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

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

Assisted Chicamacomico Station.

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

Assisted Oregon Inlet Station Crew.

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

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

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

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

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

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

⁵⁰ Annual Report, 1895, pages 201

⁵¹ Annual Report, 1895, pages 160, 296

⁵² Annual Report, 1895, pages 204

⁵³ Annual Report, 1896, pages 208

⁵⁴ Annual Report, 1896, pages 70, 316

⁵⁵ Annual Report, 1896, pages 112, 316

⁵⁶ Annual Report, 1896, pages 240

⁵⁷ Annual Report, 1896, pages 241

⁵⁸ Annual Report, 1896, pages 125, 318

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

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

Assisted New Inlet Station crew.

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

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

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

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

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

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

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

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

⁵⁹ Annual Report, 1896, pages 131, 318

⁶⁰ Annual Report, 1896, pages 133

⁶¹ Annual Report, 1896, pages 146, 318

⁶² Annual Report, 1896, pages 180

⁶³ Annual Report, 1897, pages 115, 318

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

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

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

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

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

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

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

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

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

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

Assisted New Inlet Station crew.

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

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

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

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

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

⁶⁴ Annual Report, 1897, pages 136

⁶⁵ Annual Report, 1897, pages 252

⁶⁶ Annual Report, 1897, pages 183

⁶⁷ Annual Report, 1898, pages 189

⁶⁸ Annual Report, 1898, pages 194

⁶⁹ Annual Report, 1898, pages 166, 278

⁷⁰ Annual Report, 1899, pages 238

⁷¹ Annual Report, 1900, pages 173

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

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

Assisted New Inlet Station crew.

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

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

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

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

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

Assisted Oregon Inlet Station crew.

1901- No Activity

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

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

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

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

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

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

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

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

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

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

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

⁷³ Annual Report, 1900, pages 195

⁷⁴ Annual Report, 1900, pages 195

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

⁷⁶ Annual Report, 1902, pages 215

⁷⁷ Annual Report, 1902, pages 216

⁷⁸ Annual Report, 1903, pages 206

⁷⁹ Annual Report, 1903, pages 206

⁸⁰ Annual Report, 1903, pages 211

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

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

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

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

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

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

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

A belated traveler was succored at the station overnight.

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

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

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

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

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

⁸¹ Annual Report, 1903, pages 149, 288

⁸² Annual Report, 1904, pages 205

⁸³ Annual Report, 1904, pages 195

⁸⁴ Annual Report, 1905, pages 177

⁸⁵ Annual Report, 1905, pages 203

⁸⁶ Annual Report, 1905, pages 119, 286

⁸⁷ Annual Report, 1905, pages 191

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

⁸⁸ Annual Report, 1906, pages 169

⁸⁹ Annual Report, 1906, pages 170

⁹⁰ Annual Report, 1906, pages 171

⁹¹ Annual Report, 1906, pages 173

⁹² Annual Report, 1906, pages 193

⁹³ Annual Report, 1906, pages 179

⁹⁴ Annual Report, 1906, pages 125,226

⁹⁵ Annual Report, 1908, pages 91

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

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

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

Crew assisted to launch a boat at Oregon Inlet.

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

A man and woman. Sheltered for the night.

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

A wayfarer. Cared for overnight.

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

A wayfarer. Given shelter for the night.

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

Sheltered a man overnight.

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

Two men overtaken by bad weather: sheltered overnight.

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

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

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

Four men fed and sheltered overnight.

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

No entry.

⁹⁶ Annual Report, 1908, pages 179

⁹⁷ Annual Report, 1908, pages 117

⁹⁸ Annual Report, 1908, pages 172

⁹⁹ Annual Report, 1908, pages 173

¹⁰⁰ Annual Report, 1908, pages 173

¹⁰¹ Annual Report, 1909, pages 188

¹⁰² Annual Report, 1909, pages 189

¹⁰³ Annual Report, 1909, pages 189

¹⁰⁴ Annual Report, 1909, pages 189

¹⁰⁵ Annual Report, 1911, pages 144

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

3 miles WNW

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

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

Date: 1912-1913

No Activity

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

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

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

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

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

Warned away from beach by Coston signals.

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

Engine disabled in Roanoke Sound. Towed to harbor.

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

Lost bearings and ran ashore in Pamlico Sound, floated.

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

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

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

¹⁰⁶ Annual Report, 1911, pages 126

¹⁰⁷ Annual Report, 1912, pages 98,136

¹⁰⁸ Annual Report, 1914, pages 170

¹⁰⁹ Annual Report, 1915, pages 196

¹¹⁰ Annual Report, 1916, pages 221

¹¹¹ Annual Report, 1916, pages 171

¹¹² Annual Report, 1916, pages 175

¹¹³ Annual Report, 1920, pages 229

¹¹⁴ Annual Report, 1920, pages 235

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

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

[Assisted Oregon Inlet Station crew.]

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

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

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

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

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

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

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

[Assisted Chicamacomico Station crew.]

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

[Assisted Chicamacomico Station crew.]

Date: 1920-1923

No Activity

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

Two men in motor boat who were overtaken by storm.

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

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

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

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

¹¹⁵ Annual Report, 1920, pages 259

¹¹⁶ Annual Report, 1920, pages 400

¹¹⁷ Annual Report, 1920, pages 400

¹¹⁸ Annual Report, 1920, pages 404

¹¹⁹ Annual Report, 1920, pages 415

¹²⁰ Annual Report, 1920, pages 115

¹²¹ Annual Report, 1929, pages 45

¹²² Annual Report, 1920, pages 51

¹²³ Annual Report, 1930, pages 60

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

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

Date: 1931.

No Activity

¹²⁴ Annual Report, 1930, pages 60

Chapter Four:

Architectural History of the Pea Island Life-Saving Stations

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

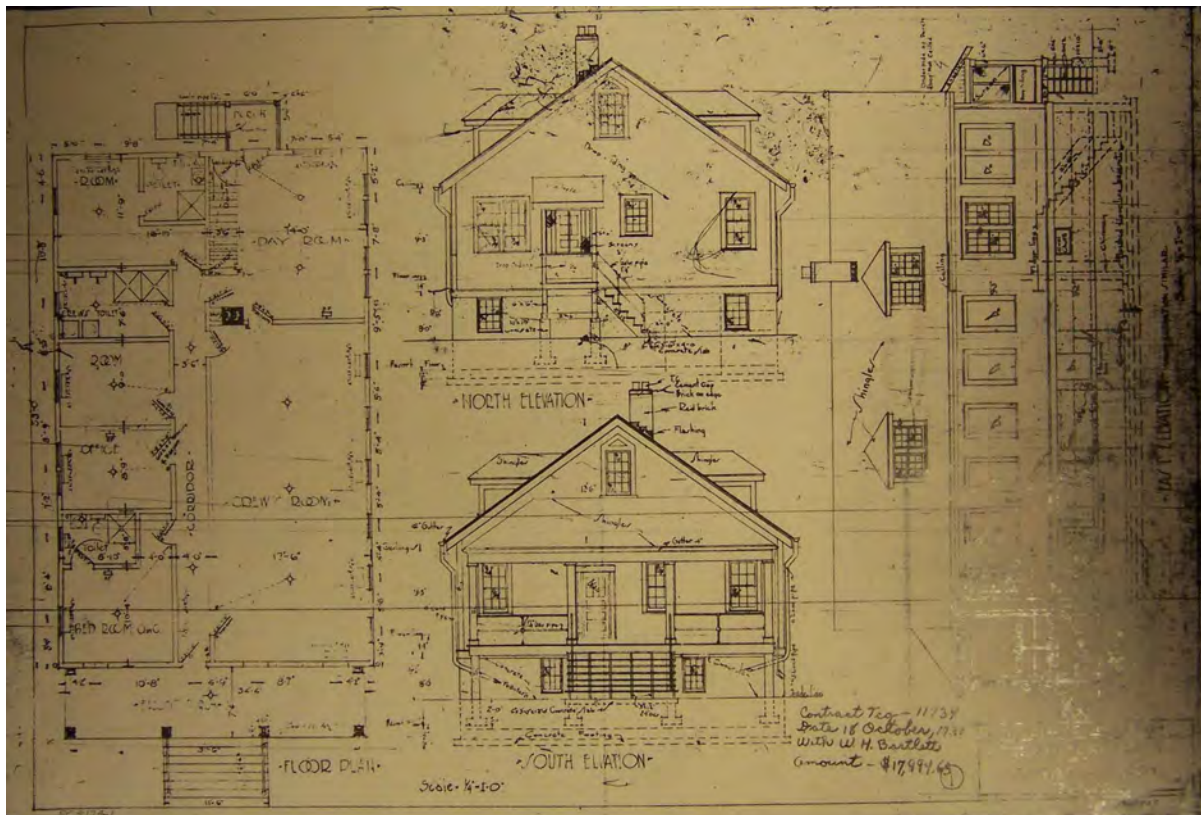


Photo: Pea Island LSS, Cape Hatteras National Seashore

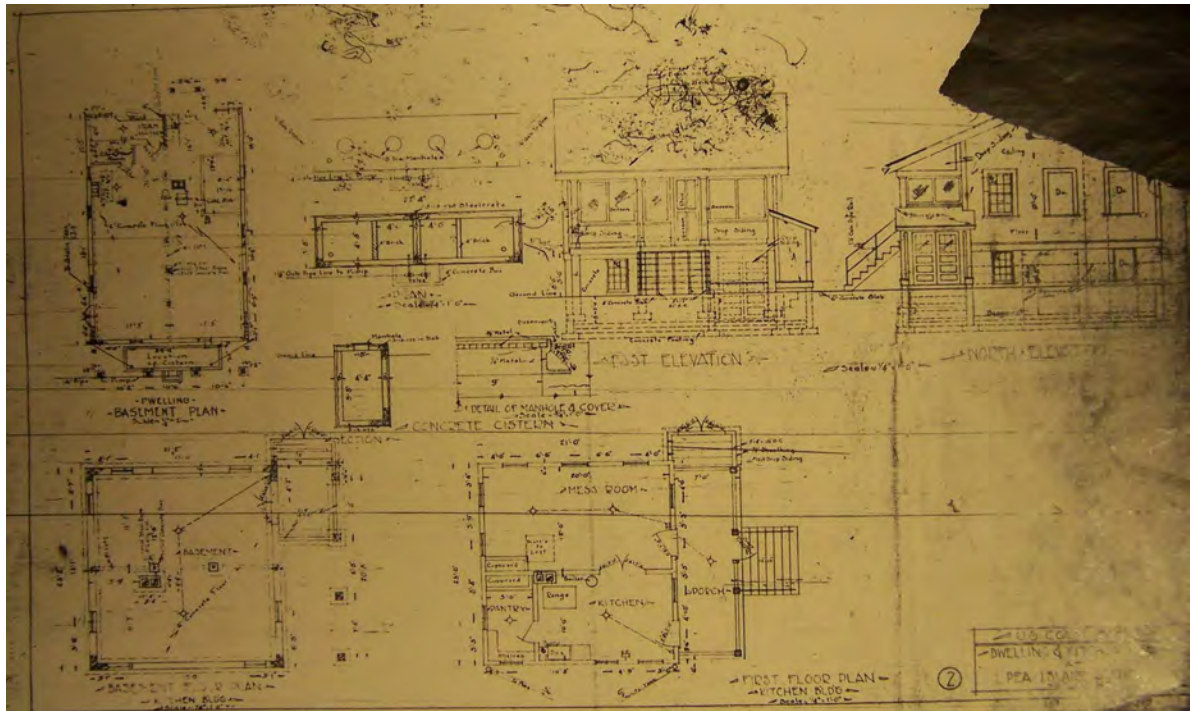


Photo: Pea Island LSS, Cook House, Cape Hatteras National Seashore

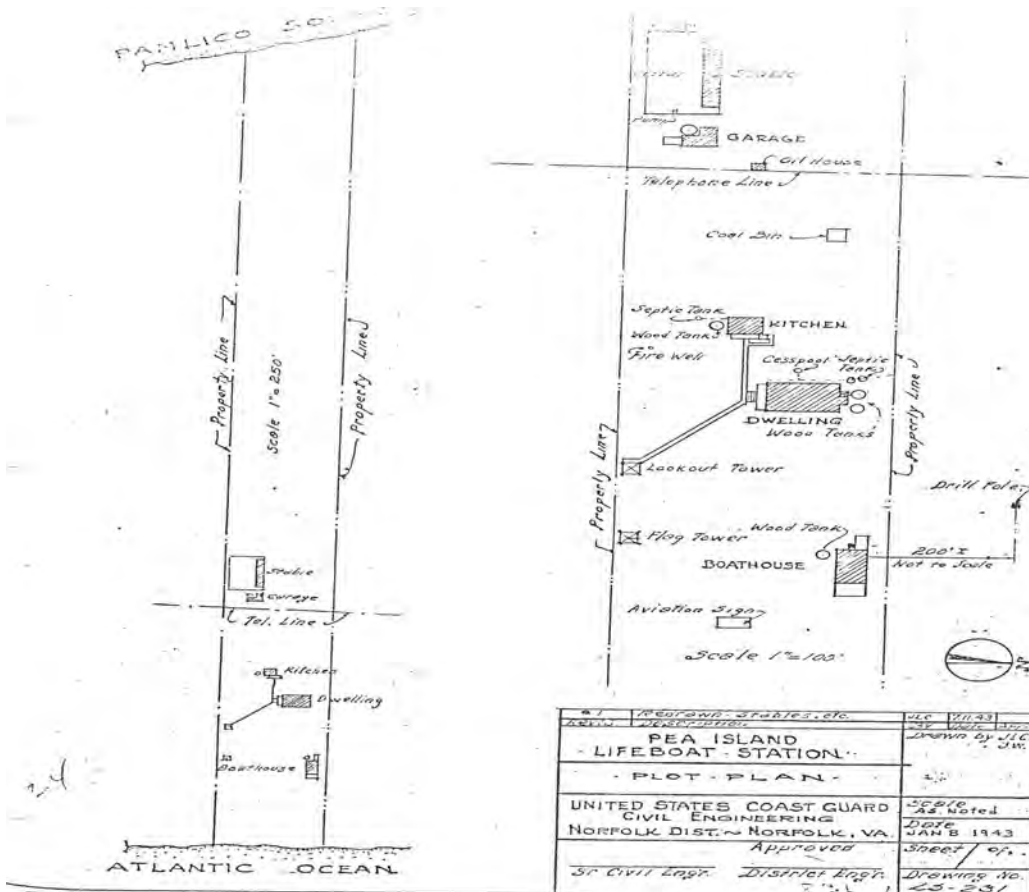




Photo: Pea Island LSS, (1935), Cape Hatteras National Seashore



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



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



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



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



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



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



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



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

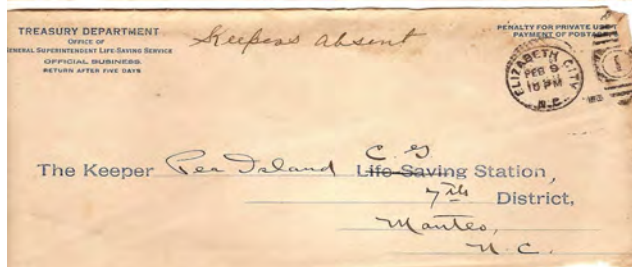
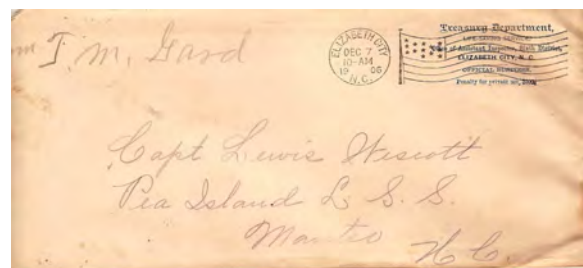
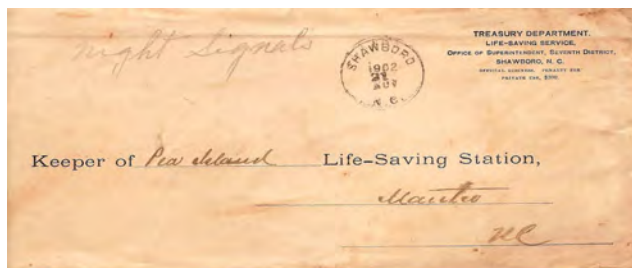


Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore

Appendix:

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

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



No. 19. TREASURY DEPARTMENT

Capt. Ethridge.

Keepers on duty should always accompany crews at inspections. I enclose one, which you will fill in and return at once.

I notice the applicant states he has been in the U. S. Service as temporary seaman. You should qualify this in your voucher in question no. 7 and state the facts; he has been only a substitute. so far as I know.

Wm. H. Hunt
Sept 6

May 27, 79.

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

Richard Ethridge Esq.
Keeper S. S. Station No. 17

Sir

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

Very Respectfully
J. W. Ethridge
Comd. Superintendent

Copy RECEIVED BY
Superintendent of Life-Saving Stations,
SIXTH DISTRICT,
Wilmington, N. C. November 29, 1880

J. W. Ethridge, Superintendent
Sixth Life-Saving District,
Wilmington, North Carolina.

Sir

Your letter of the 20th instant, stating that Dailey O'Neal, seaman at Life-Saving Station No. 20, reported that on the night of October 2nd last, he met David J. Gray, seaman of Station No. 19, on the patrol, when in fact he did not meet him, is received.

You will direct the keeper of station No. 20, to forthwith dismiss seaman O'Neal from the service and forbid his future employment in any of the stations in your district.

You will cause this letter, or a true

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

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

Very Respectfully
J. J. Kimball
Comd. Superintendent

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

Monteo, N. C. February 11, 1881

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

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

Very Respectfully
W. Etheridge, Supt.

Treasury Department,
OFFICE OF GENERAL SUPERINTENDENT OF LIFE-SAVING SERVICE,
Washington, D. C. December 7, 1880

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

Sir:
You will furnish this office with the names
of the persons who now compose your crew, and,
upon the circular recently sent you by the
Superintendent, marked Form No. 1811, report
all changes since the commencement of the
present active season.

Very respectfully,
A. J. Kimball
General Superintendent.

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

Monteo, N. C., December 22, 1880

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

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

Very respectfully,
W. Etheridge
Superintendent

Treasury Department,
OFFICE OF GENERAL SUPERINTENDENT OF LIFE-SAVING SERVICE,
Washington, D. C. March 3, 1881

Richard Etheridge Esq.
Keeper Life-Saving Station
No. 17, District
Monteo, Dare Co.,
North Carolina

Referring to your transcript
of material of February 17, 1881, wherein
you state that your crew were directed
to return to the station at Pica
Island, where on the vessel of the
said station you are requested to
forward to this office a correct
report of the disaster on the 1st
Feb.

You are directed to send such

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

Manteo, N. C., June 30, 1883

Richard Etheridge, Col. Esq.,
Keeper Life Saving Station,
Pia Island, N. C.

Sir:

From and after the receipt of
this letter you will write up and
keep the journal of your Station
and forward transcripts thereof
to the Genl. Supt, during the
inactive as well as during the
active season.

Very Respectfully,

J. W. Etheridge
Supt.

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

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

Richard Etheridge Esq.
Keeper Pia Island Station
Sir

I send you two sets miniature
signals, for the purpose of instrum-
enting your crew in the inter-
national code of signals

You will enter them upon your
inventories of public property.

Very respectfully,

J. W. Etheridge
Supt.

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

Manteo, N. C., June 18, 1884

Richard Etheridge Esq
Keeper Pia Island Sta
Sir.

You will please in-
form this office if the
crew are composing your
crew. rather be paid in
may for the quarter ending
march 31. and for the
month of april - or be paid
in april for the quarter
ending march 31.

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

Very Respectfully

J. W. Etheridge
Supt.

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

Treasury Department,

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

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

Mr. R. Etheridge

Keeper, Sea Island Life-Saving Station,

6th District,

Mantes, N. C.

Sir:

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

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

Very respectfully,

A. J. Kimball

General Superintendent.

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

Treasury Department,

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

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

Mr. Etheridge

Keeper, Sea Island Life-Saving Station,

6th District,

Mantes, N. C.

Sir:

There have been mailed you this day 1 copy 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 it upon the inventory of your station, and care for it as public property.

Very respectfully,

A. J. Kimball

General Superintendent.

U. S. Life-Saving Service,
C. Gray, Col. Apr 30, 1884
To Keeper of Sea Island
L. S. Station,
Sir,
On receipt of Patrol
Signal cases and receipt
for same by mail to me
at Elizabeth City, N. C.
Respectfully
(Signed) C. C. Chaytor
Lieut. U. S. A. 16
Asst. Insp. L. S. S.

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

Marble Dar Co
 the
 July 28. 1844

Lieut Chalton Esq.

Sir
 I suspect of the Life Saving
 service Sir as I had talking with you
 a boat again back in the life saving
 service Sir in Marblehead if you
 will see Capt Richard Etheridge
 and fix for me to get back with
 him as I am informed that this will
 be a no expense in his station and he
 told me when I left this of the amount
 of money I would receive my duties
 from but that he would give me
 my place back Sir in Marble
 head if you would see him
 but as you know just what shape
 to enter and more better than I can tell
 you so please do all you can for me
 I know if you will talk with him you
 can get him to do it

So Mother and
 yours
 Humble servant
 R. J. Baker

and if you could make any
 chance for me this or any other
 else you can just make for me
 at Marble and I will have at
 the call let it be what it may
 it don't make any no matter
 with me this as it is all the cases case
 that was my care for a speaking of
 him

Sir please do all for me you
 can I am not busy in my field
 but Sir I will wish you that
 this can be found any salary
 man that can get this year to some
 more in the regard of the service
 than I can so that I will in return
 you

Richard Etheridge
 July 28. 1844
 Richard Baker
 Etheridge - Keeper
 Marblehead, Mass.
 R. J. Baker
 Marblehead

U. S. Life-Saving Service,
 Elizabeth City, N. C.
 July 29th, 1837.

Richard Etheridge Esq,
 Keeper of Pea Island Light,
 Havelock, Dare County, N. C.
 Sir

When you employ the crew for the
 coming active season, the two or three
 careful must be men who are capa-
 ble of taking charge of the boat
 in going to and from the beach
 should they be required to do so
 during your absence from the
 Station and the balance of the crew
 to be men who are familiar with
 the use of it will be required if you
 crew to commit to memory the fol-
 lowing danger signals and their

meanings or at any time the
 within mentioned signals
 should be displayed by a passing
 vessel, they would be understood
 without referring to the International
 signals book

H-O-H-R-A-F-A-Y-A-W-I-P
 H-G-H-D-H-G-H-H-H-H-H
 H-O-H-D-H-H-H-F-H-P-H

Very respectfully
 D. C. Chalton
 Lieut. S. M.
 Asst. Insp.

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

Monte, N. C., August 21, 1884

Richard C. Thiridge Esq
Keeper, Pea Island L. S. Station
Mauldin, N. C.

Sir

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

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

employment or retention.

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

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

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

13

named to April 30, 1885, including at a compensation of Fifty Dollars per month during that period, and when attending vessels that may occur subsequent to the last mentioned date. For the purpose of recovering life or property each surfman will be paid the sum of Thirty Dollars (\$30.)

The articles of engagement will be signed in duplicate, and you will forward them to this office as soon as they are executed. Occasion is taken to call your attention particularly to the importance of the service to be rendered, and to urge upon you the necessity for the greatest vigilance and activity in carrying out the provisions of the Regulations for preserving life and property from wrecked vessels, especially those relating to the patrolling of the beach. (See Paragraphs 108 to 110, inclusive Rev. Regulations - 1884. See Circulars No 49 - Dec. 22, 1880 - and No 3 - March 25, 1881)

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

Very Respectfully
R. C. Thiridge
Superintendent

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

Manteo, N. C., August 21, 1884

Richard Etheridge Esq
Keeper Pea Island Sta
Sir

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

Very Respectfully,
D. M. Etheridge
Supt.

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

Manteo, N. C. December 25, 1884.

Richard Etheridge Esq
Keeper Pea Island L. S. Station
Sir

You are directed to make a monthly report to the
General Supt. of the amount of Kerosene Oil used
in your station during the coming calendar year.
Your report must show the aggregate number of
hours each lamp & lantern is burned during the
month, the size of wicks used in each, & the total
amount of oil consumed during that period in all
the lamps & lanterns combined.

By the use of the five gallon cans lately furnished
the station, you can arrive at a very close
approximation of the amount of oil consumed.

Very Respectfully,
D. M. Etheridge
Supt.

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

Manteo, N. C., March 26, 1885.

Capt Richard Etheridge,
Keeper Pea Island L. S.
Sir:

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

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

Very respectfully,
Your Obedt. Servt.
E. C. Chayler
Lieut. U. S. A.
Dist. Inspector

Asst Insp^r OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 N. C., August 20th, 1886.

Asst Insp^r
 M. Richard Erwidger,
 Keeper Pea Island, L. S. S.

Sir
 I enclose herewith a draft No. 254570
 drawn on the Asst Treasurer at New York
 for 175 dollars in payment of your
 salary for the month ending June 30th, 1886.
 Please acknowledge the receipt of the draft.
 Very respectfully
 E. C. Chayton
 Asst Insp^r
 Acting Supt.

Asst Insp^r OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 N. C., August 22nd, 1886.

To the Keeper Pea Island, L. S. S.

Sir:
 On the opening of the act in season you will make a list of the crooking
 lines, forks and any other articles used by the crew of your station,
 and submit to the end of the act in season you will ascertain if that
 quantity of property still remain. It will be your duty to find out
 what number of your crew destroyed or lost any of the crooking lines,
 forks, &c, and then comply with the regulations or become person-
 ally responsible for the articles yourself. Do not forget that
 the crew must be the proper persons to look after the crooking re-
 as he has them constantly under his observation and let him
 furnish you with the name of parties.
 Very respectfully
 E. C. Chayton
 Asst Insp^r
 Acting Supt.

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 N. C., August 23rd, 1886.

Asst Insp^r
 M. Richard Erwidger,
 Keeper Pea Island, L. S. S.

Sir:
 You are hereby directed to see that your station
 is provided with a crew of six men from September
 1, 1885, to April 30, 1886, inclusive, and also a additional
 surplusman from December 1, 1885, to April 30, 1886,
 inclusive; the men to be engaged on a contract
 with, and under the restrictions in the provisions of
 paragraphs 7, 8, 9, 31, 32 and 37 of the Revised
 Regulations of the Life-Saving Service, 1884, and
 receive compensation at the rate of \$50.00 per month
 each, during that period, and when attending vessels,
 that may occur during this inactive season, for the
 purpose of receiving life or property, each surplusman
 will be paid the sum of \$13.00. The article of

engagement, from 1883, should be equal in duplicate,
 properly sealed, the number which each man will
 occupy in the crew assigned, and forwarded to me
 for transmittal to the Asst Supt.
 Each surplusman will be required to furnish a certificate
 to furnish the Dept for a certificate, showing that he
 is physically sound, from a medical officer of the
 Marine Hospital Service, or when such officer
 cannot be reached without unreasonable expense,
 from a physician in regular practice for whose
 standing I am to vouch for. You will not be
 allowed to engage a surplusman in place of
 a member of the crew without permission
 first obtained from the Asst Supt.
 You are also instructed that temporary surplusmen
 under Circular Department No. 69, 1885, "Employment
 of temporary surplusmen in the Life-Saving Service," will
 in no case be engaged for a period of less than one day.
 Occasion will be taken to call your attention particularly

ly to the importance of the service to be rendered, and to
in proportion to the necessity for the greatest vigilance
and assiduity in carrying out the provisions of the
regulations for preserving life and property from un-
necessary loss, especially those relating to the patrol of
the beach. It is believed that if due attention to
duty is paid by you and your men, not a life
could be lost on the 6th. district, and you are directed
to see that no effort is neglected that can possibly be
of service. Every person connected with the service
will be held to strict accountability for the
faithful performance of his duty.

Very respectfully
J. J. Peyster
Superintendent.

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

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

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

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

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

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

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

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

Treasury Department,

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

Washington, D. C., September 7, 1881.

Mr. Richard Etheridge,
Keeper,
Pea Island Life-Saving Station,

Sixth District,

Manteo, Dare County, North Carolina.

Sir:

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

Very respectfully,

A. J. Kirkbride
General Superintendent.

U. S. Life-Saving Service,

Norfolk Va

Dec 10th

, 1881.

To Keeper of Pea Island S. S.

By Patrol

Sir:

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

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

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

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

of this, and don't delay the vessel.

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

Very Respectfully

E. C. Bryant

Lieut. U.S.N.

Asst. Inspector.

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 Poplar Branch, N. C., Dec. 16th, 1885.

Richard Ethridge
 Keeper Pea Island L. S. S.

Sir:

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

Respectfully,
 J. J. Payne
 Supt. 6th L. S. S.

U. S. Life-Saving Service,
 Elizabeth City, N. C.
 Feb. 13th, 1886.

To Keeper of Pea Island L. S. S.

Sir

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

Yours Respect
 J. J. Payne
 Supt. U. S. Life-Saving Station

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 Poplar Branch, N. C., Feb. 11, 1886.

Keeper Pea Island L. S. S.

Sir:-

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

Very Respectfully,
 J. J. Payne
 Superintendent 6th U. S. L. S. District

OFFICE OF
 Superintendent of Life-Saving Stations,
 SIXTH DISTRICT,
 Manteo, N. C., March 30, 1886.

Capt Richard Ethridge

Sir

enclosed a table so that you can get at the amount due temporary surfmen for months with 31 - 30 and 28 days

Yours
 J. J. Payne

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

Mr Richard C. Etheridge
Keeper Pea Island L. S. I.

Sir: Please follow out instructions
contained in within receipt, and send
same to me at Elizabeth City, N.C.

Very respectfully
W. C. Chappin
Agent U.S.M.

Please sign the above receipt
and date when recd from
Capt Daniels and send same
to me at Elizabeth City, N.C.
Very respectfully
W. C. Chappin
Agent U.S.M.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District.
Popeye Branch, N. C. March 7. 1886.

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

For reference to letter from the General
Supt. U. S. Life Saving Service dated Feb. 27, 1886.
If you or any of your crew desire to apply
for the benefits provided by sec. 8 of the
act of May 4th 1882, see revised
regulations page 23 sec. 8 Life Saving
Service 1884. It will be necessary for
you to provide the affidavits of two or
more witnesses who were personally
cognizant of the facts setting forth the
time when and the circumstances
under which the injury or disease was
contracted, also a certificate from the
Keeper giving the whole issue of your

absence from the station, the cause
thereof, and other information you
may have relating thereto.
The application should be accompanied
by a certificate from a surgeon-hospital
surgeon, if one be accessible, if not from
a practicing physician of good repute
of whose standing I am and your crew
will vouch for stating the nature of your
disease and the probability of its
having been caused as claimed. When
my apply will be required to forward
to me all papers for my approval.
For conformity with letter enclosed
you will find blank.

Very Respectfully,

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

U. S. Life-Saving Service,
Elizabeth City, D. C.
July 17th 1886.

Mr. Richard Ethridge
Keeper Pea Island L. S. Station
Sir

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

Very respectfully
O. C. Haynes
Supt. U. S. L. S. S.
Asst. Insp.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Poplar Branch, N. C., October 27 1886.

Henry Daniel surman
Pea Island Life saving station
Sir

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

Very respectfully
J. J. Payne
Supt 6th District

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

Richard Ethridge Keeper
Pea Island Life-saving station
Sir

send on 3 o'clock patrol the old horse harnessid and let the patrol wait until I get over at five o'clock

Very respectfully
J. J. Payne
Supt

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Poplar Branch, N. C., Nov 29th 1886

Richard Ethridge
Keeper Pea Island L. S. S.
Sir

Yours of the 22nd instant received. In reply will say that the check of C. R. Mudgett is all right, send it to the Bank on which it is drawn and he will receive his money for it, the deposit made with the Norfolk National Bank was not sufficient for the expenses of the quarter there has been an other deposit made with the Norfolk National Bank of Norfolk Virginia all parties holding check signed by me will receive their money on presenting their check now any time,

Respectfully
J. J. Payne
Supt 6th Life S. Dist

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

Poplar Branch, N. C. Jan 23rd 1887

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

Sir:

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

Very Respectfully
J. P. Sawyer
Supt. U. S. Life-Saving

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

Keeper, Pea Island Life-Saving Station,
Mantoloking, N. C.

Sir:

This office has been informed by the Secretary of the New York Auxiliary, (Provisional National Relief Association), that a package containing 3 Broadigan jackets, and 3 caps, for the use of shipwrecked persons at your station, has been mailed to your address.

Upon receipt of the package, you will enter the articles upon the inventory of the station, and see that they are properly cared for, and used only for the object specified above.

You will notify this office of the receipt of the package, stating whether all the articles are received in good condition.

When any of the supplies above mentioned are used by, or furnished to shipwrecked persons, you will inform this office by letter of the fact, and forward a list of the articles used and expended.

Respectfully yours,
J. D. Kimball
General Superintendent

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

Elizabeth City, N. C. March 22d 1887.

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

Sir:

In accordance with telegraphic instructions received from Genl Supt L.S.D. in the future you will take a No. 7 or No. 8 line to all wrecks where for any it is deemed best use for hauling a ship's tail block on board a No. 9 shot line.

If No. 7 line fails to reach the vessel with 600 lbs powder, use No. 8 line with 500 lbs powder; if that does not reach, use No. 9 line again with 400 lbs powder; after getting either the No. 7 or No. 8 line to the vessel, send on to it the No. 9 line, & have the No. 9 hauled off to vessel, with whip line and tail block attached.

This order must be carried out in every particular.

Very Respectfully
E. B. Chaytor
Lieut. U. S. R. M.
Asst. Supt.

Received of
Richard Etheridge
Keeper

Pea Island L.S.D.

Three Dollars
for services rendered to
the Schooner Rachel A. Collins

June 25th 1887

J. P. Etheridge

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

Wilmington, N. C., August 31st, 1887.

Superior Bar Island Life-Saving Station.
 Sir:

As per instruction from the Secretary of the Treasury you are hereby instructed to see that your Station is provided with a crew of six men from September 1st to April 30th 1888 inclusive. The men to be engaged in accordance with, and under the restrictions contained in the provisions of paragraphs 7, 8, 9, 10, 11, 12, and 13, also circular 7076 of the several regulations 1884, and to receive compensation at the rate of \$50. per month each, during that period, and when attending watches that may occur during the inactive season each seaman will be paid the sum of \$5.00. The articles of engagement Form 1803 should be signed in duplicate and forwarded to me at once. The article to be signed with name written in full. Each seaman

will be required before enlistment to furnish you with a certificate showing that he physically sound from a medical officer of the Marine Hospital Service, or when such officer cannot be reached without unreasonable expense from a physician in regular practice for above standing open and 3,000 fathoms. The examination must not begin earlier than ten days prior to enlistment, the patrol must begin on September 1st at 12 o'clock a.m.

Very Respectfully,
 T. J. Payne
 Super 6th Life-Saving Dist

OFFICE OF
 Assistant Inspector of Sixth U. S. Life-Saving District,
 Wilmington, N. C., City N. C., July 24th, 1888.

Superior Bar Island Light
 Sir:

Upon the receipt of lumber and material you will construct a oil house
 18x12-7 feet high under eaves in side,
 6 Boards, 1x12-18 feet long. Head
 +6 " 1x12-16 " " " "
 10 " 1x12-14 " " " "
 +22 Pcs, 1/2x3-16 " " " "
 4 " 1x3-14 " " " "
 2 rills, 6x6-12 " " " "
 2 " 6x6-10 " " " "
 +6 slupers, 2x8-12 " " " "
 +8 Posts 4x4-14 " " Run of log,
 +7 " 2x4-14 " " " " "
 +6 joist 2x4-10 " " " " "

+12 rafters 2x4-7 feet long Run of log,
 +10 feet floor boards " " "
 +60 " Roof batts " " "
 1050, Shovel shingles,
 1 Br 10 in. strap hinges,
 1 " " Wasp staples,
 1 Padlock,
 25# 8¢ Galvanized Nails,
 10# 20¢ " " "
 12# 5¢ " " "
 2# 4¢ " " "

Very Respectfully,
 E. C. Lehman for
 Asst Insp. of 6th Dist.

If you will see that the above is in good condition and receipt for same

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,
 New York, N. C., September 14, 1888.

Super Pea Island,
 Life-saving Station,
 S. C.

Sir:

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

Respectfully Yours,
 Superintendent

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

24/6
 January 24, 1889.

Richard Etheridge,
 Pea Island Life-saving Station,
 North Carolina,
 U. S.

Sir:

Referring to notices of shipment transmitted with letter of the 21st inst., you are informed that the zincs are intended for your station, Pea Island, and not for Kill Devils Hill, as the notice for which station they were included by mistake. You will therefore retain the zincs, and save them from the notice for Kill Devil Hills Station.

Respectfully yours,
 Captain, U. S. N.,
 Inspector.

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

19/2
 Jan 21st, 1889.

Mr. Richard Etheridge,
 Keeper Pea Island Life-saving Station,
 North Carolina,
 U. S.

Sir:

I will cause to be shipped to you at Roanoke Island, via Old Dominion Line, etc., charges fore-paid, a package containing 13 one pound packages of sal-ammoniac and 3 zincs, for use of telephones, and you are requested to forward by patrol, one 1-lb package of sal-ammoniac to each station from Kill Devil Hills to Durant's, both inclusive (13 stations), and the 3 zincs to Pea Island station.

2

with the accompanying notices of shipment and forms of receipt.

Respectfully yours,
 Captain, U. S. N.,
 Inspector.

Phila Pa
Jan 11. 89

bapt

I wrote Mr Drinkwater requesting him to send you a zinc for your battery by Patrol. I will make requisition to the General Superintendent for some supplies and will send you 'Salt and Zinc' yours very truly
William Bultore
Telephone Expert
Life Saving Service

Uniforming and Contract Department.

Wanamaker & Brown,
Oak Hall,
Philadelphia.

December 23th, 1889.

Mr. Richard Ethridge, Keeper,
Pea Island, L.S.S.
Manteo, N.C.

Dear Sir:

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

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

Yours respectfully,
Wanamaker & Brown.

G. E. COREY, MANAGER,
UNIFORMS DEPT.

OFFICE OF
Assistant Inspector of Sixth U. S. Life-Saving District,
Elizabeth City, N. C., February 7, 1890.

Keeper of Pea Island
Life-Saving Station,

Sir:

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

1. There must be at all times some one on hand to answer calls.
2. Unless in cases of urgent necessity the hand telephone will not be kept off the hook for more than ten minutes at any one time.
3. The plug of cut-out will be kept in the center hole except when it is necessary to ground while using the telephone or to cut out during storms.
4. The line will be tested each morning

Wm. Bultore, March 12 1890.

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

Sir:

The following extract from a letter received from the General Superintendent dated March 5, 1890, giving instructions in regard to official telegrams is forwarded for your guidance.

* * * * *

"It is therefore suggested that, in future, whenever the use of the telegraph becomes necessary you should decline to pay for the service unless the employes of the telegraph company without such payment refuse to receive the messages for transmission, or to deliver them at destination. In such event payment should be made and the fact of such refusal reported to this office in every instance.

"The words "Official business" should be written upon every telegram, and an exact copy of each telegram sent, except such as are addressed to officers in Washington, should be retained and forwarded to this office."

Very respectfully yours,
R. H. Ethridge
Superintendent

Received of Captain
Richard Etheridge
One Hundred & Eighteen ⁰⁰/₁₀₀
being the amount Due me
by the Government as Salary
this April the 24th 1890
H. D. High
Surfman

Elizabeth C. N.C.
or to the Keeper of Pea Island
L. S. S. Wanteo Dan a. N.C.
yours very respectfully
H. D. High
Surfman No. 6
Richard Etheridge
Keeper
Pea Island
L. S. Station

or to the Keeper of
Pea Island L. S. S.
Wanteo Dan a. N.C.
yours very respectfully
H. D. High
Surfman No. 6
Richard Etheridge
Keeper
Pea Island
L. S. Station

Pea Island, L. I., Sept 24th 1890
 Messrs. Harman & Brown
 S. E. Cor. 64 Market Street Philadelphia.
 Please send me the following
 articles of uniform goods which
 will be paid for out of my check
 for the quarter ending Jan. 1st 1891
 1 Heavy pants by measure to waist 40
 43, 32, 34, 40, 28, 20, 21,
 1 Quersey frock, with red letters
 on the breast Pea Island, L. I., cost \$4.00
 1 uniform Cap. 7 1/2. Price \$2.50
 1 Knitted Obeygian Cap. Price 40¢
 1 Storm hat Dutch style 50¢
 height 5 foot 10 inches
 height 1 80 pounds
 to be shipped to Lieut -
 W. A. Tailing asst
 Inspector, Elizabeth City N.C.

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,
 New-Berne, N. C., December 15th, 1890.
 Keeper Pea Island
 Life-Saving Station.

SIR:-
 The Signals, approved by the International Maritime Conference convened in Washington, in October 1889, and adopted by the Life-Saving Service, are described as follows:-
 "Upon the discovery of a wreck by night the life-saving force will burn a red pyrotechnic light or a red rocket to signify--'You are seen; assistance will be given as soon as possible.'
 "A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify--'Haul away.'
 "A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocket, or white Roman candle fired by night will signify--'Slack away.'
 "Two flags, a white and a red, hoisted at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time on shore by night, will signify--'Do not attempt to land in your own boats. It is impossible.'
 "A man on shore beckoning by day, or two torches burning near together by night, will signify--'This is the best place to land.'
 "Any of these signals may be answered from the vessel as follows: In the day time--by waving a flag, a handkerchief, a hat, or even the hand; at night--by firing a rocket, a blue light or a gun, or by showing a light over the ship's gunwale for a short time and then cancelling it."
 You will observe that the use of the red and white lights are necessary to make some of the signals at night. Hence, a supply of lantern globes, either white or red (ruby) are required at your station. You will therefore immediately report by letter to this office, the number of each kind of lantern globes (white or red) you have on hand; also the exact size of each kind of globe, to fit the lanterns in use. The flags, red and white, will be forwarded from the department, and upon reaching the station, you will mount them upon suitable staffs, ready for use.
 Two torches will be sent to each Station by the Inspector.
 You will in future, promptly notify this office, when any of the articles described above, are needed to replace those expended. Two copies of this letter are sent you, that one may be posted in some convenient place in the Station, that the Surferman may often refer to the signals, herein described, and familiarize themselves with the same.

Respectfully Yours,
 J. W. Etheridge,
 Superintendent.

Sixth U. S. Life-Saving District,
 Pea Island Station,
 March 9th 1891.

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

Enclosed you will please find the
 List of Supplies Received at this Station &
 the Receipt for the same. I send you
 the (2) barrels of oil for this & Oregon Culeb Station
 yours very Respectfully
 Richard Etheridge
 Keeper

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

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,
 Beaufort, N.C., May 20 1891.

Keeper Pea Island,
 Life-Saving Station.

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

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

Keeper Pea Island
Life-Saving Station

Sir-

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

Respectfully Yours
W. M. Chidgoff
Capt.

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

Keeper Pea Island
Life-Saving Station
Wilmington, N. C.

Sir,

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

The men will be engaged in accordance
with, and under the restrictions contained
in the provisions of Paragraphs 7, 80, 81, 82,
87, 145 & 147, of the Revised Regulations
1894, and to receive compensation at
the rate of Fifty (\$50⁰⁰) dollars per
month each, during that period, over

and when attending vessels
that may occur during the
"inactive season", for the purpose of rescu-
ing life or property, each surfman will
be paid the sum of three (\$3⁰⁰) dollars.
The Articles of engagement, Form 1803
should be signed in duplicate & forwarded
with the other papers to this office as early
as possible.

On one copy of the Articles, under the
head of "Remarks", you will enter the
Age of each man you engage.

Each surfman will before enlistment
furnish you with a certificate, showing
that he is physically sound, from a
Medical Officer of the Marine
Hospital Service.

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

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

Respectfully Yours
W. M. Chidgoff
Capt.

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

Keeper Pea Island
Life-Saving Station
Sir,

Letter from Surgeon P. J. Bousser
and approved by you received this day.
If it is actually necessary Mr. Bousser
will furnish a surgeon in his place,
fully acceptable to you, and you being
responsible for the qualifications of
the said substitute, in all respects,
for the discharge of duty & c. You
can give Surgeon Bousser the
3 days leave, noting fully the
circumstances & c. in your
manuscript. Yours respectfully
J. M. Etheridge
Keeper

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

Keeper Pea Island
Life-Saving Station
Sir -

The 2 sheets of zinc, you
received for W. White & Dodson, or for
New Inlet Station, you will please
forward it to the Keeper S. D. Midgott
and the 5 lbs of spare you, delivered
you, is for Paul Gamit's bill.
So please send it up to Keeper Payne
& request him to send it over to
Capt Jesse Etheridge, with instructions
to forward it to Keeper Austin
in patrol. Please put a tag on
the same, directed to Keeper Austin.
Yours truly
J. M. Etheridge
Keeper

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

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

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

For Mrs Etheridge
Very respectfully re.
Geo. J. Coker
2018 L. St. NW.
Washington D. C.

U. S. Department of Agriculture,
Weather Bureau,

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

Richard Etheridge,
Master, & c.

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

Yours, respectfully,

Mark W. Harrison
Chief of Weather Bureau.

(A franked envelope is inclosed for your reply.)

P.
 Treasury Department,
 Office of the General Superintendent
 Life-Saving Service,
 Washington, D. C., August 2nd 1898

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

Sir:
 Your telegram of yesterday reads as follows:-
 "Geo. D. Wainwright, Norfolk, Va. American two masted schooner.
 Crew on board four; Newborne, N.C. haul, Dr. Shingles.
 Pamlico Sound. Crew saved. Richard Etheridge, keeper."
 You could have conveyed the information by using a less
 number of words, as follows:
 "Schooner George D Wainwright, Norfolk, from Newborne
 to Haul, N.C. crew, four; Shingles; Pamlico
 Sound. All saved." Etheridge."
 But your telegram is incomplete, in that it does not
 state what happened to the vessel, and how the crew
 were saved.

(2)

The form given in Circular Department No. 16, should be
 followed. Minor variations, of no special consequence, should be
 reported on Form 1805- preliminary wreck report, and not
 telegraphed.
 The government has to pay for wrong words used in a
 despatch, and you should use the fewest words possible to
 convey the information. You will see by counting, that in your
 message, you used eight unnecessary words.
 Respectfully Yours,
 A. H. Kimball
 General Superintendent, N.C.

DR. W. H. PETERSON,
 Manteo, N. C.

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

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

Treasury Department,
 Office of the General Superintendent
 Life-Saving Service,
 Washington, D. C. October 28, 1893.

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

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

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

You will please deliver the drafts to them.
 Respectfully yours,
 A. H. Kimball
 General Superintendent.

4 Enclosures.

Form 51.

Treasury Department,
OFFICE OF THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C., *January 13, 1894.*

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

To: *General Superintendent*

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

Respectfully yours,
A. J. Kimball
General Superintendent.

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

L. N. 52005

Treasury Department,
Office of the General Superintendent
Life-Saving Service,
Washington, D. C., February 5, 1894.

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

Sir:

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

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

Respectfully yours,
A. J. Kimball
General Superintendent.

Form 19.

PAY-ROLL of the *Pea Island Life-Saving Station,* District *Sixth*,
We, the subscribers, acknowledge to have received this *JAN 12 1894* day of *JAN 12 1894*, from *P. H. MORGAN,* Superintendent of the *Sixth* Life-Saving District, the sums opposite our respective names, in full for our compensation for services rendered the Life-Saving Service during the *QUARTER*, ending *DEC 31 1893*, 189.

NAME	CAPACITY	NUMBER OF DAYS PRESENT			RATE OF PAY		AMOUNT OF PAY	BY CHECK UPON— BY NATIONAL BANK, OR BY— NEWARK.	SIGNATURE	WITNESS (Each signature must be witnessed separately)	REMARKS
		OCT	NOV	DEC	Per Annum	Per Month					
<i>Richard Chidige</i>	Keeper	<i>31</i>	<i>30</i>	<i>31</i>	<i>900</i>	<i>—</i>	<i>225</i>	<i>—</i>	<i>8888</i>	<i>8888</i>	<i>paid & checked</i>
<i>B. J. Bowen</i>	Surman	<i>30</i>	<i>30</i>	<i>30</i>	<i>65</i>	<i>—</i>	<i>190</i>	<i>80</i>	<i>8889</i>	<i>8889</i>	<i>month 10 8</i>
<i>G. R. Medgett</i>	"	<i>29</i>	<i>29</i>	<i>29</i>	<i>65</i>	<i>—</i>	<i>184</i>	<i>45</i>	<i>8890</i>	<i>8890</i>	<i>month 11 8</i>
<i>W. H. Pilgoh</i>	"	<i>29</i>	<i>30</i>	<i>30</i>	<i>65</i>	<i>—</i>	<i>188</i>	<i>70</i>	<i>8891</i>	<i>8891</i>	<i>month 12 8</i>
<i>Thos. Shekuis</i>	"	<i>29</i>	<i>28</i>	<i>30</i>	<i>65</i>	<i>—</i>	<i>184</i>	<i>34</i>	<i>8892</i>	<i>8892</i>	<i>month 1 8</i>
<i>W. S. Wisc</i>	"	<i>29</i>	<i>30</i>	<i>29</i>	<i>65</i>	<i>—</i>	<i>182</i>	<i>41</i>	<i>8893</i>	<i>8893</i>	<i>month 2 8</i>
<i>W. H. Loring</i>	"	<i>31</i>	<i>30</i>	<i>31</i>	<i>65</i>	<i>—</i>	<i>195</i>	<i>—</i>	<i>8894</i>	<i>8894</i>	<i>month 3 8</i>
<i>L. S. Wiscatt</i>	"	<i>—</i>	<i>—</i>	<i>31</i>	<i>65</i>	<i>—</i>	<i>65</i>	<i>—</i>	<i>8895</i>	<i>8895</i>	<i>month 4 8</i>
<i>J. H. Berry</i>	Temporary Surman	<i>—</i>	<i>—</i>	<i>9</i>	<i>65</i>	<i>—</i>	<i>18</i>	<i>88</i>	<i>8896</i>	<i>8896</i>	<i>month 5 8</i>
<i>J. W. Wadlet</i>	"	<i>9</i>	<i>3</i>	<i>—</i>	<i>65</i>	<i>—</i>	<i>25</i>	<i>39</i>	<i>8897</i>	<i>8897</i>	<i>month 6 8</i>
							<i>1460</i>	<i>—</i>			

I HEREBY CERTIFY that the above-named Keeper and Surmen have been employed at the station named under my name, in conformity with law and the established rules and regulations of the United States Life-Saving Service, and that the above account is correct.

P. H. Morgan
Superintendent.

JAN 12 1894, 189.

(Ed. 6-3-91-2,000.)

L.A. 19467
 Mention these figures in any reply hereto.

Treasury Department,
 OFFICE OF THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
 Washington, D. C. April 4, 1894.

Keeper,
Pear Island Life-Saving Station,
 6th District,
Manteo, N.C.

Sir:

The Inspector of Life-Saving Stations has been directed to cause one Wells Light, with necessary instructions for its use, to be forwarded to your station. The light will be accompanied by extra parts as follows:

12 assorted plugs for burner.	6 gland rubbers.
1 jet for burner.	2 complete sets of washers.
3 pump cup leathers.	1 brush.

The maker of the light guarantees each and every part of the articles supplied to be perfect and free from all defects, and agrees to renew any part that within three years develops to the contrary, except from wear or accidental damage. Care should be taken to protect the light and the extra parts from harm. Upon the receipt of the articles you will note the fact upon the station journal, indicating the condition of the articles when delivered. They should also be noted upon the station inventory.

You will at once familiarize yourself with the use of the light, both by study of the rules and by practice, with a view to subjecting it to a thorough test on the first occasion of shipwreck occurring in the vicinity of your station requiring the presence of your crew after nightfall.

It is desired that the light be tested in connection with the lanching and use of the boats of the Service, as well as with the beach apparatus in order that this office may be advised of its utility on occasions when boats alone will be relied upon. After the light has been put to a thorough test in connection with both the boats and the beach apparatus, it is desired that you submit a report thereof to this office setting forth your views as to its merits or demerits as an aid to life-saving operations, with any remarks or suggestions you may wish to make.

Respectfully yours,
J. H. Kimball
 General Superintendent.
 U. S. S.

OFFICE OF
 Asst. Inspector of Sixth U. S. Life-Saving District,
 Elizabeth City, N. C., May 10, 1893.

Capt. Richard E. Ethier,
 P.O. Island, State

Sir:

I send the following statement of weights of traps shipped to you for your information.

119) Box, cats 2582. (35) Black Cat 5825
 118) Box, cats 2480. (12) Black Cat 700

Send all Superintendent's mail to C. H. Morgan Shawboro N.C. he took charge yesterday.

Gen. W. Gooding,
 Asst. Inspector.

1895

	Jan. 1895	Feb. 1895	March	Amounts
R. J. Bowers	31 -	27	31	\$60.00
" " "		1 day		57.86
" " "			1 day	58.66
B. R. Midgitt	26	26	31	\$175.92
" " "	5 day	2 day		\$50.32
" " "				55.71
" " "				60.00
W. D. Pugh	28	28	30	\$166.03
" " "	3 day			54.19
" " "				60.00
" " "			1 day	58.06
Theo. Perkins	29	26	29	\$172.26
" " "	2 day			56.12
" " "		2 day		55.71
" " "			2 day	56.13
W. S. Kissel	29	25	29	\$167.95
" " "	2 day			56.13
" " "				60.00
" " "			2 day	56.13
W. H. Irving	31	28	29	\$172.26
" " "	1 day			58.06
" " "				60.00
" " "			2 day	56.13
F. S. Hescott	31	28	31	\$174.19
" " "				65.00

1895

	Temp. Inspector	Temp. Inspector
	H. S. Pugh	H. H. Hescott
R. J. Bowers	408	
B. R. Midgitt	816	531
W. D. Pugh	775	
Theo. Perkins	1011	194
W. S. Kissel	774	
W. H. Irving	531	
	443.65	\$7.75

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

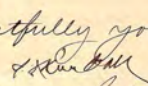
January 11, 1895

L. R.
Mention these figures in
any reply hereto.

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

Sir:

Referring to your statement in the transcript of Journal of October 14, 1894, relative to assisting a fishing sloop stranded, you are requested to forward to this Office, through the District Superintendent, a report on Form 1806, giving full particulars.

Respectfully yours,

 General Superintendent.

U. S. Treasury Department.

Keeper Pea Island
L. S. S.

Sir - engage 6 men from Aug-1- to May 31-1896 and 4th man from Dec. 1 to Apr. 30-1896 - under same conditions and pay as last season - use only the enclosed articles of engagement.

July 6-1895.

P. H. Murray
Capt.

Office Supt. 6 Life-Saving Dist.,
Shawboro, N. C.
AUG 5 1895

Pea Island Station
August 1, 1893.

Richard E. Hodge
Keeper

SUBJECT:

Respectfully returned

to Keeper, Pea Island Station, who will pay with this office, with all the circumstances connected with the charge of Keefe & L. S. W. W. for carrying lumber is this charge for salvage? I do not understand the nature of the charge against the United States - why the United States should be charged with this amount. Salvage is not allowed to regular employees. See Department Circular No. 61, 1893.

P. H. Murray
Supt.

No. of Inclosures,

W. H. Murray
Nov. 18, 1895

Keeper Richard E. Hodge
Dear Sir -

I send you one black mule to take the place of the lame mule now at your station. hope this will prove to be a fine animal. take good care of him & when you receive this mule enter the receipt of him in your journal & state the conditions in which you receive him. Keep the lame mule till further orders.

y
P. H. Murray
Capt.

Office of Asst Insp
 6th S. District
 Elizabeth City, N.C.
 Nov. 8 1895

Keeper Richard Etheridge
 U.S. Station, Pea Island
 Sir.

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

Respectfully yours,
 J.C. Cantwell
 Asst Inspector
 6th S. District

Form No. 2.

Treasury Department,
 OFFICE OF THE
 GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE
 Washington, D. C., December 17, 1895

Mr. Richard Etheridge,
 Keeper Pea Island, L. S. Station 6th S. Dist.
 Manteo, N. C.

Sir:

Herewith is transmitted Draft No. 653,630, dated
 17 instant, and drawn on the Assistant Treasurer of the
 United States at New York City, by GEORGE A. BARTLETT,
 Disbursing Clerk, in your favor, for the sum of
 one, 80/100 Dollars (\$1.80),
 in liquidation of your bill against the Life-Saving Service, dated
 Oct. 28, 1895, L.R. 56,558,
 (10 gals mineral oil.)

Respectfully yours,
 A. J. Kirkpatrick
 General Superintendent.

(M. S. 10-70-1000)

Nov. 5, 96

U. S. Treasury Department.

Capt. Ethridge.

You have failed
 to send report of charge
 of crew. I notice
 S. R. Mudgett has been
 failed to pass -
 send the report at-
 once, & if you have
 the mule, culpitude of
 Mudgett, send also

R. H. Wagon
 Supt.

Form No. 2.
 M. S. 10-70-1000

Treasury Department,
 OFFICE OF THE
 GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE
 Washington, D. C., September 21, 1897

Mr. Richard Etheridge
 Manteo, N. C., Keeper Pea Island 6th S. Dist.

Sir:

Herewith is transmitted Draft No. 711944, dated
 21 instant, and drawn on the Assistant Treasurer of the
 United States at New York, N. Y., by GEORGE A. BARTLETT,
 Disbursing Clerk, in your favor, for the sum of
 fifteen, 61/100 Dollars (\$15.61),
 in liquidation of your bill against the Life-Saving Service, dated
 May 6, 1897, L.R. 60,875-2

Respectfully yours,
 A. J. Kirkpatrick
 General Superintendent.

No. 17. TREASURY DEPARTMENT
Office Supr. & L. S. James
Division of I. S.
July 7 1899

Recd. Island

Sir: The following articles have been examined at your station and are to be disposed of as follows: May 18, 1898, 1 chop. axe, 1 card body, 1 coffee pot (3 gal), all to be dropped as useless and removed from the station, 1 pair blanket, to be kept for uniforms, 50 brass caps, to be sold for use as chairs, 1 ch. each, 2 oil barrels, to be sold for use less than 50 cts each.

May 18, 1898 - 1 - 3 gal. coffee pot, 1 iron pot (3 gal), 2 gal. iron fire bucket, 1 cedar bucket, 1 short shovel, 1 iron tea kettle, 1 ladder, 1 coffee mill, 1 tin bake pan, 2 sauce pans, 7 pillow covers, 1 oil table cloth, all to be disposed of as useless and removed from station.

The articles to be sold you will sell and forward proceeds to me.

H. H. H. H. H.

Manito N.C. 9/5th 1899
Capt. Richard E. Thomsen

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

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

after Best wishes & our
yours very truly
J. W. Wang
Wreck Commissioner

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

Evans, Meekins & Co.,
WHOLESALE AND RETAIL DEALERS IN
GENERAL MERCHANDISE,
Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils, and Nat Material.

Manito, N. C., Apr 23, 1899.

Richard E. Thomsen Esq
Keeper Pica Island Station
Sir

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

Yours Respect
A. C. Evans

STATEMENT
Manito, N. C., Apr 1, 1899
Richard E. Thomsen
To Griffin, Sample & Co., Dr.,
WHOLESALE AND RETAIL DEALERS IN
GENERAL MERCHANDISE,
Dry Goods, Notions Groceries, Shoes.

Terms
Interest will be charged on all bills unpaid after maturity.

Oct	2-1 Quilted Cloths	3.00
	4-1 Caps	5.50
	1 pair Boots	1.50
	5 1/2 # Netting 40	18.00
	12 230# Combs 55	2.26
	2 Bags 5	1.00
		30.26

W. J. Griffin, Pres. J. Z. Kirtos, Vice-Pres. R. W. Sarrin, Sec. & Treas.

Manteo, N. C., Oct 25 1899

Mr. George Jones
Bought of MANTEO LUMBER & SUPPLY CO.,
(Incorporated.)

MANUFACTURERS OF AND DEALERS IN

»Lumber, Building Material and Fish Boxes. Also Meal and Hominy.«

Oct 14	401 Suit cloths 2 ⁰⁰	1/2 Shirts 25	3.25
"	8700 Home furn ⁵	2 under shirts	1.40
"	1 shirt 1/2 drawers 50		1.00
"	1 pipe 20	50	.50
"	1 ad coat 1.75	8 lb Pork 6	2.25
			\$82.25

Richard Estinger & Co.
Bought of Mrs W. W. W. Sarrin

1899

Oct 17

1 pk	Table salt	20
10	200g Kirkland Corn 1 ²⁵	2.50
1	200g Flour	1.10
54	1/2 Ham	1.40
1/2	1/2 (O. California 1 Webbs) 1/2	7.50
12	1/2 Cabbage 10c	1.20
1	Bag 50	.05
		13.74

Thank You for the order of
Paper. Yours will please
J. W. E.

S. A. Griffin, A. G. Sample, L. S. Midgett.

Manteo, N. C., Oct 2 1899

Mr. Richard Estinger & Co.
BOUGHT OF GRIFFIN, SAMPLE & CO.,
Wholesale and Retail Dealers in

Dry Goods, Notions, Boots, Shoes, Hats, Caps, Ready-Made Clothing,
Fancy and Staple Groceries, Hardware, Drugs, Boat and Fishing Tackle, Paints, Oils, Hay, Grain and Everything else kept in a first-class General Store.

Manufacturers Agents for Trunks and Boys Rubber Boots and Oil Clothing and Stoves.

To Secure Attention Address The Firm.

50	1/2 Sugar 6	3.00
50	1/2 Ham 13	6.76
10	1/2 Apples 10	1.00
50	1/2 Rice 6	.30
2	1/2 pt Jelly	.45
1	1/2 Bag Flour	1.00
50	1/2 Java Coffee 14	.70
1	1/2 Bag B Powder	1.00
1	1/2 pk Salt	.20
2	1/2 sack 1/2 c sack 75	1.50
1	1/2 doz Apples 12	.88
44	1/2 1/2 Pork 6	2.68
		18.57

W. J. Griffin, Pres. J. Z. Kirtos, Vice-Pres. R. W. Sarrin, Sec. & Treas.

Manteo, N. C., Nov 21 1899

Mr. Capt. Richd Estinger
Bought of MANTEO LUMBER & M'FG. CO.,
(Incorporated.)

MANUFACTURERS OF AND DEALERS IN

»Lumber, Building Material and Fish Boxes. Also Meal and Hominy.«

300	ft 1418-14 @ 9 ⁰⁰	2.70
88	" @ 5 ⁰⁰	.44
		3.14

TO INSURE ATTENTION, CALLS PROMPTLY, AND ADDRESS THE FIRM
Mr Richd Ething Manteo, N. C., *Nov 6 1899*

For Station
EVANS, MEEKINS & CO.,
 Wholesale and Retail Dealers in
GENERAL MERCHANDISE
 Boots, Shoes, Hats, Furniture. Dry Goods, Groceries, &c. Manufacturers' Agents for World-Patent Wood-Preserving Paints, Oils and Sea Blasters.

100 lb Sugar	575
1 sack	15
1 gal No 2 Milk	37
1 doz milk	100
40 3/4 lb Bacon 9/4	377
10 lb Coffee	140
1 doz Tomatoes	85
1 " Sugar Corn	125
1 mt 8 lb 13 lb	25
1 40c Vinegar	25
4 lb Butter 28c	112
	<u>1161.6</u>

R. C. EVANS. THEO. S. MEEKINS. N. E. GOULD.
 MONTHLY STATEMENT
 Manteo, N. C., *Nov 1st 1899*

Capt Richd Ething
TO EVANS, MEEKINS & CO., DR.,
 Wholesale and Retail Dealers in
GENERAL MERCHANDISE.
 Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils and Net Material.

Terms, 30 Days.

Oct 3 1/2 doz Milk	50
" 2 lb Pepper 12 1/2	25
" 1 doz Milk Can	150
" 1 doz Tomatoes	90
" 1/2 Bus Onions	60
" 10 lb Beans 3 1/2	35
" 50 lb Sugar 5c	250
" 5 lb Coffee 12	60
190 8 Bags Flour	400
	<u>1116.0</u>

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

Richd Ething Co
 1900

Apr 16 1/2 Bus meal 80c 1 Bag 20	180
" 100 lb Sugar	590
" 1 Bag 20	20
" 5 pkgs Pearlina 3c	35
" 10 lb best Milk 1 lb 10	100
" 1 Bus Onions 11c	110
" 1 Bag 3c	25
	<u>1080</u>

S. L. GRIFFIN. A. G. REYER. L. S. RIDGETT.
 Manteo, N. C., *Apr 4 1900*

Richd Ething Co.
Bought of GRIFFIN, SAMPLE & CO.,
 Wholesale and Retail Dealers in
 Dry Goods, Notions, Boots, Shoes, Hats, Caps, and Ready-Made Clothing.
 Fancy and Staple Groceries, Hardware, Drugs, Bait and Fishing Tackle, Palets, Oils, Hay, Grain and Everything kept in a General Store.
 Manufacturers' Agents for Trunks and Bags, Rubber Boots and Oil Clothing, Stoves.
 TO INSURE ATTENTION ADDRESS THE FIRM.

10 gal oil	15	150
1 oil can		75
50 lb sugar 5c 1/2		250
25 lb Raisin 7		175
		<u>550</u>

(Bl. 11-27-78-1,000,000)
 O. 18. TREASURY DEPARTMENT
 Office of Assistant Inspector, Eth Life Saving Buks
 ELIZABETH CITY, N. C.
 May 30, 1900

*Call out my of
 price for this
 seal certificate
 when you get to
 her*

B. J. Bowser,
 City Keeper Pea Id. S. S. O.;
 Upon the receipt of this letter
 you will turn over the Pea Id.
 station to your #2 man or
 other suitable man as required
 by Sect. 201 Regs. 1899, and come
 to this city for physical ex-
 amination for position of keeper.
 The man you employ will be at
 your own expense.
 Resp.
 R. O. Croft

S. A. GRIFFIN, A. G. SAMPLE, L. N. MIDGETT.
 ESTABLISHED 1852
 Mantol, N. C.
 May 1, 1900
 Messrs. R. L. ... & Co.
To Griffin, Sample & Co., Dr.
 Wholesale and Retail
 DEALERS IN
GENERAL MERCHANDISE,
 Dry Goods, Notions, Groceries, Shoes.
 Terms:
 Interest will be charged on all bills unpaid after maturity.

Apr 2	10 Gal oil	15	1 50
	1 Can		75
	500 cigars	57c	2 88
	25 lb Pork	7	1 75
	4 lb Pepper		15
10	58c Bacon	10	5 80
	1 Bus Pato		1 25
	1 Dg Tams		1 00
"	23 6 1/4 Beans	10	6 25
			21 36

No. 19. TREASURY DEPARTMENT

B. J. Bousard.
act. Keeper.

I enclose you checks
for cash, the pay rolls cause
this p. m. I sent Mrs.
Bakers to her - she owes
George E. Jones \$15.48 -
for her father's entombment
in my care. I send
Jones' check for \$44.52
which makes \$60 -
sent -

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

P. H. Mosecott
sent.



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

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

Deber. Rob. DeLaud.
Life Saving Station

Sir: Please write me in full
what repairs is needed on the
Jones' Cart state in full all
repairs needed I will have to
know this before advertising the
"word" General repairs will not
Answer. Advise me by return
mail

Respectfully,
P. H. Mosecott
Superintendent



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

Shawboro, N. C., March 2, 1906

L. S. Mosecott
Keeper, Peaslee, L. S. Station,
Manteo, N. C.

Sir:
Your letter under date of Feb. 20th last has
just been received. The envelope bears postmark of
March 1st at Manteo, why this delay in reaching
you will at once advise me as to whether you
saw the assault and if not present who were eye
witnesses, whether any blows were struck and by whom
stating whether or not Darfman Piggford in any
way provoked the assault. You will also state
whether Darfman Piggford was guilty of using profane
or vulgar language during the affair, and require
Darfman Watson and Piggford to write me a letter
to be forwarded by you each telling his side of the
case. At the end of your letter to me you will
suggest the punishment or punishments you think
should be given in each case. Has the other person
who introduced the row write all he previously
said saw. Attend to this part over keeping the prisoners
at the station until it is quashed. Do not grant any
further liberty to Darfman Watson until the case is
settled by Mr. Mosecott. Respectfully,
S. M. Mosecott
Superintendent



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

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

Keeper of the
Pea Island station,

Sir:

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

Respectfully,
P. H. Mosecott
Superintendent.

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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.

